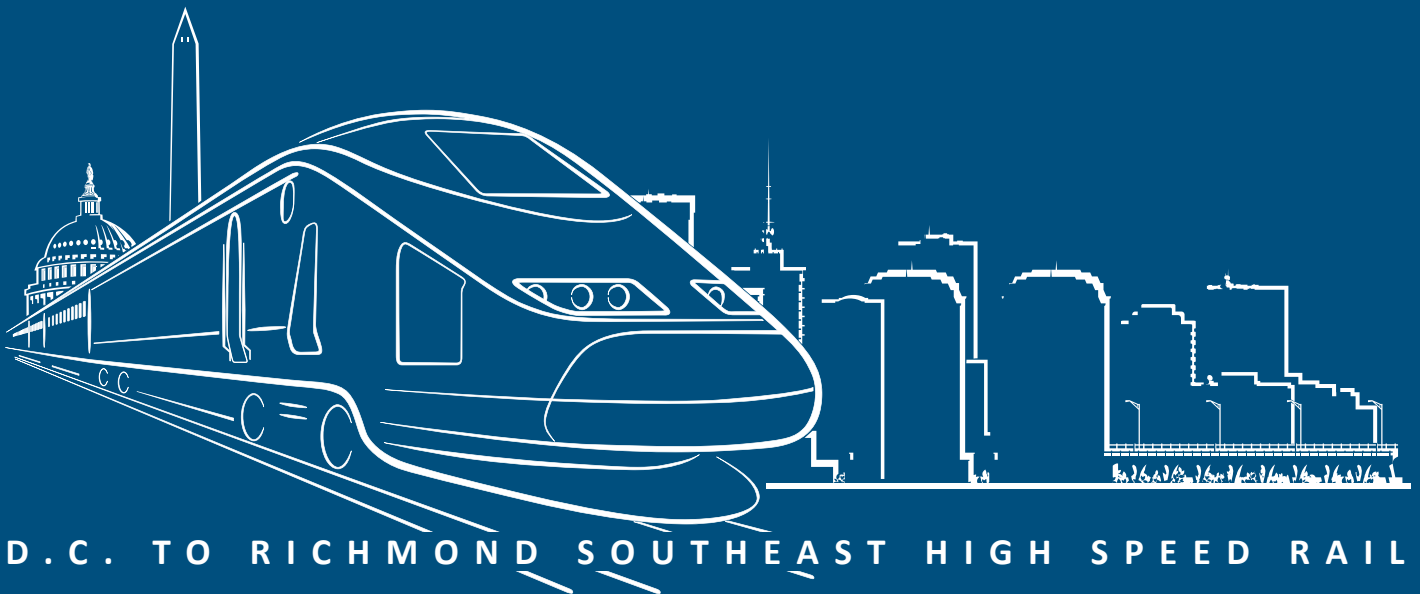




# R-14 ARCHITECTURAL RECONNAISSANCE SURVEY, FBBP SEGMENT (SEGMENT 21)



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

January 2017



# Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

Fredericksburg Bypass (FBBP) Segment,  
Stafford, Caroline, and Spotsylvania Counties



U.S. Department of Transportation  
**Federal Railroad Administration**

**Archaeological and Architectural Phase IA Study for the  
Washington, D.C. to Richmond, Virginia  
High Speed Rail Project  
Fredericksburg Bypass (FBBP) Segment,  
Stafford, Caroline, and Spotsylvania Counties**

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January 2017



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January 12, 2017

Date

## ABSTRACT

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Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a Phase IA cultural resource study of the Fredericksburg Bypass (FBBP) segment of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The DC2RVA corridor is divided into 22 segments and this document focuses on the FBBP segment only. This report includes background data that will place each recorded resource within context and the results of the preliminary architectural and archaeological fieldwork. The reconnaissance-level architectural survey of all other segments and the Phase I archaeological survey are discussed in separate reports. For the purposes of the current report, the architectural area of potential effects (APE) is defined as extending 500 feet (152.4 m) on either side of the center of the existing railroad or limits of disturbance (LOD) alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. The archaeological APE includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. This report details the findings of all above-ground resources over 48 years of age within the FBBP architectural APE (the age limit was developed to correspond with the anticipated 2017 project completion date) and the findings of the Phase IA archaeological survey. This is a preliminary evaluation document designed to aid in project planning; the ensuing results provide the project team with information on additional Phase IB identification-level studies warranted to achieve cultural resource compliance.

In total, 135 above-ground resources over 48 years old were noted from the roadway during the vehicular survey. Of those, the DC2RVA Team identified five resources (016-5110, 088-0271, 088-0280, 088-5413, and 088-5481) that were included in the reconnaissance-level architectural surveys for other segments. As such, a revisit is not required as part of current future survey. Of the remaining 130 resources, seven are previously recorded and 123 are previously unrecorded. The Team recommends that all 130 of those resources should be the subject of a Phase IB identification-level study to render recommendations on potential National Register of Historic Places (NRHP) eligibility.

The FBBP archaeological APE encompasses approximately 308.9-acres (125-ha). The vast majority of the northern portion of the APE in Stafford County, northwest of Federal Drive, has been disturbed by construction related to the existing railroad alignment, known as the Dahlgren Spur. Once the APE crosses Federal Drive, it remains along the current railroad



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alignment, but the rural nature of the area indicates that subsurface testing may be possible in some portions of the APE. North of the crossing with Kings Highway, the APE leaves the existing rail corridor and is defined by new alignment, most of which is completely testable with the exception of a portion located north of the Rappahannock River that crosses through a sand mine. As the project corridor enters Caroline and Spotsylvania counties, it is defined primarily by active agricultural fields and wooded parcels, the vast majority of which are testable. Two potential Civil War earthworks were noted within the project corridor in Caroline County. Both of these features are likely related to the Winter 1862–1863 Confederate encampments in the area. The APE remains generally testable until it rejoins the existing rail alignment in Spotsylvania County, at which point it is heavily disturbed by construction related to the existing rail line. In total, 263.1 acres (106.5 ha) of the overall archaeological APE were identified as not disturbed and suitable for Phase IB subsurface survey.

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# 1 INTRODUCTION

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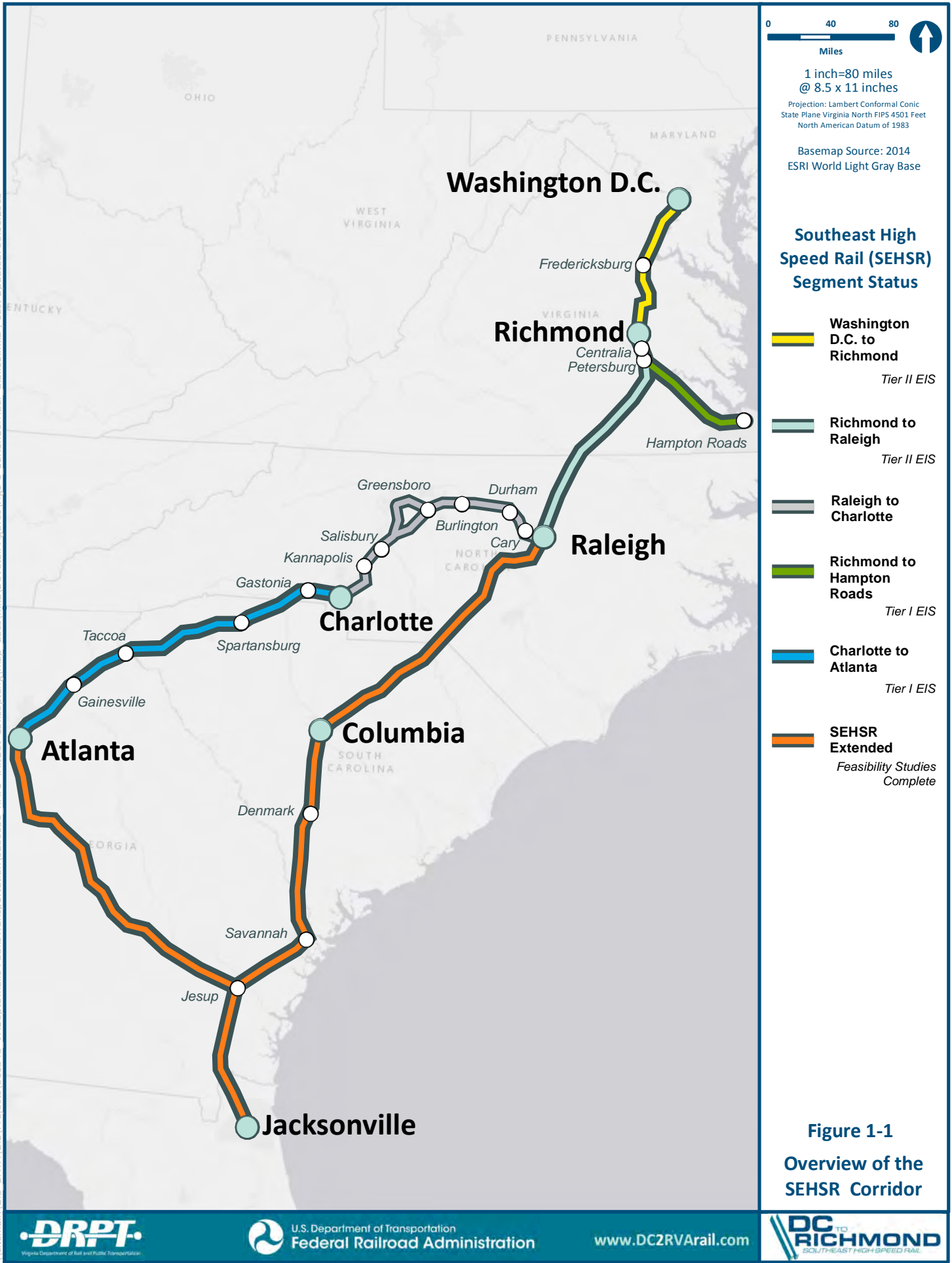
Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a Phase IA cultural resource study of the Fredericksburg Bypass (FBBP) segment of the Washington, D.C. to Richmond High Speed Rail (DC2RVA) Project (Figure 1-1). In addition to the preliminary reconnaissance-level survey, this project includes a background review and historic context for the FBBP segment. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666. This preliminary evaluation document is designed to aid in project planning; the ensuing results provide the project team with information on additional Phase IB identification-level studies warranted to achieve cultural resource compliance for the FBBP segment.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

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## 1.1 PROJECT LOCATION

The Washington, D.C. to Richmond corridor spans 123 miles (197 km) along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 22 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-3). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles (17.7 km) south of the city.

Additional segments of the Project include approximately 8.3 miles (13.36 km) of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile (41.84-km) Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg & Potomac Railway (RF&P) Crossing (MP CA-111.8) in Doswell, VA.

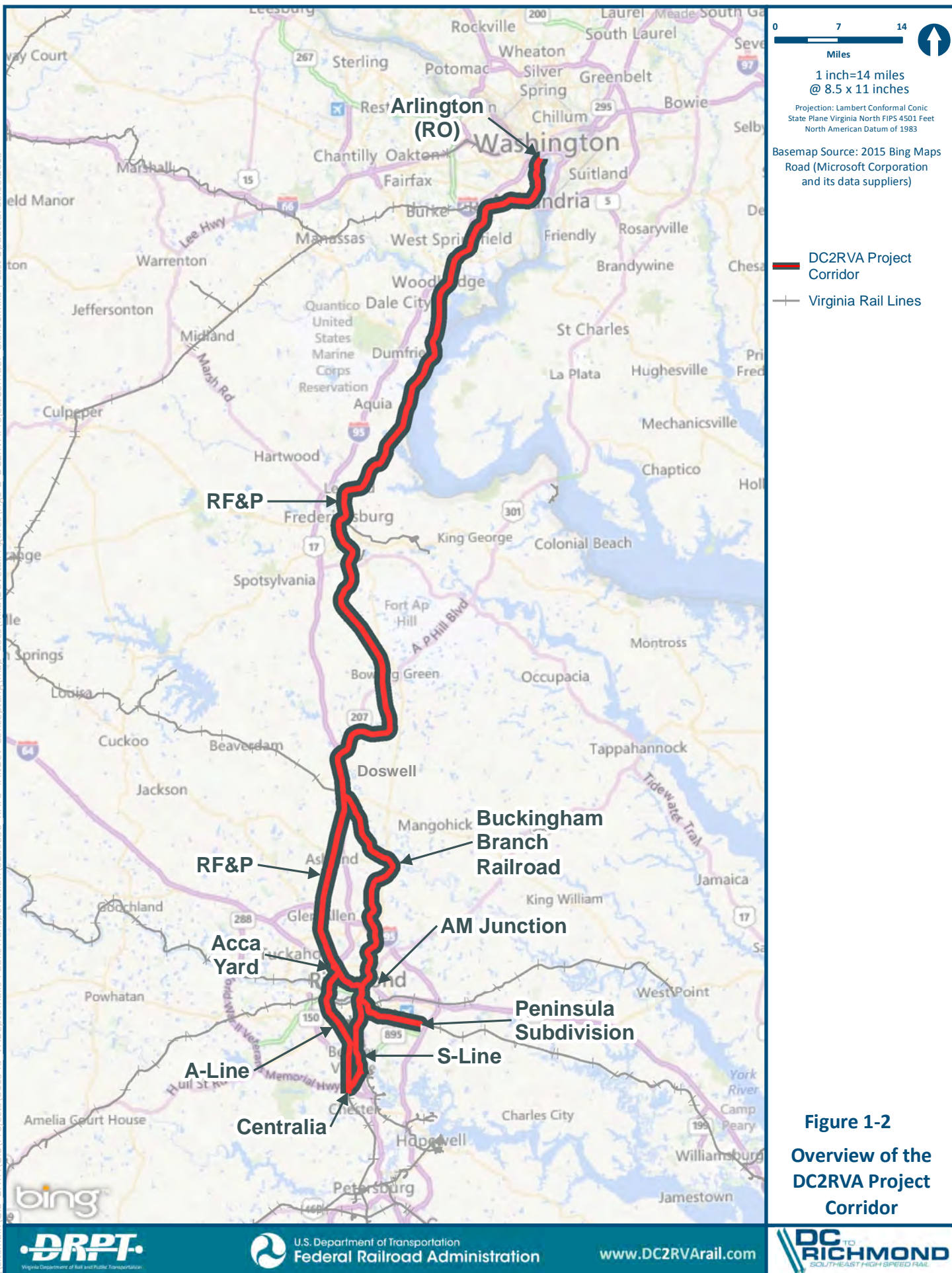
Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

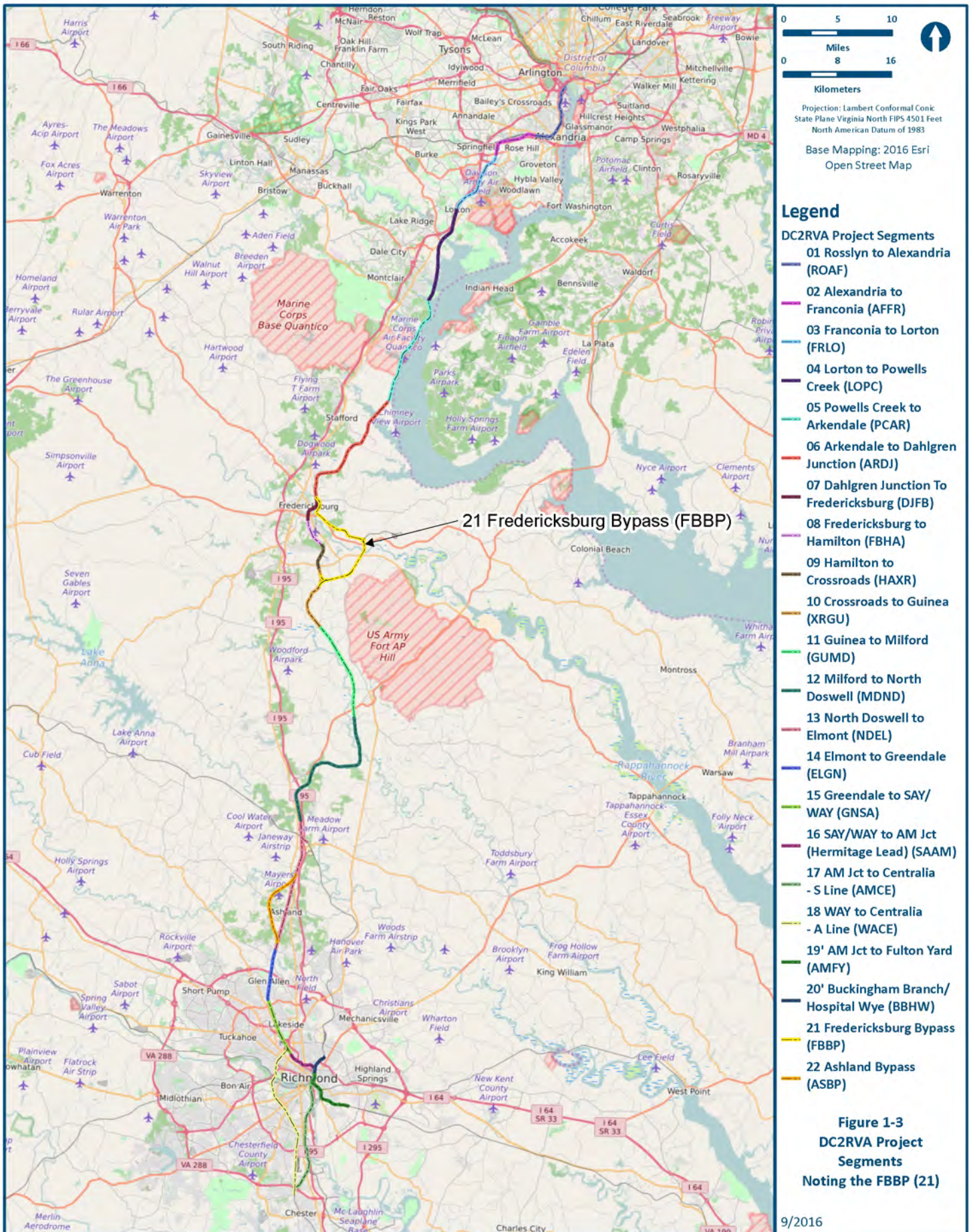
In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.



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The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

### 1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond, VA (just north of Main Street Station) east to Beulah Road in Henrico County, and on the bypass areas around the Town of Ashland, VA and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

### 1.3 CURRENT STUDY

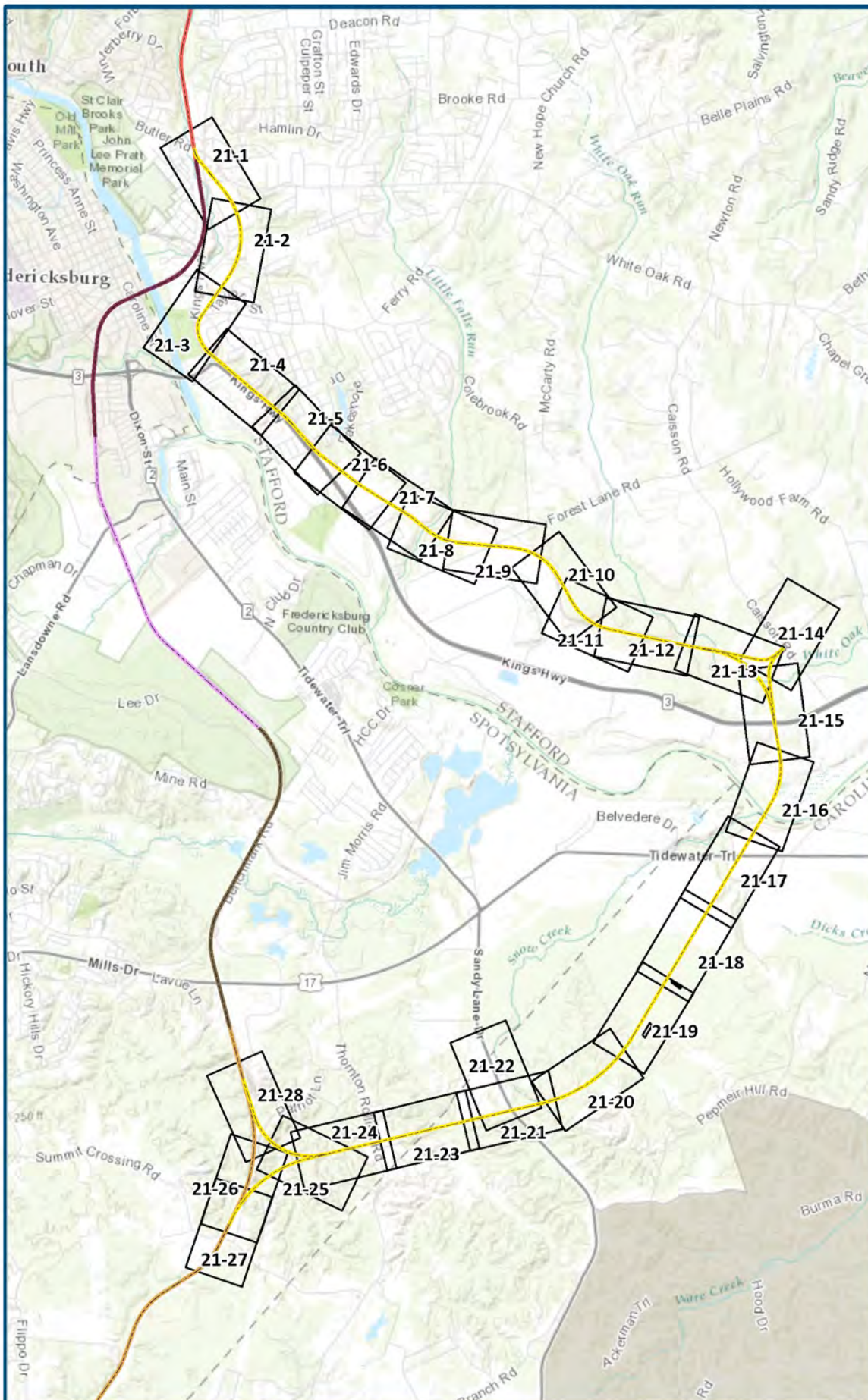
The current study included a Phase IA cultural resource study of the FBBP segment of the DC2RVA corridor (Figure 1-4). The current study was designed to provide preliminary information on the APE and outline the potential for the area to contain NRHP-eligible cultural resources for planning purposes. As such, this initial study included a background review to identify previously recorded resources within the project footprint and within 0.5 miles (0.8 km) of the architectural APE, a historic map review, a vehicular and partial pedestrian reconnaissance of the APE and surrounding viewshed to inspect the FBBP segment in consideration for archaeological potential and to note above-ground resources over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date),

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the development of a list of architectural properties to be recorded during subsequent Phase I-level studies, and maps showing the areas where archaeological Phase I identification-level survey would be needed.

For the purposes of the current report, the archaeological APE includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork, and all associated facilities. The architectural APE is defined as extending 500 feet (152.4 m) on either side of the center of the existing railroad or limits of disturbance (LOD) alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project.





0 0.5 1  
Miles  
0 0.8 1.6  
Kilometers

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983

Base Mapping: 2016 Esri World  
Topo Map

## Legend

- DC2RVA Project Segments**
- 06 Arkendale to Dahlgren Junction (ARDJ)
  - 07 Dahlgren Junction To Fredericksburg (DJFB)
  - 08 Fredericksburg to Hamilton (FBHA)
  - 09 Hamilton to Crossroads (HAXR)
  - 10 Crossroads to Guinea (XRGU)
  - 21 Fredericksburg Bypass (FBBP)

**Figure 1-4**  
**Detail of Project Segment**  
**FBBP**

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## **2** **ENVIRONMENTAL CONTEXT**

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The FBBP segment lies east and south of Fredericksburg, VA, creating a loop to the east of the city. The northern portion of the segment in Stafford County traverses commercial and suburban development along the existing rail line. Once the segment leaves the existing rail, it is generally defined by active agricultural fields and woodlots interspersed with rural home sites through southern Stafford, Caroline, and Spotsylvania counties. As the segment approaches the existing rail line in Spotsylvania County, residential development increases and the APE shifts from a rural to suburban character.

### **2.1 HYDROLOGY**

The FBBP segment is drained by the Rappahannock River, which the APE spans. The Rappahannock River enters the Chesapeake Bay approximately 75 miles (120.7 km) southeast of the corridor. The Chesapeake Bay then joins the Atlantic Ocean between Cape Charles and Cape Henry.

### **2.2 GEOLOGY**

The FBBP segment is located within in the inner Coastal Plain physiographic province. Sediments of the Lower Pleistocene Charles City Formation underlie the majority of the corridor in this segment. These sediments, initially deposited in a shallow marine environment, comprise an upward-fining sequence of gravels, sands, and silts. Lower Tertiary glauconitic quartz sands with shell and lime are present in the southern end of the APE for this segment.

### **2.3 SOILS**

Fertile, well-drained soils attracted both humans and game over millennia. Wild grasses, fruits, and seeds, consumed by people before and after adoption of agriculture, flourished in such settings. Numerous archaeologists have cited the correlation between the distribution of level to gently sloping, well-drained, fertile soils and archaeological sites (e.g., Lukezic 1990; Potter 1993; Turner 1976; Ward 1965). Soil scientists classify soils according to natural and artificial fertility and the threat posed by erosion and flooding, among other attributes. Soil Classes 1 and 2 represent the most fertile soils, those best suited for not only agriculture but for a wide range of uses. Soil productivity must be considered in relation to the productivity of the surrounding soils.

Thirty-five soil types are mapped within the FBBP archaeological APE (Table 2-1). The Class 1 Wickham sandy loam and Wickham fine sandy loam, which comprise over 3 percent of the APE, indicate the highest probability locations for prehistoric and historic sites. Additionally, the Class 2 Abell sandy loam, Altavista fine sandy loam, Bama sandy loam, Bourne fine sandy

## HISTORIC CONTEXT

loam, Caroline fine sandy loam, Dogue loam, Emporia sandy loam, Faceville-Varina complex, Iuka fine sandy loam, Kempsville gravelly sandy loam, Kempsville-Emporia complex, Mattaponi sandy loam, Savannah sandy loam, Turbeville loam, Wickham fine sandy loam, and Wickham sandy loam, which make up almost 24 percent of the APE, also indicate high-probability locations for prehistoric and historic sites. Developed or otherwise disturbed soils, such as cut and fill land, sand and gravel pits, and the Udorthents-Udifluents complex, indicate that if archaeological sites are present they are likely disturbed or destroyed.

**TABLE 2-1: SOIL TYPES WITHIN THE APE**

Soil Type	Slope	Class	Description	Area (ac)	Percentage of APE
Abell sandy loam	2-7 percent	2	Moderately well drained	0.01	0.0%
Alluvial land	N/A	4	Poorly to moderately well drained	7.61	2.5%
Altavista fine sandy loam	0-2 percent	2	Moderately well drained	18.69	6.0%
Altavista fine sandy loam	2-6 percent	2	Moderately well drained	13.00	4.2%
Augusta loam	N/A	3	Somewhat poorly drained	9.71	3.1%
Aura-Galestown-Sassafras complex	15-30 percent	7	Well drained	12.14	3.9%
Aura-Galestown-Sassafras complex	6-15 percent	3	Well drained	6.46	2.1%
Bama sandy loam	2-7 percent	2	Well drained	0.47	0.2%
Bibb fine sandy loam	0-4 percent	5	Poorly drained	7.17	2.3%
Bourne fine sandy loam	0-2 percent	2	Moderately well drained	0.07	0.0%
Bourne fine sandy loam	2-6 percent	2	Moderately well drained	3.57	1.2%
Bourne fine sandy loam	6-10 percent slopes	3	Eroded, moderately well drained	0.16	0.1%
Caroline fine sandy loam	2-6 percent slopes	2	Eroded, well drained	0.57	0.2%
Caroline fine sandy loam	6-10 percent slopes	3	Eroded, well drained	1.86	0.6%
Cartecay fine sandy loam	N/A	5	Somewhat poorly drained	2.34	0.8%
Congaree loam	N/A	3	Well drained	2.08	0.7%
Cut and fill land	N/A	Null	Null	0.36	0.1%
Dogue loam	2-6 percent	2	Moderately well drained	0.68	0.2%
Dystrochrepts-Udults complex	N/A	6	Moderately steep, somewhat excessively drained	8.68	2.8%
Dystrochrepts-Udults complex	N/A	4	Sloping, somewhat excessively drained	7.94	2.6%
Dystrochrepts-Udults complex	N/A	7	Steep, somewhat	41.63	13.5%

**TABLE 2-1: SOIL TYPES WITHIN THE APE**

Soil Type	Slope	Class	Description	Area (ac)	Percentage of APE
			excessively drained		
Emporia sandy loam	2-7 percent	2	Well drained	0.36	0.1%
Faceville-Varina complex	2-7 percent	2	Well drained	4.21	1.4%
Faceville-Varina complex, 7 to 15 percent slopes, eroded	7-15 percent	4	Eroded, well drained	1.48	0.5%
Fluvaquents-Udifluvents complex	N/A	6	Poorly drained	1.26	0.4%
Iuka fine sandy loam	0-4 percent	2	Moderately well drained	2.73	0.9%
Kempsville gravelly sandy loam	2-7 percent	2	Well drained	0.12	0.0%
Kempsville gravelly sandy loam	7-15 percent	4	Well drained	14.50	4.7%
Kempsville-Emporia complex	2-6 percent	2	Well drained	4.85	1.6%
Kempsville-Emporia complex	6-10 percent	3	Well drained	9.91	3.2%
Kempsville-Emporia-Remlik complex	15-50 percent	6	Well drained	8.85	2.9%
Mattaponi sandy clay loam	7-15 percent	4	Eroded, moderately well drained	13.47	4.4%
Mattaponi sandy loam	2-7 percent	2	Moderately well drained	0.85	0.3%
Nevarc sandy loam	15-50 percent	6	Moderately well drained	1.16	0.4%
Pits, gravel	0-3 percent	8	Null	2.41	0.8%
Roanoke silt loam	0-2 percent	5	Poorly drained	3.67	1.2%
Sand and gravel pits	N/A	Null	Null	7.72	2.5%
Savannah sandy loam	2-7 percent	2	Moderately well drained	0.42	0.1%
Slagle-Kempsville complex	2-15 percent	3	Moderately well drained	8.27	2.7%
Tomotley-Roanoke complex	0-2 percent	4	Poorly drained	10.89	3.5%
Turbeville loam	2-6 percent	2	Well drained	6.81	2.2%
Turbeville loam	6-15 percent slopes	3	Eroded, well drained	6.14	2.0%
Udorthents-Udifluvents complex	N/A	Null	Gently sloping	15.64	5.1%
Water	N/A	Null	Null	1.32	0.4%
Wehadkee silt loam	0-2 percent	6	Frequently flooded, poorly drained	1.12	0.4%
Wehadkee very fine sandy loam	0-2 percent	6	Poorly drained	3.54	1.1%
Wickham fine sandy loam	0-2 percent	1	Well drained	7.07	2.3%



**TABLE 2-1: SOIL TYPES WITHIN THE APE**

<b>Soil Type</b>	<b>Slope</b>	<b>Class</b>	<b>Description</b>	<b>Area (ac)</b>	<b>Percentage of APE</b>
Wickham fine sandy loam	2-6 percent	2	Well drained	13.34	4.3%
Wickham fine sandy loam	6-12 percent	3	Eroded, well drained	3.49	1.1%
Wickham sandy loam	0-2 percent	1	Well drained	3.55	1.1%
Wickham sandy loam	2-6 percent	2	Well drained	2.28	0.7%
Wickham sandy loam	6-12 percent	3	Well drained	2.28	0.7%

Source: Soil Survey Staff 2016

# 3

## METHODOLOGY

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The current study included a Phase IA cultural resource study of the FBBP segment of the DC2RVA corridor (see Figure 1-3). In addition to the survey, a background review and historic context of the FBBP segment was completed. The background review consisted of searching the DHR site and survey file records, as well as examining historic maps of the area, to assess the potential of the APE to contain significant cultural resources. This research included an investigation of records on previous cultural resource investigations and previously recorded archaeological sites and architectural properties within a 0.5-mile (0.8 km) radius of the APE to understand the previously recorded cultural context of the APE.

Although the work did not include in-depth historical research on all of the parcels within the APE, a historic map review provided information on general historic land use and area occupants. Maps from the nineteenth and twentieth centuries were consulted. This information provided data on the potential for unrecorded resources in the project vicinity.

The DC2RVA Team compiled prehistoric and historic contexts for the three counties through which the FBBP segment extends: Stafford, Caroline, and Spotsylvania. These were all done as part of previous reconnaissance-level architectural reports (Manning and Salvato 2016; Staton and Lesiuk 2015; Staton et al. 2016) as well as the archaeological background review and predictive model report (Klein et al. 2015). As such, those historic contexts were not included in the current report.

The goals of the fieldwork were to identify any areas that could warrant Phase IB archaeological survey and locate above-ground resources over 48 years in age that may require identification-level (Phase IB) study. No subsurface fieldwork or recordation of buildings, districts, objects, structures, or sites was completed during this study. The survey methodology employed to meet these archaeological goals was chosen with regard to the project's scope (i.e., provide important data on the integrity of surface and subsurface deposits and identify potential archaeological sites) and local field conditions. Topographic maps and development plans for the parcels were also used to identify areas that had the potential for intact soils and note remains of historic properties.

Data obtained during the background review, historic map review, available environmental data and field survey was then used to determine a recommended level of effort for the Phase IB archaeological study. A description of the variables and ensuing results can be found in the results section below. For above-ground resources, the DC2RVA Team generated a table listing all architectural resources over 48 years in age within the project parcels and a 0.5-mile (0.8-km) radius of the APE.

# 4

## BACKGROUND REVIEW

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Prior to conducting fieldwork, Dovetail conducted a background review of the FBBP segment of the DC2RVA Project to identify previously recorded above- and below-ground resources within a 0.5-mile (0.8-km) radius around the APE. This task included an evaluation of DHR files, maps, and reports and Civil War Sites Advisory Committee (CWSAC) maps to obtain the required information. The goal was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey.

### 4.1 PREVIOUS SURVEYS

Seven previous cultural resource surveys have been conducted within or in the immediate vicinity of the FBBP APE's, resulting in the identification of both archaeological sites and above-ground resources in the area. These surveys and results pertinent to the current investigation are summarized in the following paragraphs.

An initial archaeological survey of Route 3 East-West connector was completed in 1976 by Wayne E. Clark (Clark 1976). This investigation identified four archaeological sites, three of which had the potential to be impacted by the proposed construction and were recommended for further evaluation prior to project completion.

In 1989, the James River Institute for Archaeology, Inc. (JRIA), conducted a Phase I archaeological survey of 4 acres (1.62 ha) on the Ferry Farm property (JRIA 1989). The survey identified a small historic site consisting of a concentration of nails and a light lithic scatter constituting a prehistoric site. The historic site was recommended for further investigations, while the prehistoric scatter was not. Harrison, III and Adams, of Harrison and Associates, also completed a Phase I survey on the Ferry Farm property (Harrison, III and Adams 1990). Their survey of 30 acres (12.14 ha) identified one archaeological site, 44ST0172, a prehistoric site which was recommended not eligible for NRHP listing.

The Archaeological Research Center of Virginia Commonwealth University completed a Phase I cultural resources survey on approximately 28 acres (11.33 ha) for the proposed improvements to Route 218 in Stafford County in 1992 (McLearen et al. 1992). No archaeological sites were identified during the survey. Within the project footprint and the project viewshed, 19 above-ground historic architectural resources were identified. All 19 were recommended not eligible for listing in the NRHP.

In 1998, L. Daniel Mouer of Archaeology and Historic Preservation Consulting conducted a Phase I cultural resources survey on a 27-acre (10.93-ha) tract of land associated with the Sherwood Forest House in Stafford County. Mouer found that the lot did not contain architectural remains and "the proposed development will not impact on the Sherwood Forest house and the grounds or vistas which are significant to the historic nature of the house"

(Mouer 1998:i). Two archaeological sites were identified during this investigation, both of which were recommended not eligible for listing on the NRHP.

A Phase I cultural resources survey of 895 acres (362.2 ha) was conducted by Cultural Resources, Inc. (CRI) in 2003 and April through June 2006 and was completed as part of the Sherwood Development project in Stafford County (CRI 2006). During the architectural survey, CRI staff surveyed the previously recorded Sherwood Forest (089-0014), which comprised a mid-eighteenth century dwelling, kitchen, smokehouse, well/pumphouse, secondary dwelling, office, barn, earthworks, dairy barn complex, cemetery, and roadway. In addition to these known resources, they identified one additional secondary resource to Sherwood Forest: a non-contributing dilapidated barn. DHR staff determined that Sherwood Forest is eligible for the NRHP in 1994. As such, CRI recommended that viewshed analysis be completed to assess any effects or impacts the proposed development might have on this property. Two newly identified above-ground resources were surveyed during this study and recommended not eligible for listing in the NRHP. The archeological investigations resulted in the identification of one previously recorded site (44ST0010) and 16 newly recorded sites (44ST0615, 44ST0832 through 44ST0846). Six of these sites were recommended as potentially eligible for listing on the NRHP, while the remaining 11 were recommended not eligible for listing on the NRHP.

In 2004, Geier and Lotts completed *An Overview and Assessment of Archaeological Resources and Landscapes within Lands Managed by Fredericksburg & Spotsylvania National Military Park*. Archaeological assessments and/or surveys of archaeological resources on the properties included within Fredericksburg and Chancellorsville Battlefields and the associated National Park Service properties of Chatham and “Stonewall” Jackson Shrine were undertaken, resulting in a series of management recommendations for the resources within the Park (Geier and Lotts 2004).

## 4.2 PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES

A total of 322 previously recorded architectural properties have been recorded within 0.5 miles (0.8 km) of the FBBP segment architectural APE (see Appendix A). One resource, Ferry Farm/George Washington’s Boyhood Home (089-0016), was listed in the Virginia Landmark Register (VLR) in 1971 and the NRHP in 1972, and was also designated as a National Historic Landmark (NHL) in 2000. The farm is nationally significant for being the boyhood home of George Washington.

Seven additional resources are listed in VLR and NRHP, including two historic districts: Fredericksburg Historic District (111-0132) and the Falmouth Historic District (089-0067). The Fredericksburg Historic District, located along the banks of the Rappahannock River, “encompasses an important assemblage of eighteenth, nineteenth, and early-twentieth century architectural styles” (Virginia Historic Landmarks Commission 1970). Numerous buildings within the district are also individually eligible for, or listed in, the NRHP. These resources are described below. The Falmouth Historic District is “broadly representative of the vernacular architecture of the Upper Coastal Plain region of the late eighteenth and early to mid-twentieth centuries” (Traum 2013). This district was listed in the NRHP under Criteria A, C, and D in 1970. The remaining five NRHP-listed resources are individual properties. Prospect Hill (016-0019) is a Greek Revival dwelling constructed in 1842. This brick, central-passage building has Flemish-bond massing capped by a hipped roof. It was listed in the NRHP in 1976 (DHR 2016). La Vue (088-0039) is a two-story, three-bay Greek Revival dwelling constructed around 1848.

The brick, single-family residence features an English basement and is capped by a hipped roof. It was listed in the NRHP in 1994 (DHR 2016). St. Julien (088-0061), residence of early-nineteenth century notable Virginia politician Francis Taliaferro Brooke, is a two-story building representative of the Federal style. The dwelling is constructed with a Flemish-bond brick structural system and features a pedimented portico. St. Julien was listed in the NRHP in 1975 (DHR 2016). Sentry Box (111-0095) is a two-story, single-family dwelling constructed in 1786. It is rich in elaborate details, including a portico, dentils, and Tuscan columns. This resource was listed in the NRHP under Criteria B, for its association with General George Weedon, and C as a good surviving example of the Federal style (DHR 2016). The final listed resource is the Walker-Grant School (111-5006). According to the NRHP nomination, it is “historically significant in education and ethnic history as the first and only segregated African-American school of secondary education in the city of Fredericksburg. Built in 1935, the building originally housed a grammar school [...] Long identified as a landmark by the city's African-American community, it now serves as a cultural and educational center for young people in the community” (Hanney and Edwards 1998).

Five resources within 0.5 miles (0.8 km) of the FBBP architectural APE have been determined eligible or potentially eligible for the NRHP by DHR staff. Sherwood Forest (089-0014) is an early-nineteenth-century, two-story brick dwelling in Stafford County. This resource was determined eligible for the NRHP in 1994 under Criterion C for architecture (DHR 2016). Eastwood (089-0288), located at 498 Caisson Road, is a two-story, single-family dwelling constructed in the Federal style. DHR determined it to be eligible for the NRHP in 2003 (DHR 2016). Included in this are two battlefields: the Bank's Ford/Salem Church Battlefield (088-5181) in Spotsylvania County, and the Battle of Fredericksburg II (111-5296) which were determined potentially eligible in 2016 and 2007, respectively, for their association with the Civil War (DHR 2016). The CSX Railroad Corridor/Richmond, Fredericksburg, and Potomac Railroad (088-5413) is a circa-1837 railroad bed that spans Caroline, Hanover, Henrico, and Spotsylvania counties. DHR staff determined that this resource was potentially eligible for the NRHP in 2012 (DHR 2016).

Five resources (016-0047, 089-0280, 089-0306, 089-5097, and 111-0104) were previously determined not eligible for the NRHP by DHR staff.

Of the 322 previously recorded resources within 0.5 miles (0.8 km) of the FBBP segment architectural APE, 304 have not been formally evaluated for the NRHP. A majority of those, approximately 83 percent, are single- or multi-family dwellings or farms, most of which are concentrated around southern Stafford and the City of Fredericksburg. Most of these buildings are one- to two-story residences that range in date from the late-eighteenth century to the mid-twentieth century. They are representative of a wide variety of architectural styles that were popular in and around Fredericksburg, including Greek Revival, Italianate, Queen Anne, Colonial Revival, Craftsman, Minimal Traditional, and Ranch. Around 35 of the 304 previously unevaluated resources are commercial properties and include auto service stations, restaurants, stores, hair salons, among others. Some of these resources were originally constructed as houses that were converted into commercial buildings. There is one previously recorded unevaluated bridge within 0.5 miles (0.8 km) of the FBBP segment.

### 4.3 PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES

A total of 56 archaeological sites have been previously recorded within 0.5 miles (0.8 km) of the FBBP archaeological APE (see Appendix A). None of these sites are located within the APE. Of these sites, 24 are historic, 24 are prehistoric, and 11 are multicomponent. Nine sites have been determined not eligible for NRHP listing, while six sites are potentially eligible. The remaining 44 sites have not been formally evaluated for NRHP eligibility.

Historic sites represent a range of types including a brewery, bridges, dwellings, mills, farmsteads, outbuildings, military camps, and a road dating from as early as the beginning of the eighteenth century to the twentieth century. Historic sites that have been determined potentially eligible for the NRHP include 44ST0010, 44ST0615, and 44ST0834, all of which are located on the Sherwood Forest property. 44ST0010 represents the location of an eighteenth- to nineteenth-century plantation house and its associated landscape. 44ST0615 is the archaeological site associated with Sherwood Forest, a mid-nineteenth-century plantation that was home to the Fitzhugh family and occupied by the Union Army during the Civil War. 44ST0834 represents the remains of a late-eighteenth- to early-nineteenth-century domestic site.

Prehistoric sites are composed primarily of lithic scatters and camps, dating from the Middle Archaic to the Late Woodland periods. Only one prehistoric site has been determined potentially eligible, 44ST0835, an Early Archaic temporary camp. Of the multicomponent sites, two have been determined potentially eligible, 44ST0838 and 44ST0839. Site 44ST0838 represents a mid-eighteenth- to nineteenth-century domestic site with a prehistoric lithic scatter of unknown temporal affiliation. 44ST0839 primarily represents a prehistoric occupation of unknown temporal affiliation with intact cultural strata and a small scatter of historic artifacts. Both of these multicomponent sites are also located on the Sherwood Forest property.

# 5 RESULTS

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The cultural resource investigation of the FBBP segment of the DC2RVA Project involved Phase IA architectural and archaeological surveys. The Phase IA architectural survey consisted of a windshield survey of all above-ground resources over 48 years in age within the Project's architectural APE. Both previously recorded properties and newly recorded resources were noted during the current Phase IA architectural survey. The Phase IA archaeological survey consisted of a pedestrian reconnaissance across the approximately 308.9-acre (125-ha) project area to locate any above-ground features and note areas of disturbance. The goal of the work was to render recommendations on ensuing Phase I/identification-level studies to be completed on this segment in the future.

## 5.1 ARCHITECTURAL RESULTS

The reconnaissance architectural study of the FBBP segment of the Project included noting all above-ground resources over 48 years in age within the Project's architectural APE. See Appendix B for maps the ASBP corridor and all previously recorded architectural resources within the ASBP architectural APE.

In total, 135 above-ground resources over 48 years old were noted from the roadway during the vehicular survey (Table 5-1). Of those, the DC2RVA Team identified five resources (016-5110, 088-0271, 088-0280, 088-5413, and 088-5481) that were included in the reconnaissance architectural surveys of the Arkendale to Dahlgren Junction (ARDJ), Dahlgren Junction to Fredericksburg (DJFB), and Crossroads to Guinea (XRGU) segments. They were detailed in the three reports produced as part of those surveys, and the Project Team gave each resource an NRHP eligibility recommendation at that time (Manning and Salvato 2016; Staton and Lesiuk 2015; Staton et al. 2016). As such, a revisit was not required as part of the current Phase IA study and they are not shown on the maps within this report. In addition, they do not require additional field investigation during future Phase IB study of the FBBP segment.

The remaining 130 resources are made up of 122 single-family dwelling, two warehouses, one historic site, one office, two Civil War earthworks, one historic district, and one auto services complex (see Figure 5-1–Figure 5-7 for a sample of photographs depicting these resource types). On a whole, most of the resources date from the late-nineteenth century to the late 1960s; a few outliers include Ferry Farm (089-0016), which includes the previously recorded site of an eighteenth-century dwelling, Sherwood Forest (089-0014), comprising a circa-1810 single-family dwelling (previously recorded), and the Civil War-era earthworks (previously unrecorded).

Seven of the resources in the FBBP Segment architectural APE have been previously recorded with the DHR. One resource, Ferry Farm (089-0016), was listed in the NRHP in 1972 and determined to be a NHL in 2000. DHR determined that Sherwood Forest (089-0014), is eligible for listing in the NRHP in 1994. Two resources, Abandoned House on Northside Drive (089-

## RESULTS

0306) and House at 140 Sherwood Forest Farm Road (089-5097), were previously determined not eligible for the NRHP by DHR staff; however, this determination was made more than five years ago. As such, they should be revisited during the Phase IB study. The remaining three previously recorded resources have not been formally evaluated for the NRHP. The DC2RVA team identified 123 resources within the FBBP architectural APE that have not yet been recorded. These 123 unrecorded resources have not been the subject of an identification-level study and thus require field investigation.

In total, 130 architectural resources should be the subject of a Phase IB identification-level study. This would include photodocumentation of each resource and any associated outbuildings, written notes, mapping, and compiling VCRIS packets for each documented property. Preliminary recommendations on potential NRHP eligibility will be rendered at that time.

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
016-5110	House, 8523 Guinea Station Road	Caroline County	1870	Not Evaluated	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-0271	House, 3041 Summit Crossing Road	Spotsylvania County	ca. 1913	Not Evaluated	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-0280	Farm, 3033 Summit Crossing Road/ Summit Station Farm	Spotsylvania County	ca. 1840	Not Evaluated	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required



**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
088-5413	Richmond, Fredericksburg & Potomac Railroad	Caroline County, Hanover County, Henrico County, Spotsylvania County	ca. 1871	DHR Staff: Potentially Eligible	Recommended Eligible under DHR Number 500-0001 in Previous DC2RVA Report (Chase 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-5481	House, 3116 Summit Crossing Road	Spotsylvania County	1948	Not Evaluated	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
089-0014	Sherwood Forest	Stafford County	1738/ca. 1890	NHL Listing (2000), NRHP Listing (1972) VLR Listing (1971)	Include in Phase IB
089-0016	Ferry Farm	Stafford County	ca. 1810	DHR Staff: Eligible under Criterion C (1994)	Include in Phase IB
089-0042	House, Lupton Lane	Stafford County	ca. 1870	Not Evaluated	Include in Phase IB
089-0062	House, Forest Lane Road	Stafford County	1934	Not Evaluated	Include in Phase IB
089-0262	Farm, Route 3	Stafford County	ca. 1940	Not Evaluated	Include in Phase IB
089-0306	Abandoned House, Northside Drive	Stafford County	ca. 1870	DHR Staff: Not Eligible (1992)	Include in Phase IB
089-5097	House, 140 Sherwood Forest Farm Road	Stafford County	ca. 1910	DHR Staff: Not Eligible (2007)	Include in Phase IB
1	Warehouse, 62 Debruen Road	Stafford County	1967	N/A	Include in Phase IB
2	Warehouse, 14 Pine Road	Stafford County	1960	N/A	Include in Phase IB
3	House, 94 Cool Spring Road	Stafford County	1955	N/A	Include in Phase IB

# RESULTS

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
14	House, 100 Federal Drive	Stafford County	1960	N/A	Include in Phase IB
15	House, 50 Creek Lane	Stafford County	1935	N/A	Include in Phase IB
16	House, 44 Little Falls Road	Stafford County	1946	N/A	Include in Phase IB
18	House, 161 Forest Lane Road	Stafford County	1937	N/A	Include in Phase IB
19	House, 632 Caisson Road	Stafford County	1969	N/A	Include in Phase IB
20	House, 648 Caisson Road	Stafford County	1965	N/A	Include in Phase IB
21	House, 662 Caisson Road	Stafford County	1900	N/A	Include in Phase IB
22	House, 1465 Kings Highway	Stafford County	1900	N/A	Include in Phase IB
24	House, 28 Creek Lane	Stafford County	1950	N/A	Include in Phase IB
25	House, 637 Kings Highway	Stafford County	1927	N/A	Include in Phase IB
26	House, 605 Kings Highway	Stafford County	1935	N/A	Include in Phase IB
27	House, 603 Kings Highway	Stafford County	1952	N/A	Include in Phase IB
28	House, 551 Kings Highway	Stafford County	1949	N/A	Include in Phase IB
32	House, 404 Kings Highway	Stafford County	ca. 1968	N/A	Include in Phase IB
33	House 328 Kings Highway	Stafford County	1957	N/A	Include in Phase IB
34	House, 16 Enola Road	Stafford County	1900	N/A	Include in Phase IB
35	House, 12 Enola Road	Stafford County	1900	N/A	Include in Phase IB
36	Office, 54 Debruen Road	Stafford County	ca. 1960	N/A	Include in Phase IB
37	House, 36 Debruen Road	Stafford County	ca. 1940	N/A	Include in Phase IB

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
39	House, 801 Northside Drive	Stafford County	ca. 1930	N/A	Include in Phase IB
40	House, 806 Northside Drive	Stafford County	ca. 1930	N/A	Include in Phase IB
41	House, 95 Cool Spring Road	Stafford County	1960	N/A	Include in Phase IB
42	House, 87 Cool Spring Road	Stafford County	1952	N/A	Include in Phase IB
43	House, 77 Cool Spring Road	Stafford County	1949	N/A	Include in Phase IB
44	House, 41 Cool Spring Road	Stafford County	1941	N/A	Include in Phase IB
45	Express Auto Recovery, 47 Cool Spring Road	Stafford County	ca. 1950	N/A	Include in Phase IB
47	House, 523 Ferry Road	Stafford County	1965	N/A	Include in Phase IB
48	House, 519 Ferry Road	Stafford County	1956	N/A	Include in Phase IB
49	House, 515 Ferry Road	Stafford County	1963	N/A	Include in Phase IB
50	House, 5 Fairfax Circle	Stafford County	1956	N/A	Include in Phase IB
51	House, 7 Fairfax Circle	Stafford County	1950	N/A	Include in Phase IB
52	House, 9 Fairfax Circle	Stafford County	1956	N/A	Include in Phase IB
53	House, 11 Fairfax Circle	Stafford County	1950	N/A	Include in Phase IB
54	House, 15 Fairfax Circle	Stafford County	1950	N/A	Include in Phase IB
55	House, 17 Fairfax Circle	Stafford County	ca. 1950	N/A	Include in Phase IB
56	House, 19 Fairfax Circle	Stafford County	ca. 1950	N/A	Include in Phase IB
57	House, 16 Fairfax Circle	Stafford County	ca. 1950	N/A	Include in Phase IB

# RESULTS

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
58	House, 14 Fairfax Circle	Stafford County	ca. 1950	N/A	Include in Phase IB
59	House, 12 Fairfax Circle	Stafford County	ca. 1950	N/A	Include in Phase IB
60	House, 10 Fairfax Circle	Stafford County	ca. 1950	N/A	Include in Phase IB
61	House, 7 Mount Vernon Avenue	Stafford County	1956	N/A	Include in Phase IB
62	House, 5 Mount Vernon Avenue	Stafford County	1964	N/A	Include in Phase IB
63	House, 3 Mount Vernon Avenue	Stafford County	1951	N/A	Include in Phase IB
64	House, 13 Nelson Street	Stafford County	1954	N/A	Include in Phase IB
65	House, 15 Nelson Street	Stafford County	ca. 1955	N/A	Include in Phase IB
66	House, 17 Nelson Street	Stafford County	ca. 1955	N/A	Include in Phase IB
67	House, 12 Nelson Street	Stafford County	ca. 1955	N/A	Include in Phase IB
68	House, 10 Nelson Street	Stafford County	ca. 1955	N/A	Include in Phase IB
69	House, 17 Marshall Place	Stafford County	1960	N/A	Include in Phase IB
70	House, 19 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
71	House, 21 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
72	House, 23 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
73	House, 25 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
74	House, 24 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
75	House, 22 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
76	House, 20 Marshall Place	Stafford County	1955	N/A	Include in Phase IB

# RESULTS

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
77	House, 18 Marshall Place	Stafford County	1955	N/A	Include in Phase IB
78	House, 51 Wakefield Avenue	Stafford County	1955	N/A	Include in Phase IB
79	House, 57 Wakefield Avenue	Stafford County	1955	N/A	Include in Phase IB
80	House, 58 Wakefield Avenue	Stafford County	1955	N/A	Include in Phase IB
81	House, 54 Wakefield Avenue	Stafford County	1953	N/A	Include in Phase IB
82	House, 52 Wakefield Avenue	Stafford County	1955	N/A	Include in Phase IB
83	House, 5 Westmoreland Place	Stafford County	1962	N/A	Include in Phase IB
84	House, 6 Westmoreland Place	Stafford County	1961	N/A	Include in Phase IB
85	House, 8 Westmoreland Place	Stafford County	1965	N/A	Include in Phase IB
86	House, 9 Westmoreland Place	Stafford County	1963	N/A	Include in Phase IB
87	House, 6 Berkeley Place	Stafford County	1959	N/A	Include in Phase IB
88	House, 5 Berkeley Place	Stafford County	1961	N/A	Include in Phase IB
89	House, 4 Berkeley Place	Stafford County	1962	N/A	Include in Phase IB
90	House, 3 Berkeley Place	Stafford County	1961	N/A	Include in Phase IB
91	House, 2 Berkeley Place	Stafford County	1961	N/A	Include in Phase IB
92	House, 1 Berkeley Place	Stafford County	1957	N/A	Include in Phase IB
93	House, 107 Windsor Circle	Stafford County	1953	N/A	Include in Phase IB
94	House, 113 Windsor Circle	Stafford County	1956	N/A	Include in Phase IB
95	House, 115 Windsor Circle	Stafford County	1955	N/A	Include in Phase IB

# RESULTS

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
96	House, 117 Windsor Circle	Stafford County	1956	N/A	Include in Phase IB
97	House, 108 Windsor Circle	Stafford County	1950	N/A	Include in Phase IB
98	House, 303 Greenwood Drive	Stafford County	1964	N/A	Include in Phase IB
99	House, 55 Little Falls Road	Stafford County	1954	N/A	Include in Phase IB
100	House, 40 Little Falls Road	Stafford County	1949	N/A	Include in Phase IB
101	House, 38 Little Falls Road	Stafford County	1952	N/A	Include in Phase IB
102	House, 15 Graham Street	Stafford County	1954	N/A	Include in Phase IB
103	House, 11 Graham Street	Stafford County	1952	N/A	Include in Phase IB
104	House, 9 Graham Street	Stafford County	1949	N/A	Include in Phase IB
105	House, 5 Graham Street	Stafford County	1949	N/A	Include in Phase IB
106	House, 8 Graham Street	Stafford County	1954	N/A	Include in Phase IB
107	House, 12 Graham Street	Stafford County	1949	N/A	Include in Phase IB
108	House, 14 Graham Street	Stafford County	1952	N/A	Include in Phase IB
109	House, 16 Graham Street	Stafford County	1962	N/A	Include in Phase IB
111	House, 187 Forest Lane Road	Stafford County	1917	N/A	Include in Phase IB
115	House, 121 Rumford Road	Stafford County	1964	N/A	Include in Phase IB
116	House, 120 Rumford Road	Stafford County	1968	N/A	Include in Phase IB
117	House, 217 Maple Street	Stafford County	1961	N/A	Include in Phase IB
118	House, 213 Maple Street	Stafford County	1961	N/A	Include in Phase IB

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
119	House, 211 Maple Street	Stafford County	1968	N/A	Include in Phase IB
120	House, 209 Maple Street	Stafford County	ca. 1965	N/A	Include in Phase IB
121	House, 207 Maple Street	Stafford County	ca. 1965	N/A	Include in Phase IB
122	House, 205 Maple Street	Stafford County	ca. 1965	N/A	Include in Phase IB
123	House, 206 Maple Street	Stafford County	ca. 1965	N/A	Include in Phase IB
124	House, 204 Maple Street	Stafford County	ca. 1965	N/A	Include in Phase IB
125	House, 200 Leonard Road	Stafford County	1941	N/A	Include in Phase IB
126	House, 201 Leonard Road	Stafford County	1949	N/A	Include in Phase IB
127	House, 203 Leonard Road	Stafford County	1949	N/A	Include in Phase IB
128	House, 204 Leonard Road	Stafford County	1940	N/A	Include in Phase IB
129	House, 15427 Tidewater Trail	Caroline County	ca. 1940	N/A	Include in Phase IB
130	House, 15416 Tidewater Trail	Caroline County	pre-1963	N/A	Include in Phase IB
131	House, 15462 Tidewater Trail	Caroline County	pre-1944	N/A	Include in Phase IB
132	House, 16071 Tidewater Trail	Caroline County	pre-1963	N/A	Include in Phase IB
133	House, 3437 Fredericksburg Turnpike	Caroline County	ca. 1965	N/A	Include in Phase IB
134	House, 3460 Fredericksburg Turnpike	Caroline County	ca. 1965	N/A	Include in Phase IB
135	House, 4004 Fredericksburg Turnpike	Caroline County	ca. 1965	N/A	Include in Phase IB

## RESULTS

**TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Previous Eligibility Recommendation</b>	<b>Phase IB Recommendation</b>
136	House, 4024 Fredericksburg Turnpike	Caroline County	ca. 1965	N/A	Include in Phase IB
137	House, 2112 Marengo Plantation Lane	Spotsylvania County	ca. 1900	N/A	Include in Phase IB
138	House, 9015 Thornton Rolling Road	Spotsylvania County	pre-1963	N/A	Include in Phase IB
139	House, 9018 Thornton Rolling Road	Spotsylvania County	ca. 1940	N/A	Include in Phase IB
140	House, 9004 Thornton Rolling Road	Spotsylvania County	ca. 1965	N/A	Include in Phase IB
141	House, 9000 Thornton Rolling Road	Spotsylvania County	ca. 1950	N/A	Include in Phase IB
142	Civil War Earthworks	Spotsylvania County	ca. 1863	N/A	Include in Phase IB
143	Civil War Earthworks	Spotsylvania County	ca. 1863	N/A	Include in Phase IB
144	Ferry Farm Neighborhood Historic District	Stafford County	ca. 1960	N/A	Include in Phase IB



## RESULTS

Source: Dovetail, 2016.



**FIGURE 5-1: 9 FAIRFAX CIRCLE (TEMP NUMBER 52), NORTHEAST ELEVATION**



**FIGURE 5-2: 11 FAIRFAX CIRCLE (TEMP NUMBER 53), NORTHEAST ELEVATION**

## RESULTS



**FIGURE 5-3: 94 COOL SPRINGS ROAD (TEMP NUMBER 3), NORTHEAST OBLIQUE**



**FIGURE 5-4: 161 FOREST LANE ROAD (TEMP NUMBER 18), SOUTHEAST ELEVATION**





**FIGURE 5-5: 648 CAISSON ROAD (TEMP NUMBER 20), WEST OBLIQUE**



**FIGURE 5-6: 662 CAISSON ROAD (TEMP NUMBER 22), WEST OBLIQUE**



**FIGURE 5-7: MAPLE ROAD OVERVIEW (TEMP NUMBERS 120, 121, AND 122), LOOKING SOUTHEAST**

## 5.2 ARCHAEOLOGICAL RESULTS

The approximately 308.9-acre (125-ha) APE extends through Stafford, Caroline, and Spotsylvania counties. Maps showing the recommendations outlined in this section are presented in Appendix C. On its northern end, the FBBP segment begins at the northern terminus of the CSX Railroad Dahlgren Spur and follows the existing spur alignment throughout most of Stafford County until it approaches the intersection with Caisson Road. Just prior to this intersection, the APE turns south, representing the proposed new alignment, until it rejoins the main CSX Railroad line to the north of its intersection with Summit Crossing Road in Spotsylvania County. In addition to improvements associated with the rail corridor, this survey also examined areas of proposed road improvements associated with proposed rail line crossings.

Throughout most of the Stafford County portion of the FBBP segment, the APE is defined by small suburban and rural residential areas, industrial areas, forested lots, and agricultural fields. The APE then crosses the Rappahannock River into Caroline County where agricultural fields and forested parcels dominate the setting. Once the APE crosses into Spotsylvania County, the APE becomes somewhat more developed, with residences sporadically situated within wooded lots or more densely located along major roads.

Visual reconnaissance began at the northern end of the APE at the intersection of White Oak, Butler, Deacon, and Cool Springs roads along the northern terminus of the Dahlgren Spur. The road and rail portions of the APE in this northernmost section all exhibit evidence of heavy disturbance from grading associated with previous road construction related to the realignment of White Oak, Deacon, Butler, and Cool Springs roads in the early 2000s (Figure 5-8). The APE is



## RESULTS

relatively narrow extending from this intersection and following the existing rail alignment and also appears to be heavily disturbed by grading associated with the existing railroad, often evident as piles of soil that have been pushed into one area (Figure 5-9 through Figure 5-13). Of particular note is a former landfill, south of the intersection of Hot Top Road, which has disturbed a large portion of the APE on both sides of the railroad (Figure 5-14).



**FIGURE 5-8: VIEW OF THE INTERSECTION OF WHITE OAK, COOL SPRINGS, BUTLER, AND DEACON ROADS SHOWING DISTURBANCE FROM ROAD CONSTRUCTION AND UTILITIES, FACING NORTHWEST**



**FIGURE 5-9: VIEW OF DISTURBANCE FROM ROAD CONSTRUCTION AT THE INTERSECTION OF COOL SPRINGS ROAD AND DEBRUEN LANE, FACING NORTH**



**FIGURE 5-10: VIEW OF APE ALONG THE DAHLGREN SPUR AT ITS INTERSECTION WITH COOL SPRINGS ROAD SHOWING CONSTRUCTION DISTURBANCE, FACING SOUTHEAST**





**FIGURE 5-11: VIEW OF GRADING DISTURBANCE, EVIDENT AS MOUNDED SOIL IN THE CENTER OF THE FRAME, ALONG WESTERN SIDE OF COOL SPRINGS ROAD, FACING SOUTHEAST**



**FIGURE 5-12: VIEW ALONG OLD WHITE OAK ROAD ALIGNMENT SHOWING DISTURBANCE, FACING SOUTH**





**FIGURE 5-13: VIEW OF APE AT DEBRUEN LANE CROSSING SHOWING DISTURBANCE FROM GRADING AND RAILROAD CONSTRUCTION, FACING WEST**



**FIGURE 5-14: VIEW OF FORMER LANDFILL DISTURBANCE NEAR THE INTERSECTION OF THE APE WITH HOT TOP ROAD, FACING SOUTH**



## RESULTS

As the APE passes the former landfill, it remains narrow, but abuts residential properties along the north side of the rail and some commercial areas along the south side. Disturbances from grading related to railroad construction define the majority of this portion of the APE (Figure 5-15 and Figure 5-16). The APE includes proposed road improvements along Mt. Vernon Avenue, at its intersection with Ferry Road (Figure 5-17). While much of the area along Mt. Vernon Avenue appears to be disturbed from road construction and utilities, portions within the yards of residential lots are likely testable. As the narrow APE continues southeast from this point along the Dahlgren Spur, it remains heavily disturbed by grading related to railroad construction and steep slopes (Figure 5-18).



**FIGURE 5-15: VIEW OF GRADING DISTURBANCE WITHIN APE NORTHEAST OF THE INTERSECTION WITH FERRY ROAD, FACING SOUTHWEST**



**FIGURE 5-16: VIEW OF GRADING DISTURBANCE IN APE ASSOCIATED WITH RAILROAD CONSTRUCTION AND COMMERCIAL DEVELOPMENT SOUTHWEST OF FERRY ROAD, FACING SOUTHWEST**



**FIGURE 5-17: VIEW OF APE ALONG MT. VERNON AVENUE, FACING NORTHWEST**





**FIGURE 5-18: VIEW OF RAILROAD CONSTRUCTION DISTURBANCE AND STEEP SLOPE IN APE NEAR FEDERAL DRIVE, FACING NORTHWEST**

Just southeast of the intersection of the Dahlgren Spur with Federal Drive, the railroad and the APE veers from its parallel track with Kings Highway and begins to traverse rural wooded lots and agricultural fields. Although still along existing rail and partially disturbed by rail construction, portions of the APE through this section display the potential for archaeological testing (Figure 5-19). Additionally, proposed road improvements along Little Falls Road and Forest Lane Road also display the potential for archaeological testing in part due to the rural nature of this portion of the APE (Figure 5-20 and Figure 5-21). On the Sherwood Forest property, the APE leaves the existing rail line and traverses through a forested area before rejoining the existing rail alignment. The entire portion of the APE not along the existing rail line is testable through this section.



**FIGURE 5-19: VIEW OF WOODED SETTING NEAR CLEEK LANE SHOWING MINIMAL DISTURBANCE FROM RAIL CONSTRUCTION, FACING NORTHWEST**

A portion of the APE, which is partially testable, continues to extend along the existing Dahlgren Spur alignment until it ends near the intersection with Caisson Road. Just west of the intersection with Caisson Road, the APE turns south and consists of proposed new alignment. The proposed new alignment generally traverses woods and agricultural fields, crossing Kings Highway and crossing the Rappahannock River into Caroline County (Figure 5-22 through Figure 5-24). Prior to crossing the river, the APE exhibits high potential for archaeological testing, with the exception of a sand and gravel mine on the north side of the Rappahannock (Figure 5-25 and Figure 5-26).





**FIGURE 5-20: VIEW OF ROAD IMPROVEMENT AREA ALONG LITTLE FALLS ROAD, FACING SOUTHWEST**



**FIGURE 5-21: VIEW OF ROAD IMPROVEMENT AREA ALONG FOREST LANE ROAD, FACING NORTHEAST**



**FIGURE 5-22: VIEW OF AREA WHERE THE PROJECT CORRIDOR CROSSES KINGS HIGHWAY, FACING NORTH**



**FIGURE 5-23: VIEW ALONG KINGS HIGHWAY WITHIN PROJECT CORRIDOR, FACING WEST**





**FIGURE 5-24: VIEW OF PROJECT CORRIDOR SOUTH OF KINGS HIGHWAY, FACING NORTH**



**FIGURE 5-25: VIEW OF SAND MINE DISTURBANCE WITHIN THE PROJECT CORRIDOR, FACING EAST**



**FIGURE 5-26: VIEW OF WOODED PORTION OF THE PROJECT CORRIDOR NORTH OF THE RAPPAHANNOCK RIVER, FACING SOUTH**

Once the APE enters Caroline County it is almost completely testable, traversing agricultural fields and large wooded lots (Figure 5-27 through Figure 5-30). This portion of the APE contains only a few natural disturbances including drainages and wetlands (Figure 5-31 and Figure 5-32). Additionally, road crossings at Tidewater Trail and Fredericksburg Turnpike are partially disturbed due to road construction activities and utilities. Within the Caroline County section of the APE, two Civil War earthworks were encountered (Figure 5-33 and Figure 5-34). Both earthworks are located in a large wooded tract and are oriented perpendicular to the APE. Their extent beyond the limits of the APE was not examined. These earthworks are located approximately 1.2 miles (1.9 km) from one another and likely represent fortifications erected during the encampment of the Confederate army in the winter of 1862–1863.





**FIGURE 5-27: VIEW OF AREA WHERE PROJECT CORRIDOR CROSSES THE RAPPAHANNOCK RIVER, FACING NORTHEAST**



**FIGURE 5-28: VIEW OF THE PROJECT CORRIDOR IMMEDIATELY SOUTH OF THE RAPPAHANNOCK RIVER CROSSING, FACING SOUTHWEST**



**FIGURE 5-29: VIEW OF PROJECT CORRIDOR AT TIDEWATER TRAIL CROSSING, FACING WEST**



**FIGURE 5-30: VIEW OF PROJECT CORRIDOR TRAVERSING AGRICULTURAL FIELDS SOUTH OF TIDEWATER TRAIL, FACING NORTHEAST**





**FIGURE 5-31: VIEW OF LARGE POND WITHIN PROJECT CORRIDOR, FACING NORTHWEST**



**FIGURE 5-32: VIEW OF DRAINAGE DISTURBANCE IN PROJECT CORRIDOR, FACING NORTH**





**FIGURE 5-33: VIEW OF THE NORTHERNMOST EARTHWORK WITHIN THE PROJECT CORRIDOR, FACING NORTHWEST**



**FIGURE 5-34: VIEW OF SOUTHERNMOST EARTHWORK WITHIN PROJECT CORRIDOR, FACING SOUTHEAST**

## RESULTS

The APE enters Spotsylvania County just to the east of Thornton Rolling Road, at which point the setting changes from large agricultural fields and wooded lots to smaller wooded parcels with increased residential development (Figure 5-35 through Figure 5-40). Despite the change in setting, the APE remains mostly testable throughout this section. Some disturbances within the APE near its intersection with the existing CSX railroad in Spotsylvania County include a powerline corridor and a gas pipeline corridor (Figure 5-41 and Figure 5-42). As the APE rejoins the existing rail line, it narrows and follows the existing alignment. As a result, the majority of the southern end of the APE is disturbed by railroad construction activities (Figure 5-43).



**FIGURE 5-35: VIEW OF ROAD IMPROVEMENT AREA ALONG FREDERICKSBURG TURNPIKE, FACING NORTH**

In sum, the Phase IA archaeological study identified no previously recorded archaeological sites within the APE, but did identify two Civil War-era earthworks. Additionally, the pedestrian survey identified portions of the APE that are recommended for Phase IB identification-level survey should the proposed FBBP move forward. A total of 263.1 acres (106.5 ha) of the overall archaeological APE were identified as not disturbed and suitable for Phase IB survey (see maps in Appendix C). This would comprise a full pedestrian survey with systematic shovel testing to identify archaeological sites in the APE.





**FIGURE 5-36: VIEW OF MAINTAINED TRAILS IN PROJECT CORRIDOR, FACING EAST**



**FIGURE 5-37: VIEW OF WOODED PARCEL WITHIN PROJECT CORRIDOR, FACING EAST**





**FIGURE 5-38: VIEW OF HOUSE LOT AND GRAVEL DRIVEWAY WITHIN PROJECT CORRIDOR  
ALONG PINECREST LANE, FACING NORTHEAST**



**FIGURE 5-39: VIEW OF ROAD IMPROVEMENT AREA ALONG THORNTON ROLLING ROAD,  
FACING NORTH**





**FIGURE 5-40: VIEW OF PROJECT CORRIDOR ALONG PATRIOT LANE, FACING SOUTH**



**FIGURE 5-41: VIEW OF POWERLINE CORRIDOR CROSSING THE PROJECT CORRIDOR, FACING NORTH**





**FIGURE 5-42: VIEW OF GASLINE CORRIDOR CROSSING PROJECT CORRIDOR, FACING SOUTH**



**FIGURE 5-43: VIEW OF RAILROAD CONSTRUCTION DISTURBANCE WITHIN PROJECT CORRIDOR NEAR SUMMIT CROSSING ROAD, FACING NORTHEAST**

# 6

## SUMMARY AND RECOMMENDATIONS

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Dovetail, on behalf of the DRPT, conducted a Phase IA cultural resource survey of the FBBP segment of the DC2RVA Project. The proposed Project is being completed under the auspices of the FRA in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, 135 above-ground resources over 48 years old were noted from the roadway during the vehicular survey (Table 6-1). Of those, the DC2RVA Team identified five resources (016-5110, 088-0271, 088-0280, 088-5413, and 088-5481) that were included in the reconnaissance-level architectural surveys for other segments. As such, a revisit is not required as part of the current study. Of the remaining 130 resources, seven are previously recorded and 122 are previously unrecorded. The Team recommends that all 130 of those resources should be the subject of a Phase IB identification-level study to render recommendations on potential NRHP eligibility.

The vast majority of the northern portion of the archaeological APE in Stafford County, northwest of Federal Drive, has been disturbed by construction related to the existing railroad alignment. Once the APE crosses Federal Drive, it remains along the current railroad alignment, but the rural nature of the area indicates that subsurface testing may be possible in some portions of the APE. North of the crossing with Kings Highway, the APE leaves the existing rail corridor and is defined by new alignment, most of which is completely testable with the exception of a portion located north of the Rappahannock River that crosses through a sand mine. As the project corridor enters Caroline and Spotsylvania counties, it is defined primarily by active agricultural fields and wooded parcels, the vast majority of which are testable. Two potential Civil War earthworks were noted within the project corridor in Caroline County. Both of these features are likely related to the winter of 1862-1863 Confederate encampments in the area and should be documented/recorded as part of Phase IB identification-level cultural resource investigations along the FBBP, as warranted. The APE remains generally testable until it rejoins the existing rail alignment in Spotsylvania County, at which point it is heavily disturbed by construction related to the existing rail line. In total, 263.1 acres (106.5 ha) of the overall archaeological APE were identified as not disturbed and suitable for additional Phase IB survey to identify archaeological sites in the APE.

**TABLE 6-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS IN APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Phase IB Recommendation</b>
016-5110	House, 8523 Guinea Station Road	Caroline County	1870	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-0271	House, 3041 Summit Crossing Road	Spotsylvania County	ca. 1913	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-0280	Farm, 3033 Summit Crossing Road/ Summit Station Farm	Spotsylvania County	ca. 1840	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-5413	Richmond, Fredericksburg & Potomac Railroad	Caroline County, Hanover County, Henrico County, Spotsylvania County	ca. 1837	Recommended Eligible under DHR Number 500-0001 in Previous DC2RVA Report (Chase 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
088-5481	House, 3116 Summit Crossing Road	Spotsylvania County	1948	Recommended Not Eligible in Previous DC2RVA Report (Manning and Salvato 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
089-0014	Sherwood Forest	Stafford County	1738/ca. 1890	Include in Phase IB
089-0016	Ferry Farm	Stafford County	ca. 1810	Include in Phase IB
089-0042	House, Lupton Lane	Stafford County	ca. 1870	Include in Phase IB
089-0062	House, Forest Lane Road	Stafford County	1934	Include in Phase IB
089-0262	Farm, Route 3	Stafford County	ca. 1940	Include in Phase IB

**TABLE 6-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS IN APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Phase IB Recommendation</b>
089-0306	Abandoned House, Northside Drive	Stafford County	ca. 1870	Include in Phase IB
089-5097	House, 140 Sherwood Forest Farm Road	Stafford County	ca. 1910	Include in Phase IB
1	Warehouse, 62 Debruen Road	Stafford County	1967	Include in Phase IB
2	Warehouse, 14 Pine Road	Stafford County	1960	Include in Phase IB
3	House, 94 Cool Spring Road	Stafford County	1955	Include in Phase IB
14	House, 100 Federal Drive	Stafford County	1960	Include in Phase IB
15	House, 50 Creek Lane	Stafford County	1935	Include in Phase IB
16	House, 44 Little Falls Road	Stafford County	1946	Include in Phase IB
18	House, 161 Forest Lane Road	Stafford County	1937	Include in Phase IB
19	House, 632 Caisson Road	Stafford County	1969	Include in Phase IB
20	House, 648 Caisson Road	Stafford County	1965	Include in Phase IB
21	House, 662 Caisson Road	Stafford County	1900	Include in Phase IB
22	House, 1465 Kings Highway	Stafford County	1900	Include in Phase IB
24	House, 28 Creek Lane	Stafford County	1950	Include in Phase IB
25	House, 637 Kings Highway	Stafford County	1927	Include in Phase IB
26	House, 605 Kings Highway	Stafford County	1935	Include in Phase IB
27	House, 603 Kings Highway	Stafford County	1952	Include in Phase IB
28	House, 551 Kings Highway	Stafford County	1949	Include in Phase IB
32	House, 404 Kings Highway	Stafford County	ca. 1968	Include in Phase IB
33	House 328 Kings Highway	Stafford County	1957	Include in Phase IB
34	House, 16 Enola Road	Stafford County	1900	Include in Phase IB
35	House, 12 Enola Road	Stafford County	1900	Include in Phase IB
36	Office, 54 Debruen Road	Stafford County	ca. 1960	Include in Phase IB
37	House, 36 Debruen Road	Stafford County	ca. 1940	Include in Phase IB
39	House, 801 Northside Drive	Stafford County	ca. 1930	Include in Phase IB
40	House, 806 Northside Drive	Stafford County	ca. 1930	Include in Phase IB
41	House, 95 Cool Spring Road	Stafford County	1960	Include in Phase IB
42	House, 87 Cool Spring Road	Stafford County	1952	Include in Phase IB

**TABLE 6-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS IN APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Phase IB Recommendation</b>
43	House, 77 Cool Spring Road	Stafford County	1949	Include in Phase IB
44	House, 41 Cool Spring Road	Stafford County	1941	Include in Phase IB
45	Express Auto Recovery, 47 Cool Spring Road	Stafford County	ca. 1950	Include in Phase IB
47	House, 523 Ferry Road	Stafford County	1965	Include in Phase IB
48	House, 519 Ferry Road	Stafford County	1956	Include in Phase IB
49	House, 515 Ferry Road	Stafford County	1963	Include in Phase IB
50	House, 5 Fairfax Circle	Stafford County	1956	Include in Phase IB
51	House, 7 Fairfax Circle	Stafford County	1950	Include in Phase IB
52	House, 9 Fairfax Circle	Stafford County	1956	Include in Phase IB
53	House, 11 Fairfax Circle	Stafford County	1950	Include in Phase IB
54	House, 15 Fairfax Circle	Stafford County	1950	Include in Phase IB
55	House, 17 Fairfax Circle	Stafford County	ca. 1950	Include in Phase IB
56	House, 19 Fairfax Circle	Stafford County	ca. 1950	Include in Phase IB
57	House, 16 Fairfax Circle	Stafford County	ca. 1950	Include in Phase IB
58	House, 14 Fairfax Circle	Stafford County	ca. 1950	Include in Phase IB
59	House, 12 Fairfax Circle	Stafford County	ca. 1950	Include in Phase IB
60	House, 10 Fairfax Circle	Stafford County	ca. 1950	Include in Phase IB
61	House, 7 Mount Vernon Avenue	Stafford County	1956	Include in Phase IB
62	House, 5 Mount Vernon Avenue	Stafford County	1964	Include in Phase IB
63	House, 3 Mount Vernon Avenue	Stafford County	1951	Include in Phase IB
64	House, 13 Nelson Street	Stafford County	1954	Include in Phase IB
65	House, 15 Nelson Street	Stafford County	ca. 1955	Include in Phase IB
66	House, 17 Nelson Street	Stafford County	ca. 1955	Include in Phase IB
67	House, 12 Nelson Street	Stafford County	ca. 1955	Include in Phase IB
68	House, 10 Nelson Street	Stafford County	ca. 1955	Include in Phase IB
69	House, 17 Marshall Place	Stafford County	1960	Include in Phase IB
70	House, 19 Marshall Place	Stafford County	1955	Include in Phase IB
71	House, 21 Marshall Place	Stafford County	1955	Include in Phase IB

**TABLE 6-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS IN APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Phase IB Recommendation</b>
72	House, 23 Marshall Place	Stafford County	1955	Include in Phase IB
73	House, 25 Marshall Place	Stafford County	1955	Include in Phase IB
74	House, 24 Marshall Place	Stafford County	1955	Include in Phase IB
75	House, 22 Marshall Place	Stafford County	1955	Include in Phase IB
76	House, 20 Marshall Place	Stafford County	1955	Include in Phase IB
77	House, 18 Marshall Place	Stafford County	1955	Include in Phase IB
78	House, 51 Wakefield Avenue	Stafford County	1955	Include in Phase IB
79	House, 57 Wakefield Avenue	Stafford County	1955	Include in Phase IB
80	House, 58 Wakefield Avenue	Stafford County	1955	Include in Phase IB
81	House, 54 Wakefield Avenue	Stafford County	1953	Include in Phase IB
82	House, 52 Wakefield Avenue	Stafford County	1955	Include in Phase IB
83	House, 5 Westmoreland Place	Stafford County	1962	Include in Phase IB
84	House, 6 Westmoreland Place	Stafford County	1961	Include in Phase IB
85	House, 8 Westmoreland Place	Stafford County	1965	Include in Phase IB
86	House, 9 Westmoreland Place	Stafford County	1963	Include in Phase IB
87	House, 6 Berkeley Place	Stafford County	1959	Include in Phase IB
88	House, 5 Berkeley Place	Stafford County	1961	Include in Phase IB
89	House, 4 Berkeley Place	Stafford County	1962	Include in Phase IB
90	House, 3 Berkeley Place	Stafford County	1961	Include in Phase IB
91	House, 2 Berkeley Place	Stafford County	1961	Include in Phase IB
92	House, 1 Berkeley Place	Stafford County	1957	Include in Phase IB
93	House, 107 Windsor Circle	Stafford County	1953	Include in Phase IB
94	House, 113 Windsor Circle	Stafford County	1956	Include in Phase IB
95	House, 115 Windsor Circle	Stafford County	1955	Include in Phase IB
96	House, 117 Windsor Circle	Stafford County	1956	Include in Phase IB
97	House, 108 Windsor Circle	Stafford County	1950	Include in Phase IB
98	House, 303 Greenwood Drive	Stafford County	1964	Include in Phase IB
99	House, 55 Little Falls Road	Stafford County	1954	Include in Phase IB
100	House, 40 Little Falls Road	Stafford County	1949	Include in Phase IB

**TABLE 6-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS IN APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Phase IB Recommendation</b>
101	House, 38 Little Falls Road	Stafford County	1952	Include in Phase IB
102	House, 15 Graham Street	Stafford County	1954	Include in Phase IB
103	House, 11 Graham Street	Stafford County	1952	Include in Phase IB
104	House, 9 Graham Street	Stafford County	1949	Include in Phase IB
105	House, 5 Graham Street	Stafford County	1949	Include in Phase IB
106	House, 8 Graham Street	Stafford County	1954	Include in Phase IB
107	House, 12 Graham Street	Stafford County	1949	Include in Phase IB
108	House, 14 Graham Street	Stafford County	1952	Include in Phase IB
109	House, 16 Graham Street	Stafford County	1962	Include in Phase IB
111	House, 187 Forest Lane Road	Stafford County	1917	Include in Phase IB
115	House, 121 Rumford Road	Stafford County	1964	Include in Phase IB
116	House, 120 Rumford Road	Stafford County	1968	Include in Phase IB
117	House, 217 Maple Street	Stafford County	1961	Include in Phase IB
118	House, 213 Maple Street	Stafford County	1961	Include in Phase IB
119	House, 211 Maple Street	Stafford County	1968	Include in Phase IB
120	House, 209 Maple Street	Stafford County	ca. 1965	Include in Phase IB
121	House, 207 Maple Street	Stafford County	ca. 1965	Include in Phase IB
122	House, 205 Maple Street	Stafford County	ca. 1965	Include in Phase IB
123	House, 206 Maple Street	Stafford County	ca. 1965	Include in Phase IB
124	House, 204 Maple Street	Stafford County	ca. 1965	Include in Phase IB
125	House, 200 Leonard Road	Stafford County	1941	Include in Phase IB
126	House, 201 Leonard Road	Stafford County	1949	Include in Phase IB
127	House, 203 Leonard Road	Stafford County	1949	Include in Phase IB
128	House, 204 Leonard Road	Stafford County	1940	Include in Phase IB
129	House, 15427 Tidewater Trail	Caroline County	ca. 1940	Include in Phase IB
130	House, 15416 Tidewater Trail	Caroline County	pre-1963	Include in Phase IB
131	House, 15462 Tidewater Trail	Caroline County	pre-1944	Include in Phase IB
132	House, 16071 Tidewater Trail	Caroline County	pre-1963	Include in Phase IB
133	House, 3437 Fredericksburg Turnpike	Caroline County	ca. 1965	Include in Phase IB

## SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS IN APE AND RECOMMENDATIONS**

<b>DHR Number/ Temp Number</b>	<b>Name/Address</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>Phase IB Recommendation</b>
134	House, 3460 Fredericksburg Turnpike	Caroline County	ca. 1965	Include in Phase IB
135	House, 4004 Fredericksburg Turnpike	Caroline County	ca. 1965	Include in Phase IB
136	House, 4024 Fredericksburg Turnpike	Caroline County	ca. 1965	Include in Phase IB
137	House, 2112 Marengo Plantation Lane	Spotsylvania County	ca. 1900	Include in Phase IB
138	House, 9015 Thornton Rolling Road	Spotsylvania County	pre-1963	Include in Phase IB
139	House, 9018 Thornton Rolling Road	Spotsylvania County	ca. 1940	Include in Phase IB
140	House, 9004 Thornton Rolling Road	Spotsylvania County	ca. 1965	Include in Phase IB
141	House, 9000 Thornton Rolling Road	Spotsylvania County	ca. 1950	Include in Phase IB
142	Civil War Earthworks	Spotsylvania County	ca. 1863	Include in Phase IB
143	Civil War Earthworks	Spotsylvania County	ca. 1863	Include in Phase IB
144	Ferry Farm Neighborhood Historic District	Stafford County	ca. 1960	Include in Phase IB



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## APPENDIX A: BACKGROUND REVIEW TABLE

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
016-0019	Prospect Hill, Routes 17 & 610	1842	NRHP Listing, VLR Listing	1976
016-0047	Mount Sion, Mt. Zion, Route 2	ca. 1720	DHR Board Det. Not Eligible	1987
088-0039	La Vue, Prospect View, 3232 Lavue Lane - Alt Route 697	ca. 1848	NRHP Listing, VLR Listing	1994
088-0061	Saint Julien, 9630 Sandy Lane, Route 2	1804	NRHP Listing, VLR Listing	1975
088-0271	House, 3041 Summit Crossing Road	ca. 1913	Not Evaluated	
088-0280	Farm, 3033 Summit Crossing Road, Summit Station Farm	ca. 1840	Not Evaluated	
088-5181	Bank's Ford, Salem Church Battlefield	1863	Federal Det. Of Eligibility	2016
088-5413	CSX Railroad Corridor, Richmond, Fredericksburg & Potomac Railroad	ca. 1837	DHR Staff: Potentially Eligible	2012
089-0011	Chatham, Chatham Unit, Fredericksburg/Spotsylvania National Military Park	ca. 1768	Not Evaluated	
089-0014	Sherwood Forest, 971 Kings Highway - Alt Route 3	ca. 1810	DHR Staff: Eligible	1994
089-0016	Ferry Farm, George Washington's Boyhood Home Site	ca. 1890	NHL Listing, NRHP Listing, VLR Listing	2000 (NHL); 1999 (NRHP)
089-0016-0001	Trench, Ferry Farm, 268 King's Highway	ca. 1862	Not Evaluated	
089-0036	Bonaire, 260 White Oak Road	ca. 1880	Not Evaluated	
089-0042	House, Lupton Lane	1870	Not Evaluated	
089-0043	Lane House, Naomi Road	1890	Not Evaluated	
089-0062	House, 185 Forest Lane	1934	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
089-0067	Falmouth Historic District	post-1727	NRHP Listing, VLR Listing	1970
089-0079	House, 201 Jett Drive, House, Route 607	ca. 1910	Not Evaluated	2016
089-0080	Bridge #6075, RFP Tunnel Bridge	1931	Not Evaluated	
089-0249	Bentley Forest, Burnside Manor, 901 Northside Drive	ca. 1870	Not Evaluated	
089-0262	Farm, Route 3	not listed	Not Evaluated	
089-0277	House, 270 Butler Road	ca. 1940	Not Evaluated	
089-0278	Incinerator, Recycling Center, no # Cool Springs Road	1940	Not Evaluated	
089-0279	House, 678 King Highway	ca. 1920	Not Evaluated	
089-0280	Farm, 554 Kings Highway, Rumford Farm	ca. 1930	DHR Staff: Not Eligible	1996
089-0283	Duff Green House, 638 Kings Highway	ca. 1900	Not Evaluated	
089-0288	Eastwood, 498 Caisson Road	1829	DHR Staff: Eligible	2003
089-0291	Finney House, House, 305 Butler Road	ca. 1930	Not Evaluated	
089-0292	House, 321 Butler Road, United National Real Estate Office	ca. 1930	Not Evaluated	
089-0293	House, 333 Chatham Heights Road, House, 360 Butler Road	ca. 1930	Not Evaluated	
089-0294	House, 106 Butler Road, House, 319 Chatham Heights Road	ca. 1930	Not Evaluated	
089-0295	Broils House, House, 309 Chatham Heights Road, House, 374 Butler Road	ca. 1940	Not Evaluated	
089-0296	Harrison House, 43 Deacon Road	ca. 1930	Not Evaluated	
089-0297	House, 18 Deacon Road, Vance Sullivan House	ca. 1930	Not Evaluated	
089-0298	House, 16 Deacon Road, Shelton House	ca. 1930	Not Evaluated	
089-0299	House, 14 Deacon Road	ca. 1930	Not Evaluated	
089-0300	House, 12 Deacon Rd, Reynolds-McCoy House	ca. 1930	Not Evaluated	
089-0301	House, 10 Deacon Road	ca. 1930	Not Evaluated	
089-0302	House, 8 Deacon Road	ca. 1930	Not Evaluated	
089-0303	E.G. Harris House, House, 6 Deacon Road	ca. 1930	Not Evaluated	
089-0304	House, 4 Deacon Road, McWhart House	ca. 1930	Not Evaluated	



**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
089-0305	11 Debruen Lane, Biscoe House, House, 131 White Oak Road	ca. 1940	Not Evaluated	
089-0306	Abandoned House, Northside Drive, De Bruyn Estate	ca. 1870	DHR Staff: Not Eligible	1993
089-0308	Belmont House, House, 202 White Oak Road	1941	Not Evaluated	
089-0309	Belmont House, House, 202 White Oak Road	1941	Not Evaluated	
089-5097	House, 140 Sherwood Forest Farm Road	ca. 1910	DHR Staff: Not Eligible	2007
089-5481	House, 212 Marion Street	ca. 1965	Not Evaluated	
089-5482	House, 213 Marion Street	1955	Not Evaluated	
089-5483	House, 214 Marion Street	1961	Not Evaluated	
089-5484	House, 215 Marion Street	1958	Not Evaluated	
089-5485	House, 217 Marion Street	ca. 1965	Not Evaluated	
089-5486	House, 218 Marion Street	1955	Not Evaluated	
089-5487	House, 219 Marion Street	ca. 1965	Not Evaluated	
089-5488	House, 220 Marion Street	1952	Not Evaluated	
089-5489	House, 221 Marion Street	ca. 1965	Not Evaluated	
089-5490	House, 222 Marion Street	1965	Not Evaluated	
089-5491	House, 224 Marion Street	1964	Not Evaluated	
089-5492	Auto Repair Shop, 201 Willow Street	ca. 1955	Not Evaluated	
089-5493	Auto Repair Shop, 207 Willow Street	1947	Not Evaluated	
089-5494	Church, 240 Chatham Heights Road, Emanuel AME Church	ca. 1920	Not Evaluated	
089-5495	Commercial Building, 300 Chatham Heights Road	1945	Not Evaluated	
089-5496	Auto Repair Shop, 308 Chatham Heights Road	1960	Not Evaluated	
089-5497	Car Wash, 312 Chatham Heights Road	1960	Not Evaluated	
089-5498	House, 325 Chatham Heights Road	1959	Not Evaluated	
089-5499	House/Commercial Building, 515 Pratt Street	ca. 1930	Not Evaluated	
089-5500	House, 216 Claiborne Avenue	ca. 1930	Not Evaluated	
089-5501	House, 218 Claiborne Avenue	1939	Not Evaluated	
089-5502	House, 300 Claiborne Avenue	1959	Not Evaluated	
089-5503	House, 302 Claiborne Avenue	1959	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
089-5504	House, 304 Claiborne Avenue	1959	Not Evaluated	
089-5505	House, 305 Claiborne Avenue	1930	Not Evaluated	
089-5506	House, 307 Claiborne Avenue	ca. 1965	Not Evaluated	
089-5507	House, 404 Claiborne Avenue	1932	Not Evaluated	
089-5508	House, 406 Claiborne Avenue	1932	Not Evaluated	
089-5509	House, 412 Claiborne Avenue	1946	Not Evaluated	
089-5510	House, 416 Claiborne Avenue	1939	Not Evaluated	
089-5511	House, 422 Claiborne Avenue	1927	Not Evaluated	
089-5512	House, 426 Claiborne Avenue	1947	Not Evaluated	
089-5513	House, 500 Claiborne Avenue	1951	Not Evaluated	
089-5514	House, 502 Claiborne Avenue	ca. 1940	Not Evaluated	
089-5515	House, 504 Claiborne Avenue	ca. 1940	Not Evaluated	
089-5516	House, 506 Claiborne Avenue	ca. 1950	Not Evaluated	
089-5517	House, 204 Jefferson Avenue	1960	Not Evaluated	
089-5518	House, 211 East Chatham Street	ca. 1930	Not Evaluated	
089-5519	House, 301 East Chatham Street	1942	Not Evaluated	
089-5520	House, 303 East Chatham Street	1929	Not Evaluated	
089-5521	House, 306 East Chatham Street	1960	Not Evaluated	
089-5522	House, 310 East Chatham Street	1956	Not Evaluated	
089-5523	House, 106 Valley View Place	1946	Not Evaluated	
089-5524	House, 108 Valley View Place	1962	Not Evaluated	
089-5525	House, 201 Madison Avenue	1937	Not Evaluated	
089-5526	House, 204 Madison Avenue	1900	Not Evaluated	
089-5527	House, 205 Madison Avenue	ca. 1920	Not Evaluated	
089-5528	House, 206 Madison Avenue	1951	Not Evaluated	
089-5529	House, 207 Madison Avenue	1960	Not Evaluated	
089-5530	House, 208 Madison Avenue	1948	Not Evaluated	
089-5531	House, 402 Monroe Avenue	1940	Not Evaluated	
089-5532	House, 403 Monroe Avenue	ca. 1933	Not Evaluated	
089-5533	House, 405 Monroe Avenue	1943	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
089-5534	House, 406 Monroe Avenue	1938	Not Evaluated	
089-5535	House, 407 Monroe Avenue	ca. 1930	Not Evaluated	
089-5536	House, 56 Cool Springs Road	ca. 1952	Not Evaluated	
089-5537	House, 203 Cobb Street	ca. 1900	Not Evaluated	
089-5538	House, Cobb Street	ca. 1900	Not Evaluated	
089-5539	Abandoned House, Cobb Street	ca. 1900	Not Evaluated	
089-5540	House, 12 Railroad Lane	ca. 1900	Not Evaluated	
089-5541	House, 18 Railroad Lane	ca. 1900	Not Evaluated	
089-5542	House, 24 Railroad Lane	ca. 1900	Not Evaluated	
089-5543	House, 30 Railroad Lane	ca. 1900	Not Evaluated	
089-5544	House, 205 Jett Drive	1910	Not Evaluated	
089-5545	House, 206 Jett Drive	ca. 1960	Not Evaluated	
089-5546	House, 207 Jett Drive	ca. 1930	Not Evaluated	
089-5547	House, 210 Jett Drive	ca. 1950	Not Evaluated	
089-5548	House, 212 Jett Drive	ca. 1962	Not Evaluated	
089-5549	House, 215 Jett Drive	ca. 1953	Not Evaluated	
089-5550	House, 216 Jett Drive	ca. 1962	Not Evaluated	
089-5551	House, 218 Jett Drive	ca. 1962	Not Evaluated	
089-5552	House, 221 Jett Drive	ca. 1940	Not Evaluated	
089-5553	House, 180 Kings Highway	1961	Not Evaluated	
111-0009	Fredericksburg Historic District Extension	post 1775	Not Evaluated	
111-0009-0691	Walker-Grant School, 201 Gunnery Road	ca. 1938	Not Evaluated	
111-0009-0693	House, 209 Ferdinand Street	ca. 2005	Not Evaluated	
111-0009-0694	House, 211 Ferdinand Street	ca. 1900	Not Evaluated	
111-0009-0695	House, 213 Ferdinand Street	ca. 2005	Not Evaluated	
111-0009-0696	House, 217 Ferdinand Street	ca. 2005	Not Evaluated	
111-0009-0698	House, 428 Dunmore Street	ca. 1835	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0009-0699	House, 424 Dunmore Street	ca. 1850	Not Evaluated	
111-0009-0700	House, 422 Dunmore Street	ca. 1900	Not Evaluated	
111-0009-0701	House, 420 Dunmore Street	ca. 1925	Not Evaluated	
111-0009-0702	House, 414-416-418 Dunmore Street	ca. 1910	Not Evaluated	
111-0009-0820	House, 206 Charles Street	ca. 1850	Not Evaluated	
111-0009-0821	Colonial Heights Apartments, Mixed Use Building, 200-202 Charles Street	ca. 1870	Not Evaluated	
111-0013	Chancellor House, 300 Caroline Street	ca. 1780	Not Evaluated	
111-0023	Dixon House, 401-403 Sophia St, Early Mayor's Home (Alleged)	ca. 1843	Not Evaluated	
111-0024	Dixon-Maury House, Matthew Maury House, W.W. Braxton House, 214 Caroline Street	1752	Not Evaluated	
111-0032	House, 204 Charles Street	ca. 1868	Not Evaluated	
111-0038	Hackley-Monroe House, James Monroe House, Joseph Jones House, 301 Caroline Street	ca. 1785	Not Evaluated	
111-0046	Commercial Building, 501 Caroline Street, Dixon-Jones House, John Paul Jones House, Old Time Lighting	1761	Not Evaluated	
111-0049	House, 309 Caroline Street, Kimmin House, Mary Frances Lang House	1890	Not Evaluated	
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street	ca. 1780	Not Evaluated	
111-0068	Dr. Brook House, Dr. Charles Mortimer House, House, 303 Caroline Street	ca. 1775	Not Evaluated	
111-0076	Double House, 203-205 Ferdinand Street, Old Academy, Old Gunnery House	ca. 1830	Not Evaluated	
111-0077	Long House, 607 Sophia Street, Old Long House	ca. 1810	Not Evaluated	
111-0091	Bankhead House, Larkin Smith House, Rectory, 307 Caroline Street, Rectory, St. George's Episcopal Church	1787	Not Evaluated	
111-0094	Seddon House, 212 Caroline Street	1787	Not Evaluated	
111-0095	Sentry Box, 133 Caroline Street	1786	NRHP Listing, VLR Listing	1992

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0101	Colonial Tan-Yard, Tan-Yard Quarters, 309-311 Sophia Street	ca. 1770	Not Evaluated	
111-0104	House, 521 Sophia Street, Hunter's Tavern, 523 Sophia Street, Thornton's Ordinary, Thornton's Tavern	post-1737	DHR Staff: Not Eligible	2007
111-0116	Goolrick-Caldwell House, John Williams House, Otis Brooks House, 211 Caroline Street	1787	Not Evaluated	
111-0132	Fredericksburg Historic District	1727	NRHP Listing, VLR Listing	1971
111-0132-0014	House, 513–515 Caroline Street	ca. 1810	Not Evaluated	
111-0132-0016	House, 121 Caroline Street	ca. 1795	Not Evaluated	
111-0132-0018	House, 109 Caroline Street	1920	Not Evaluated	
111-0132-0020	Edgar M. Young and Houston K. Sweetster Grain Elevator, Purina Tower, 401 Charles Street	1916	Not Evaluated	
111-0132-0022	House, 406 Princess Anne Street, Railway Express Agency	ca. 1910	Not Evaluated	
111-0132-0047	House, 210 Sophia Street	ca. 1810	Not Evaluated	
111-0132-0048	Pump House, 301 Sophia Street	ca. 1910	Not Evaluated	
111-0132-0049	House, 310 Sophia Street	1947	Not Evaluated	
111-0132-0050	Children's House of Old Town, J. Broadus Roofing & Sheet Metal, 100 Frederick Street, 312 Sophia Street	ca. 1910	Not Evaluated	
111-0132-0052	Commercial Building, 419 Sophia Street, The Pool Table Store	ca. 1830	Not Evaluated	
111-0132-0053	Commercial Building, 502 Sophia Street, Commonwealth Financial	ca. 1930	Not Evaluated	
111-0132-0054	Brock's Riverside Grill, Restaurant, 503 Sophia Street	ca. 1935	Not Evaluated	
111-0132-0055	House, 504 Sophia Street	ca. 1930	Not Evaluated	
111-0132-0056	Apartments, 506–512 Sophia Street, Sophia Square Apartments	ca. 1890	Not Evaluated	
111-0132-0058	House, 521 Sophia Street	ca. 1940	Not Evaluated	



**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0059	House, 605 Sophia Street	Pre 1915	Not Evaluated	
111-0132-0060	Prince Hall Lodge, 609 Sophia Street	ca. 1915	Not Evaluated	
111-0132-0103	House, 211 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0107	House, 201 Princess Anne Street	ca. 1810	Not Evaluated	
111-0132-0108	House, 204 Princess Anne Street	ca. 1930	Not Evaluated	
111-0132-0110	House, 209 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0111	House, 210 Princess Anne Street	ca. 1875	Not Evaluated	
111-0132-0112	House, 212 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0113	House, 214 Princess Anne Street	ca. 1945	Not Evaluated	
111-0132-0114	House, 213 Princess Anne Street, John C. Rogers House	1891	Not Evaluated	
111-0132-0115	Annie H. and Benjamin Patterson House, 216 Princess Anne Street	1881	Not Evaluated	
111-0132-0116	House, 218 Princess Anne Street	ca. 1850	Not Evaluated	
111-0132-0117	House, 217 Princess Anne Street	ca. 1850	Not Evaluated	
111-0132-0118	John T. Payne- John T. Hawkins House, 219 Princess Anne Street	ca. 1910	Not Evaluated	
111-0132-0119	House, 220 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0120	Thomas Harrison House, 222 Princess Anne Street	1879	Not Evaluated	
111-0132-0121	Robert T. Raines House, 221 Princess Anne Street	1890	Not Evaluated	
111-0132-0122	Henry W. Willenbacher House, 223 Princess Anne Street	1890	Not Evaluated	
111-0132-0123	James Lee Cook House, 224 Princess Anne Street	1888	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0124	Clementina Toombs, 226 Princess Anne Street	1884	Not Evaluated	
111-0132-0125	John S. Berryman Stable, McGrath House, 225 Princess Anne Street	1885	Not Evaluated	
111-0132-0126	The 1770 House, 227 Princess Anne Street	1770	Not Evaluated	
111-0132-0127	John Henry Lee House, 228 Princess Anne Street	1883	Not Evaluated	
111-0132-0128	House, 230 Princess Anne Street	ca. 1830	Not Evaluated	
111-0132-0129	House, 232 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0131	House, 302 Princess Anne Street	ca. 1850	Not Evaluated	
111-0132-0133	House, 306 Princess Anne Street	ca. 1890	Not Evaluated	
111-0132-0134	House, 308 Princess Anne Street	ca. 1845	Not Evaluated	
111-0132-0135	House, 310 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0136	House, 312 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0137	House, 317 Princess Anne Street	ca. 1820	Not Evaluated	
111-0132-0138	House, 314 Princess Anne Street	1826	Not Evaluated	
111-0132-0139	William Taylor House, 316 Princess Anne Street	1805	Not Evaluated	
111-0132-0140	Daniel G. Read Bakery and House, 318 Princess Anne Street	1841	Not Evaluated	
111-0132-0141	Hillside Church of Christ, Mixed-Use Building, 400 Princess Anne Street, Mocha Mo's Cafe	ca. 1910	Not Evaluated	
111-0132-0142	Commercial Building, 404 Princess Anne Street	ca. 1845	Not Evaluated	
111-0132-0144	John L. Knight House, 511 Princess Anne Street	1850	Not Evaluated	
111-0132-0145	David C. Coyle House, 513 Princess Anne Street	1822	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0193	Mixed Use Building, 200 Princess Anne Street	ca. 1875	Not Evaluated	
111-0132-0216	Single dwelling, 237 Charles Street	ca. 1900	Not Evaluated	
111-0132-0217	Single dwelling, 239 Charles Street	ca. 1880	Not Evaluated	
111-0132-0219	Spiritual Touch Salon, 241 Charles Street	ca. 1935	Not Evaluated	
111-0132-0220	Single dwelling, 300 Charles Street	ca. 1880	Not Evaluated	
111-0132-0221	Single dwelling, 302-302 1/2 Charles Street	ca. 1870	Not Evaluated	
111-0132-0222	Single dwelling, 304 Charles Street	ca. 1910	Not Evaluated	
111-0132-0223	Single dwelling, 305 Charles Street	ca. 1880	Not Evaluated	
111-0132-0224	Single dwelling, 306 Charles Street	ca. 1790	Not Evaluated	
111-0132-0226	Single dwelling, 317 Charles Street	ca. 1880	Not Evaluated	
111-0132-0227	Commercial Building, 318 Charles Street, Machine Shop (Descriptive)	ca. 1925	Not Evaluated	
111-0132-0295	House, 311 Princess Anne Street	ca. 1920	Not Evaluated	
111-0132-0296	313 Princess Anne Street, House, 313 Princess Anne Street	ca. 1882	Not Evaluated	
111-0132-0297	John and Nettie Washington House, 315 Princess Anne Street	ca. 1880	Not Evaluated	
111-0132-0298	Janney-Marshall Co., Inc., 401–415 Princess Anne Street	ca. 1845	Not Evaluated	
111-0132-0304	House, 601 Sophia Street	ca. 1960	Not Evaluated	
111-0132-0440	Single dwelling, 503 Caroline Street	ca. 1815	Not Evaluated	
111-0132-0441	House, 505 Caroline Street	ca. 1815	Not Evaluated	
111-0132-0442	Single dwelling, 507 Caroline Street	ca. 1810	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0443	Mixed Use Building, 508 Caroline Street, Nader's Grocery Store	ca. 1830	Not Evaluated	
111-0132-0444	Single dwelling, 509 Caroline Street	ca. 1810	Not Evaluated	
111-0132-0445	Multiple dwelling, 510 Caroline Street	ca. 1820	Not Evaluated	
111-0132-0446	Single dwelling, 511 Caroline Street	ca. 1810	Not Evaluated	
111-0132-0447	William Rollow Residence, 512 Caroline Street	1826	Not Evaluated	
111-0132-0448	House, 514 Caroline Street	ca. 1830	Not Evaluated	
111-0132-0450	Single dwelling, 516 Caroline Street	ca. 1825	Not Evaluated	
111-0132-0451	Ann Edwards House, 518 Caroline Street, Enos Richardson, Jr. Attorney at Law office	1845	Not Evaluated	
111-0132-0452	Multiple dwelling, 517-519 Caroline Street	ca. 1800	Not Evaluated	
111-0132-0453	Single dwelling, 520 Caroline Street	ca. 1790	Not Evaluated	
111-0132-0454	Claiborne Wigglesworth House, 522 Caroline Street	1821	Not Evaluated	
111-0132-0455	Elisha Dickenson Single dwelling, 524 Caroline Street	ca. 1820	Not Evaluated	
111-0132-0456	Augustine's Restaurant, B.B. Sacrey Townhouse, Fredericksburg Square, I.B.P.O.E. #875 (Elks Lodge) 1905-1996, 525 Caroline Street	1854	Not Evaluated	
111-0132-0459	Single dwelling, 529 Caroline Street	ca. 1870	Not Evaluated	
111-0132-0461	Apartment House, 207 Princess Anne Street	ca. 1965	Not Evaluated	
111-0132-0462	Single dwelling, 307 Princess Anne Street	ca. 1800	Not Evaluated	
111-0132-0463	Single dwelling, 309 Princess Anne Street	ca. 1883	Not Evaluated	
111-0132-0464	Fredericksburg Baptist Activity Center, 98 Caroline Street	1967	Not Evaluated	
111-0132-0465	Single dwelling, 99 Caroline Street	ca. 1990	Not Evaluated	



**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0466	Hughes Home, Nursing Home, 100 Caroline Street	ca. 1970	Not Evaluated	
111-0132-0467	Single Dwelling, 105 Lafayette Boulevard	ca. 1910	Not Evaluated	
111-0132-0468	Single dwelling, 101 Caroline Street	ca. 1990	Not Evaluated	
111-0132-0469	Single dwelling, 103 Caroline Street	ca. 1830	Not Evaluated	
111-0132-0470	John J. George House, 104 Caroline Street	1881	Not Evaluated	
111-0132-0471	Single dwelling, 105 Caroline Street	ca. 1890	Not Evaluated	
111-0132-0472	Single dwelling, 107 Caroline Street	ca. 1840	Not Evaluated	
111-0132-0473	House, 110 Caroline Street	ca. 1890	Not Evaluated	
111-0132-0474	William T. Lowery House, 114 Caroline Street	1871	Not Evaluated	
111-0132-0475	House, 116 Caroline Street	ca. 1880	Not Evaluated	
111-0132-0477	Nannie Fitzpatrick House, William Fitzpatrick House, 122 Caroline Street	1908	Not Evaluated	
111-0132-0478	House, 124 Caroline Street	ca. 1908	Not Evaluated	
111-0132-0479	House, 126 Caroline Street	ca. 1908	Not Evaluated	
111-0132-0480	Single dwelling, 132 Caroline Street	ca. 1840	Not Evaluated	
111-0132-0481	Single dwelling, 134 Caroline Street	ca. 1840	Not Evaluated	
111-0132-0482	Single dwelling, 136 Caroline Street	1855	Not Evaluated	
111-0132-0483	Single dwelling, 138 Caroline Street	ca. 1840	Not Evaluated	
111-0132-0484	George French House, 113 Caroline Street	1820	Not Evaluated	
111-0132-0485	Single dwelling, 115 Caroline Street	ca. 1880	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0486	Captain John Sands House, 119 Caroline Street	1851	Not Evaluated	
111-0132-0487	Single dwelling, 123 Caroline Street	ca. 1850	Not Evaluated	
111-0132-0488	James M. George House, 125 Caroline Street	1869	Not Evaluated	
111-0132-0489	Hartman dwelling, 128 Caroline Street	ca. 1850	Not Evaluated	
111-0132-0490	Bettie Flippo Wissner Residence, 129 Caroline Street	1907	Not Evaluated	
111-0132-0491	Benjamin F. Currell House, 130 Caroline Street	1855	Not Evaluated	
111-0132-0493	Christopher Armat and John Pittman House, Old Harrison House, 140 Caroline Street	ca. 1870	Not Evaluated	
111-0132-0496	House, 204 Caroline Street	ca. 1890	Not Evaluated	
111-0132-0497	House, 205 Caroline Street	ca. 1885	Not Evaluated	
111-0132-0498	Braxton Family House, Samuel Phillips House, 206 Caroline Street	1836	Not Evaluated	
111-0132-0499	House, 207 Caroline Street	ca. 1850	Not Evaluated	
111-0132-0500	House, 208 Caroline Street	ca. 1890	Not Evaluated	
111-0132-0501	Goolrick-Caldwell House, 209 Caroline Street, Kitchen Dependency	1787	Not Evaluated	
111-0132-0502	House, 210 Caroline Street	ca. 1900	Not Evaluated	
111-0132-0507	Dr. Charles Mortimer House, House, 216 Caroline Street	1787	Not Evaluated	
111-0132-0511	House, 303 1/2 Caroline Street	ca. 1875	Not Evaluated	
111-0132-0512	William H. Smith House, 304 Caroline Street	ca. 1880	Not Evaluated	
111-0132-0513	Dr. George French Kitchen Dependency	1803	Not Evaluated	
111-0132-0514	Dr. James Thornley House, 306 Caroline Street	1851	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0518	House, 102 Frederick Street	ca. 1835	Not Evaluated	
111-0132-0519	House, 202 Frederick Street	ca. 1850	Not Evaluated	
111-0132-0520	Coffee Mill and Candy Store, Warehouse, 310 Frederick Street	ca. 1855	Not Evaluated	
111-0132-0521	Janney-Marshall Co., Inc. Warehouse, Warehouse, 312 Frederick Street	ca. 1920	Not Evaluated	
111-0132-0522	George Aler House, 314 Frederick Street	1851	Not Evaluated	
111-0132-0524	House, 203 Princess Elizabeth Street	ca. 1925	Not Evaluated	
111-0132-0525	House, 204 Princess Elizabeth Street	ca. 1855	Not Evaluated	
111-0132-0526	House, 205 Princess Elizabeth Street	1797	Not Evaluated	
111-0132-0527	James N. Turner House, 207 Princess Elizabeth Street	1881	Not Evaluated	
111-0132-0528	House, 209 Princess Elizabeth Street	ca. 1880	Not Evaluated	
111-0132-0529	House, 306 Princess Elizabeth Street	ca. 2006	Not Evaluated	
111-0132-0530	Single dwelling, 308 Princess Elizabeth Street	ca. 1850	Not Evaluated	
111-0132-0531	House, 309 Princess Elizabeth Street	ca. 1975	Not Evaluated	
111-0132-0532	House, 310 Princess Elizabeth Street	ca. 1855	Not Evaluated	
111-0132-0535	A Touch of Glory Beauty Salon, Mixed Use Building, 317 Dixon Street	ca. 1935	Not Evaluated	
111-0132-0687	Robert Ellis House, Single dwelling, 102 Wolfe Street	ca. 1840	Not Evaluated	
111-0132-0688	Single dwelling, 104 Wolfe Street	ca. 1915	Not Evaluated	
111-0132-0689	Single Dwelling, 106 Wolfe Street	ca. 1870	Not Evaluated	
111-0132-0700	Multiple dwelling, 101–103 Lafayette Boulevard	ca. 1950	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
111-0132-0702	Single dwelling, 107 Lafayette Boulevard	ca. 1900	Not Evaluated	
111-0132-0703	Single dwelling, 109 Lafayette Boulevard	ca. 2000	Not Evaluated	
111-0132-0704	Claiborne's Restaurant, Fredericksburg Train Station, Rail-related, 200 Lafayette Boulevard, The Bavarian Chef	1910	Not Evaluated	
111-0132-0705	Single dwelling, 203 Prince Edward Street	ca. 1870	Not Evaluated	
111-0132-0706	Single dwelling, 205 Prince Edward Street	1872	Not Evaluated	
111-0132-0708	House, 209 Prince Edward Street	ca. 1925	Not Evaluated	
111-0132-0709	Single dwelling, 211 Prince Edward Street	ca. 1895	Not Evaluated	
111-0132-0710	Multiple dwelling, 213 Prince Edward Street	ca. 1920	Not Evaluated	
111-0132-0719	Factory, 200 Prince Edward Street, New City Fellowship Church, W.H. Peden Excelsior and Lumber Co. Inc.	ca. 1890	Not Evaluated	
111-0132-0733	House, 407 Princess Elizabeth Street	unknown	Not Evaluated	
111-0132-0734	House, 408 Princess Elizabeth Street	1910	Not Evaluated	
111-0132-0738	House, 224 Charles Street	2008	Not Evaluated	
111-0132-0744	403 Princess Elizabeth Street	Unknown	Not Evaluated	
111-0132-0745	405 Princess Elizabeth Street	Unknown	Not Evaluated	
111-0132-0748	103 Sophia Street	Unknown	Not Evaluated	
111-0142	Customs House, 208 Sophia Street, Ferry Toll Keeper's House	ca. 1830	Not Evaluated	
111-0146	Abandoned House, Northside Drive, De Bruyn Estate	1851	Not Evaluated	
111-5006	Fredericksburg Colored School, Original Walker-Grant School, School, 200 Gunnery Road, Walker-Grant Cultural and Educational Center	1935	NRHP Listing, VLR Listing	1998

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHITECTURAL APE**

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
111-5016	Old Bloomary, Old Boomery, Old Brewery	1764	Not Evaluated	
111-5017	House, 506 Main St, Old Bakery/Wroten House	Unknown	Not Evaluated	
111-5263	Pink House, 201 Caroline Street	ca. 1885	Not Evaluated	
111-5268	Duplex, 308-310 Charles Street	ca. 1830	Not Evaluated	
111-5295	Battle of Fredericksburg I	1862	Not Evaluated	
111-5296	Battle of Fredericksburg II	1863	DHR Staff: Potentially Eligible	2007

Source: Dovetail, 2016.

**TABLE A-2: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHAEOLOGICAL APE**

DHR Number	Type	Period	Evaluation Status
44SP0027	Other	Middle Archaic (6500–3001 B.C.)	Not Evaluated
44SP0028	Other	Historic/Unknown	Not Evaluated
44SP0029	Other, Outbuilding	Historic/Unknown, Prehistoric/Unknown (15000 B.C.–A.D. 1606)	Not Evaluated
44SP0030	Other	Late Woodland (1000–1606)	Not Evaluated
44SP0031	Other	Prehistoric/Unknown (15000 B.C. – A.D. 1606 )	Not Evaluated
44SP0032	Other	Middle Archaic (6500–3001 B.C.)	Not Evaluated
44SP0033	Other	Early Woodland (1200 B.C.–A.D. 299)	Not Evaluated
44SP0042	No information	Archaic (8500–1201 B.C.)	Not Evaluated
44SP0070	Brewery, Bridge, Iron furnace	18th Century (1700–1799), 19th Century (1800–1899)	Not Evaluated
44SP0128	Bridge	19th Century: 3rd quarter (1850–1874)	Not Evaluated
44SP0187	Bridge	19th Century (1800–1899)	Not Evaluated
44SP0188	Mill	19th Century (1800–1899)	Not Evaluated
44SP0327	Dwelling, multiple	19th Century (1800–1899)	Not Evaluated
44SP0613	Ice house	19th Century (1800–1899), 19th Century: 1st quarter (1800–1825), 20th Century: 1st quarter (1900–1924)	Not Evaluated
44ST0004	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST0005	No information	Prehistoric/Unknown (15000 B.C.– A.D.1606 )	Not Evaluated



**TABLE A-2: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHAEOLOGICAL APE**

<b>DHR Number</b>	<b>Type</b>	<b>Period</b>	<b>Evaluation Status</b>
44ST0006	No information	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST0010	Dwelling, single	18th Century (1700–1799), 19th Century (1800–1899)	DHR Staff: Potentially Eligible
44ST0011	Other	Historic/Unknown, Late Archaic (3000–1201 B.C.)	Not Evaluated
44ST0014	Camp	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST0015	Camp	Middle Archaic (6500–3001 B.C.)	Not Evaluated
44ST0016	Camp	No information	Not Evaluated
44ST0057	No information	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST0058	No information	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST0099	Dwelling, single	19th Century: 3rd quarter (1850–1874)	Not Evaluated
44ST0153	Mill	18th Century (1700–1799), 19th Century (1800–1899)	Not Evaluated
44ST0172	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST0173	No information	19th Century: 2nd half (1850–1899)	Not Evaluated
44ST0174	Earthworks, Farmstead, Other	Pre-Contact, Contact Period (1607–1750), Colony to Nation (1751–1789), Early National Period (1790–1829), Antebellum Period (1830–1860), Civil War (1861–1865), Reconstruction and Growth (1866–1916), World War I to World War II (1917–1945)	Not Evaluated
44ST0190	Other	Woodland (1200 B.C.– A.D. 1606)	Not Evaluated
44ST0298	Military base/facility	No information	Not Evaluated
44ST0490	Dwelling, single	20th Century (1900–1999)	Not Evaluated
44ST0615	Dwelling, single	19th Century (1800–1899)	DHR Staff: Potentially Eligible
44ST0618	No information	19th Century (1800–1899)	Not Evaluated
44ST0650	Dairy, Dependency, Farmstead, Lawn, Military field hospital, Orchard	18th Century: 3rd quarter (1750–1774), 19th Century (1800–1899), 20th Century (1900–1999)	Not Evaluated
44ST0816	Dwelling, single	20th Century: 2nd half (1950–1999)	Not Evaluated
44ST0833	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	DHR Staff: Not Eligible
44ST0834	Trash scatter	18th Century (1700–1799), 19th Century (1800–1899), 20th Century (1900–1999)	DHR Staff: Potentially Eligible
44ST0835	Camp, temporary	Early Archaic (8500–6501 B.C.)	DHR Staff: Potentially Eligible

**TABLE A-2: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES (0.8 KM) OF THE ARCHAEOLOGICAL APE**

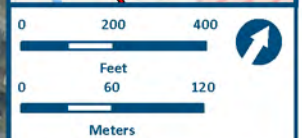
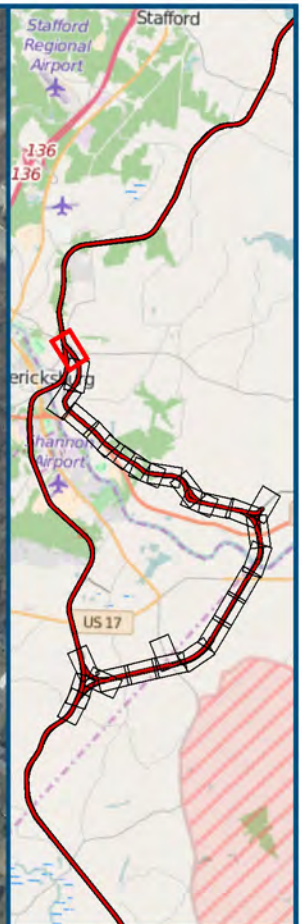
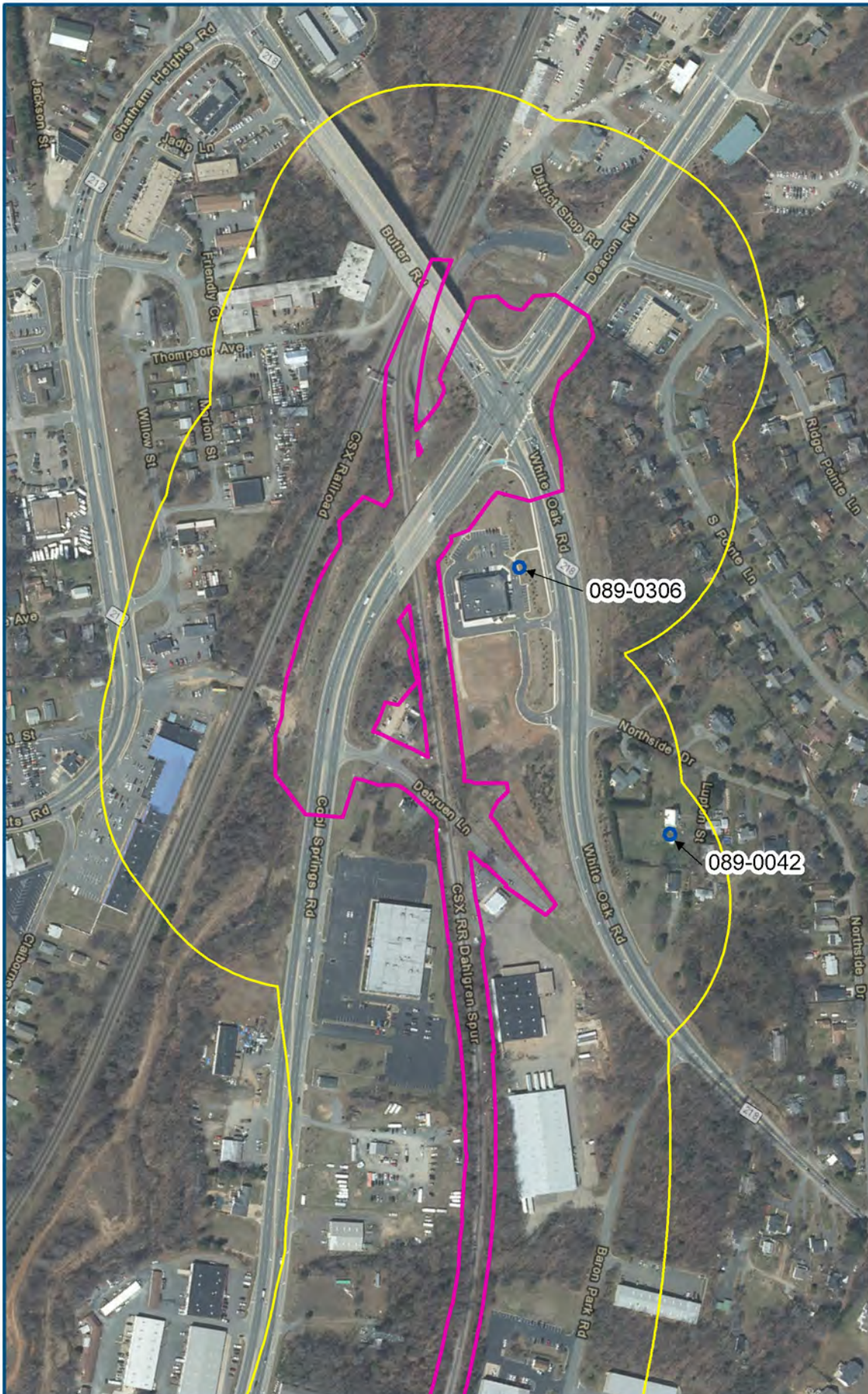
<b>DHR Number</b>	<b>Type</b>	<b>Period</b>	<b>Evaluation Status</b>
44ST0836	Lithic scatter, Trash scatter	Prehistoric/Unknown (15000 B.C.– A.D. 1606 ), 19th Century: 2nd/3rd quarter (1825–1874)	DHR Staff: Not Eligible
44ST0837	Lithic scatter, Trash scatter	Prehistoric/Unknown (15000 B.C.– A.D. 1606 ), 20th Century: 1st quarter (1900–1924)	DHR Staff: Not Eligible
44ST0838	Dwelling, single, Lithic scatter, Trash scatter	Prehistoric/Unknown (15000 B.C.– A.D. 1606 ), 18th Century: 2nd half (1750–1799), 19th Century: 1st quarter (1800–1825)	DHR Staff: Potentially Eligible
44ST0839	Lithic scatter	Historic/Unknown, Prehistoric/Unknown (15000 B.C.–1606 A.D.)	DHR Staff: Potentially Eligible
44ST0840	Lithic scatter	Historic/Unknown, Prehistoric/Unknown (15000 B.C.–1606 A.D.)	DHR Staff: Not Eligible
44ST0841	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	DHR Staff: Not Eligible
44ST0842	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	DHR Staff: Not Eligible
44ST0843	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	DHR Staff: Not Eligible
44ST0845	Lithic scatter, Trash scatter	Prehistoric/Unknown (15000 B.C.– A.D. 1606 ), 18th Century (1700–1799), 19th Century (1800–1899)	DHR Staff: Not Eligible
44ST0846	Camp, temporary	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	DHR Staff: Not Eligible
44ST0931	Artifact scatter, Outbuilding	Late Archaic Period (3000–1201 B.C.), 19th Century: 2nd half (1850–1899)	Not Evaluated
44ST0932	Outbuilding	18th Century: 4th quarter (1775–1799), 19th Century: 2nd half (1850–1899)	Not Evaluated
44ST0933	Outbuilding	19th Century: 1st half (1800–1849), 20th Century: 1st half (1900–1949)	Not Evaluated
44ST0934	Camp, temporary, Outbuilding	Prehistoric/Unknown (15000 B.C.– A.D. 1606 ), 19th Century: 4th quarter (1875–1899)	Not Evaluated
44ST1122	Lithic scatter	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST1124	Lithic scatter	Prehistoric/Unknown (15000 B.C.– A.D. 1606 )	Not Evaluated
44ST1147	Camp, Dwelling, single	Late Woodland (1000–1606), Colony to Nation (1751–1789), Early National Period (1790–1829), Civil War (1861–1865)	Not Evaluated

Source: Dovetail, 2016.

## **APPENDIX B: FBBP SEGMENT MAPS WITH ARCHITECTURAL APE**

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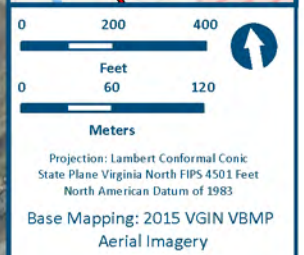
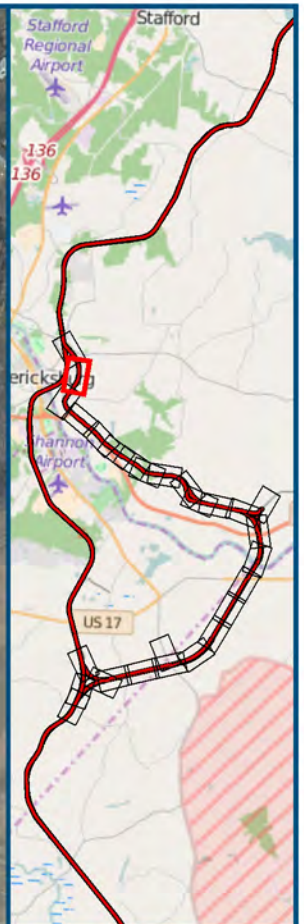
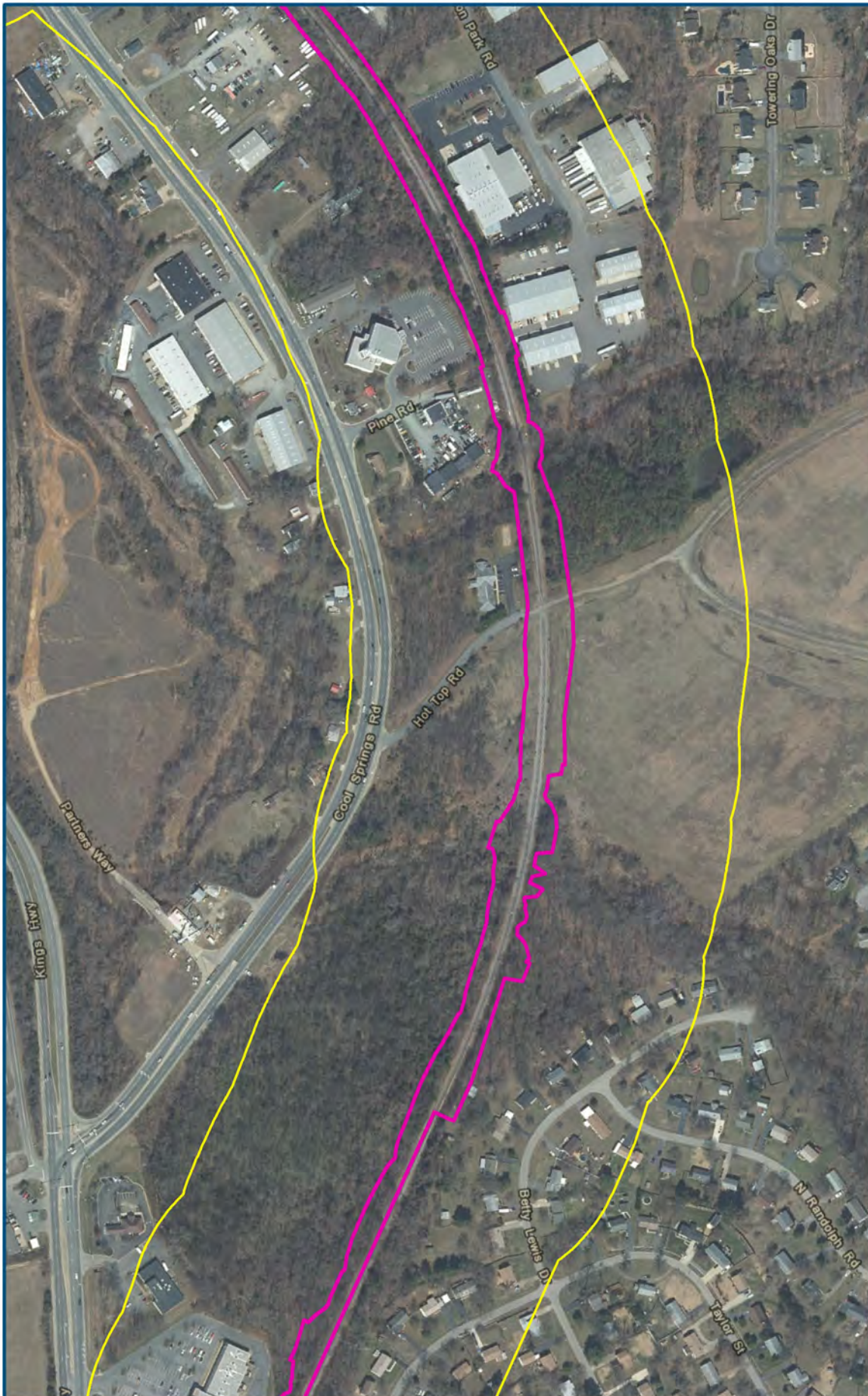


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 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

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- █ Limits of Disturbance
  - █ Previously Recorded
  - █ Recommended for Phase IB
  - █ 500ft Buffer

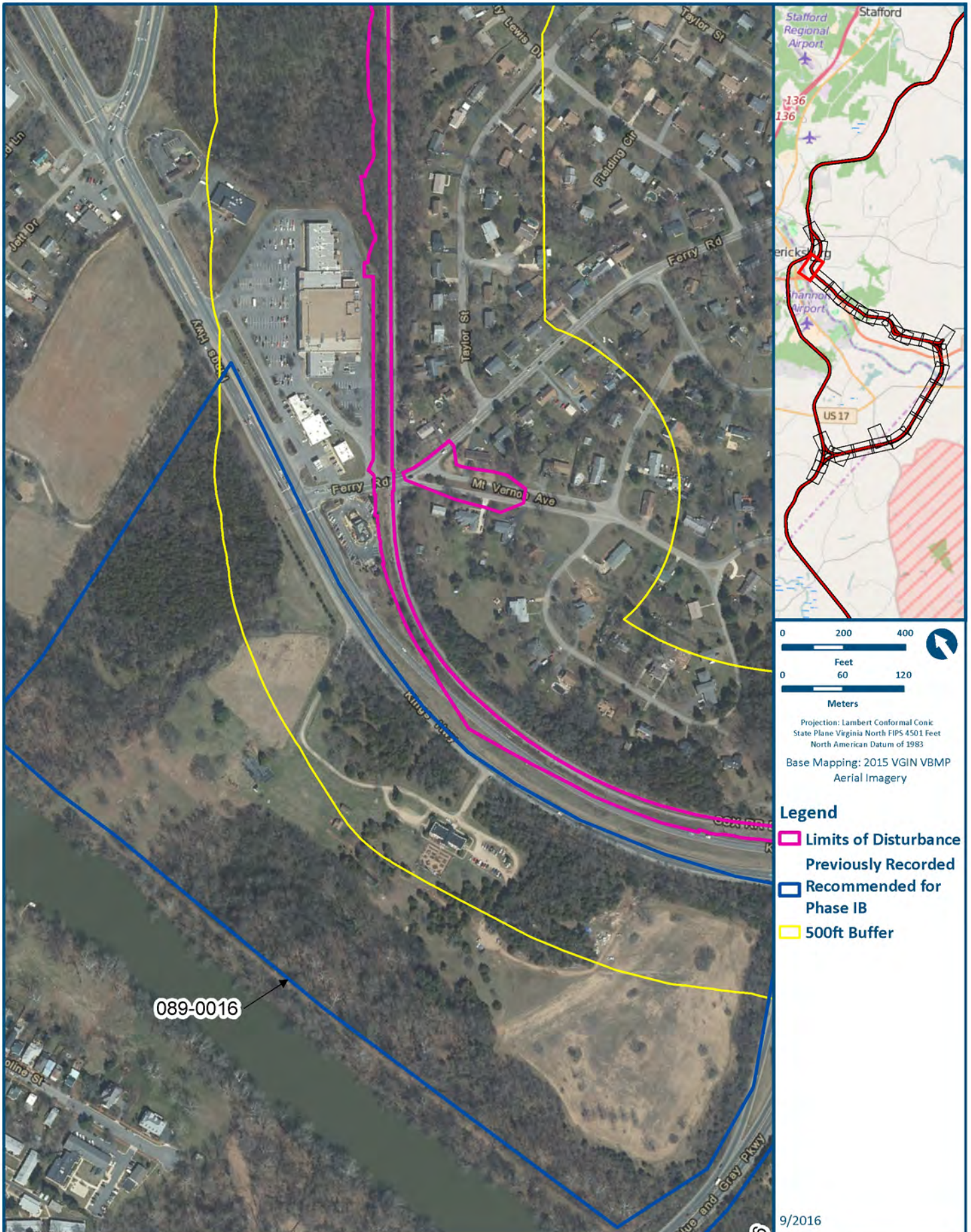
9/2016



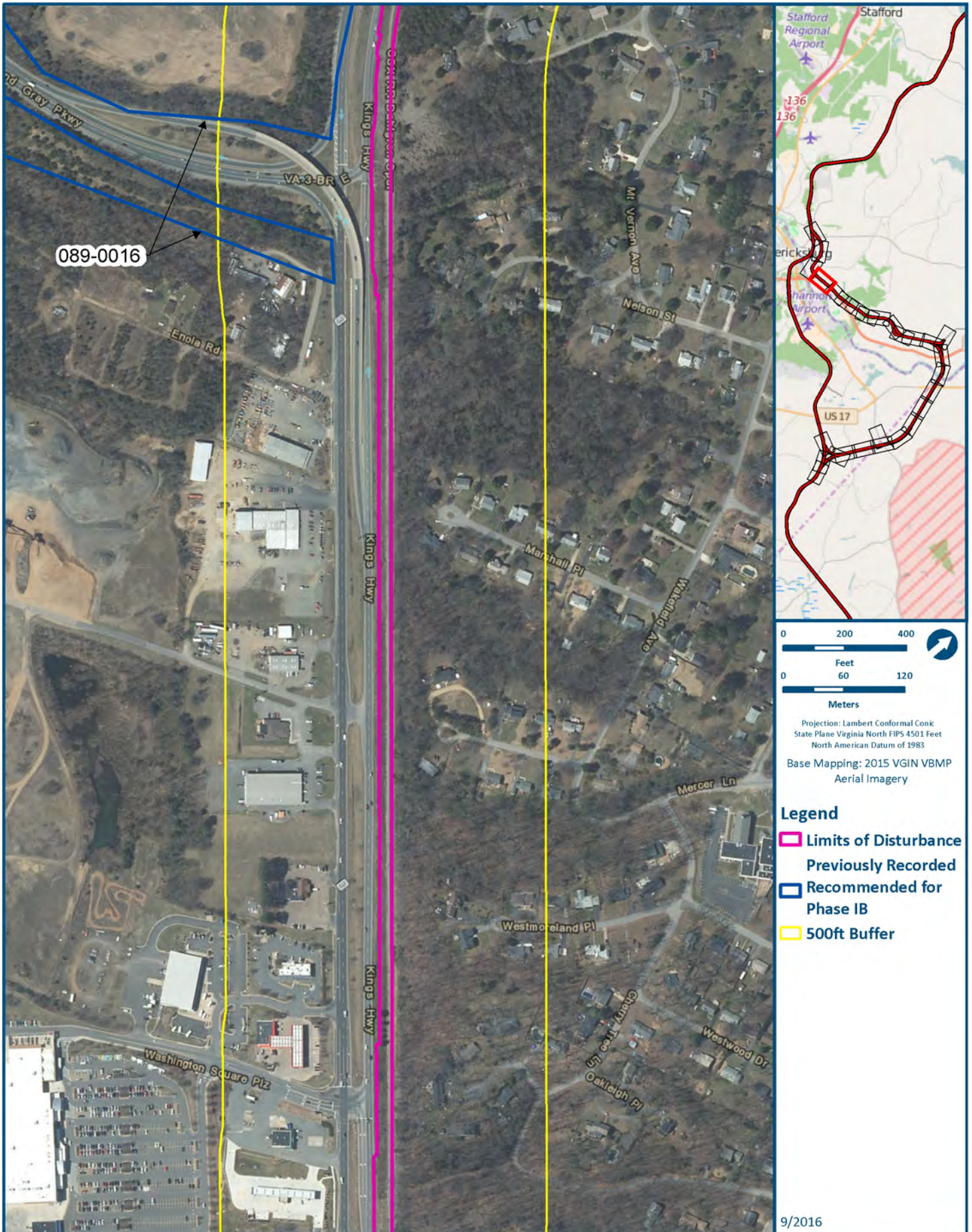


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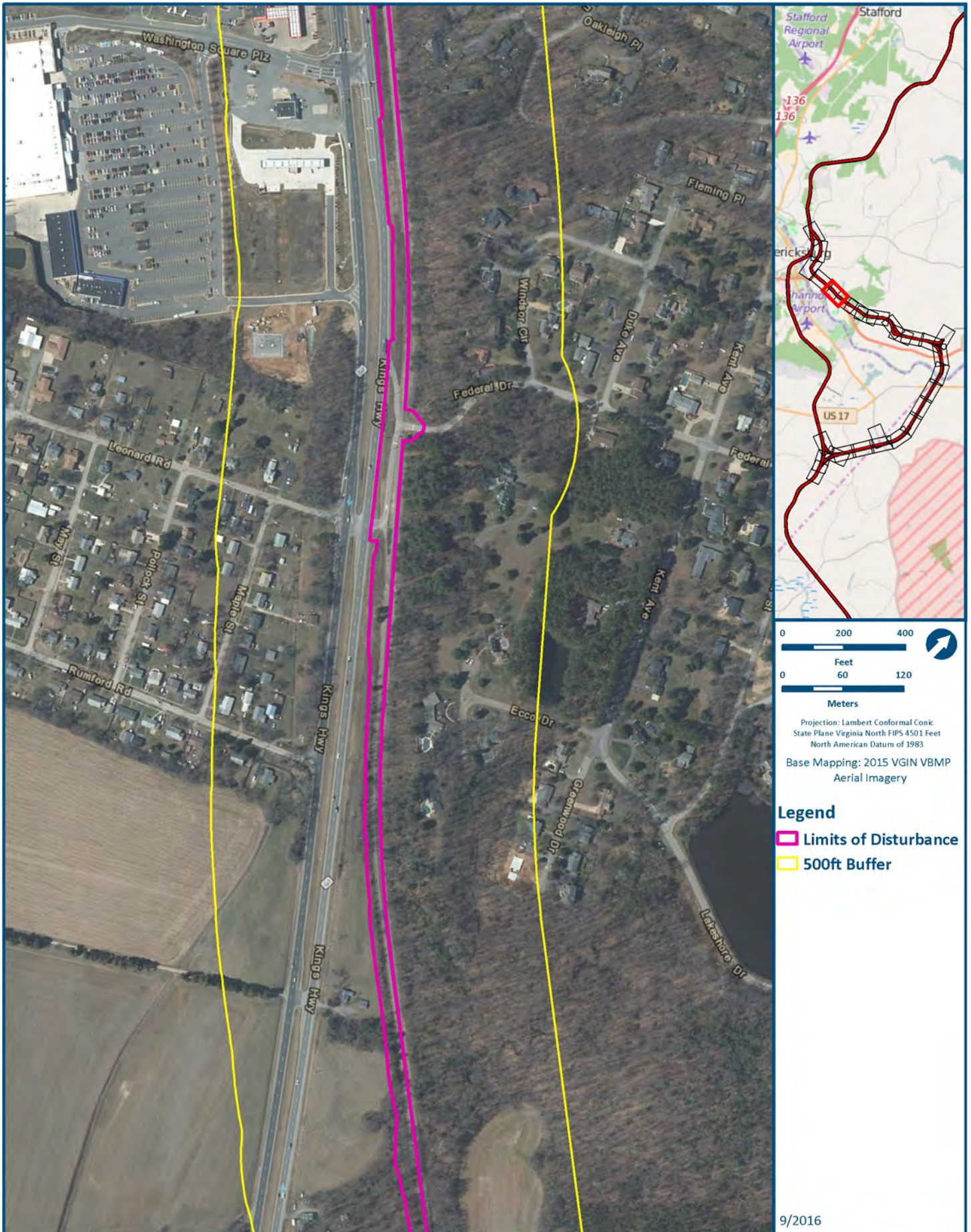






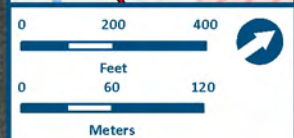
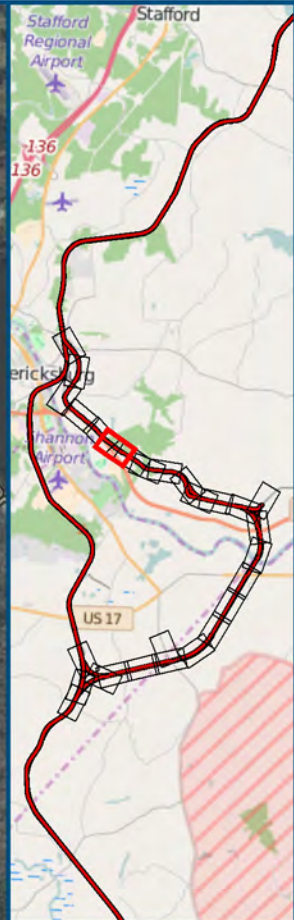
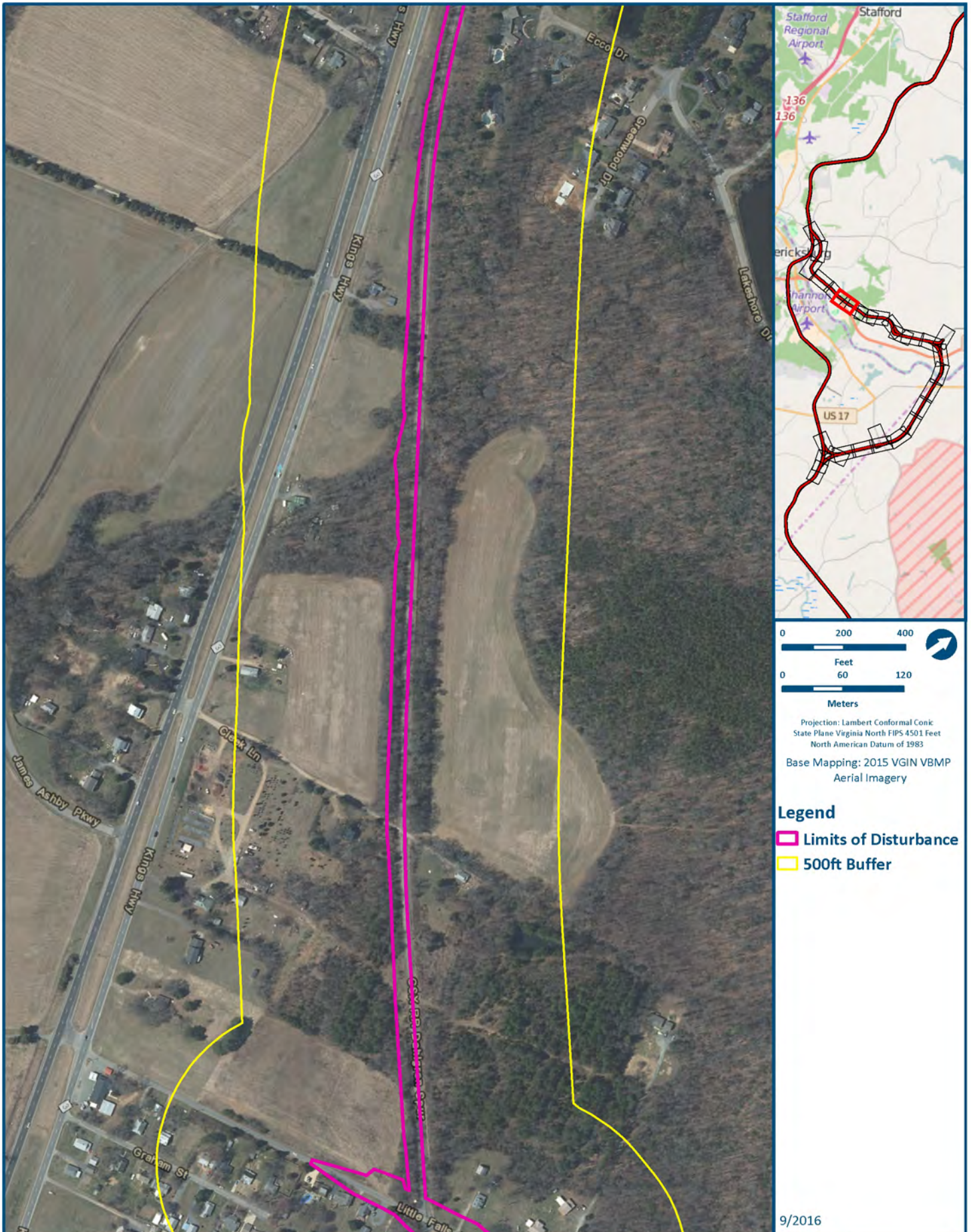






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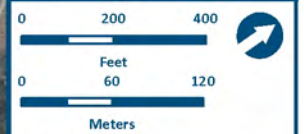
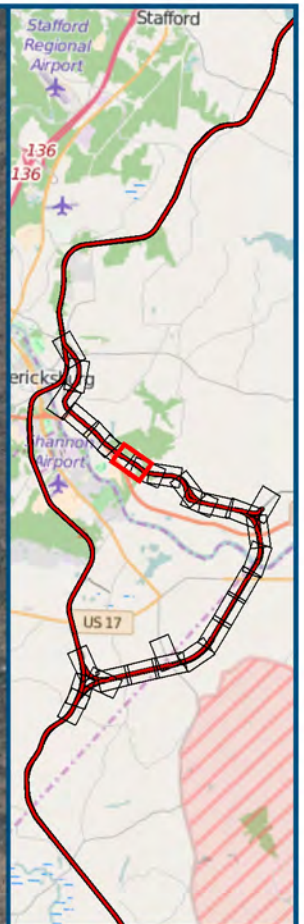
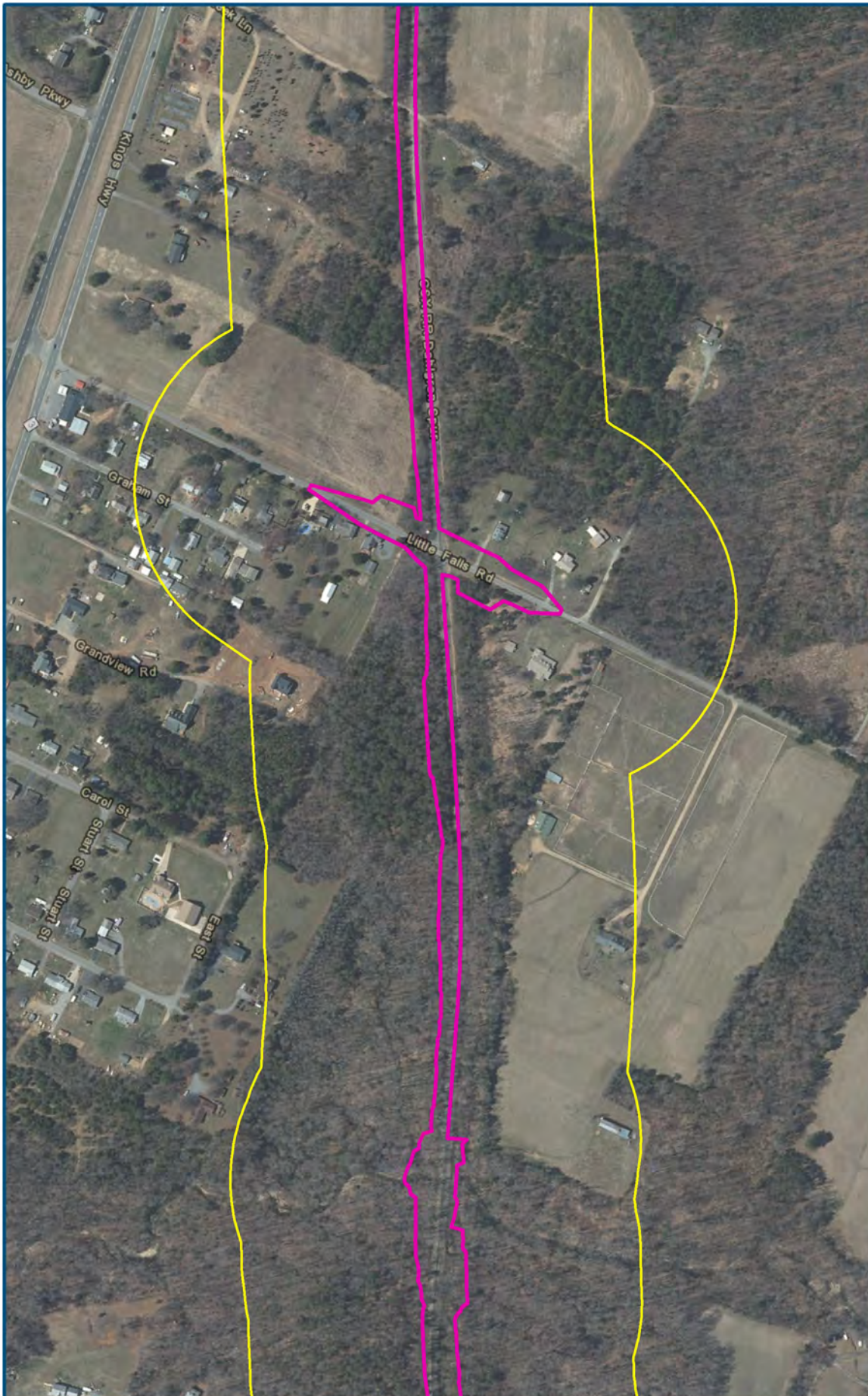


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

**Legend**  
Limits of Disturbance  
500ft Buffer

9/2016



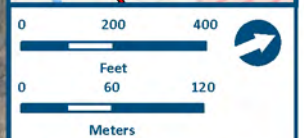
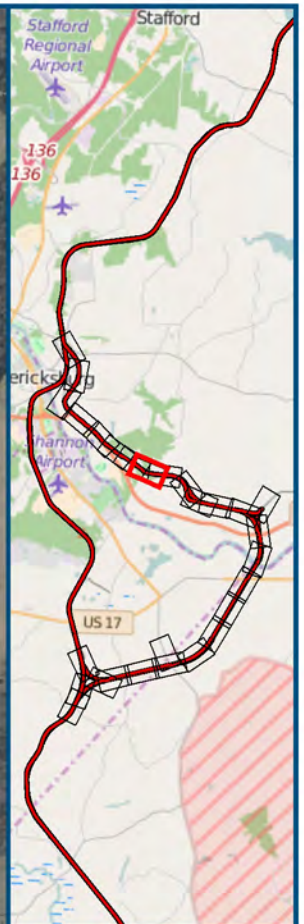
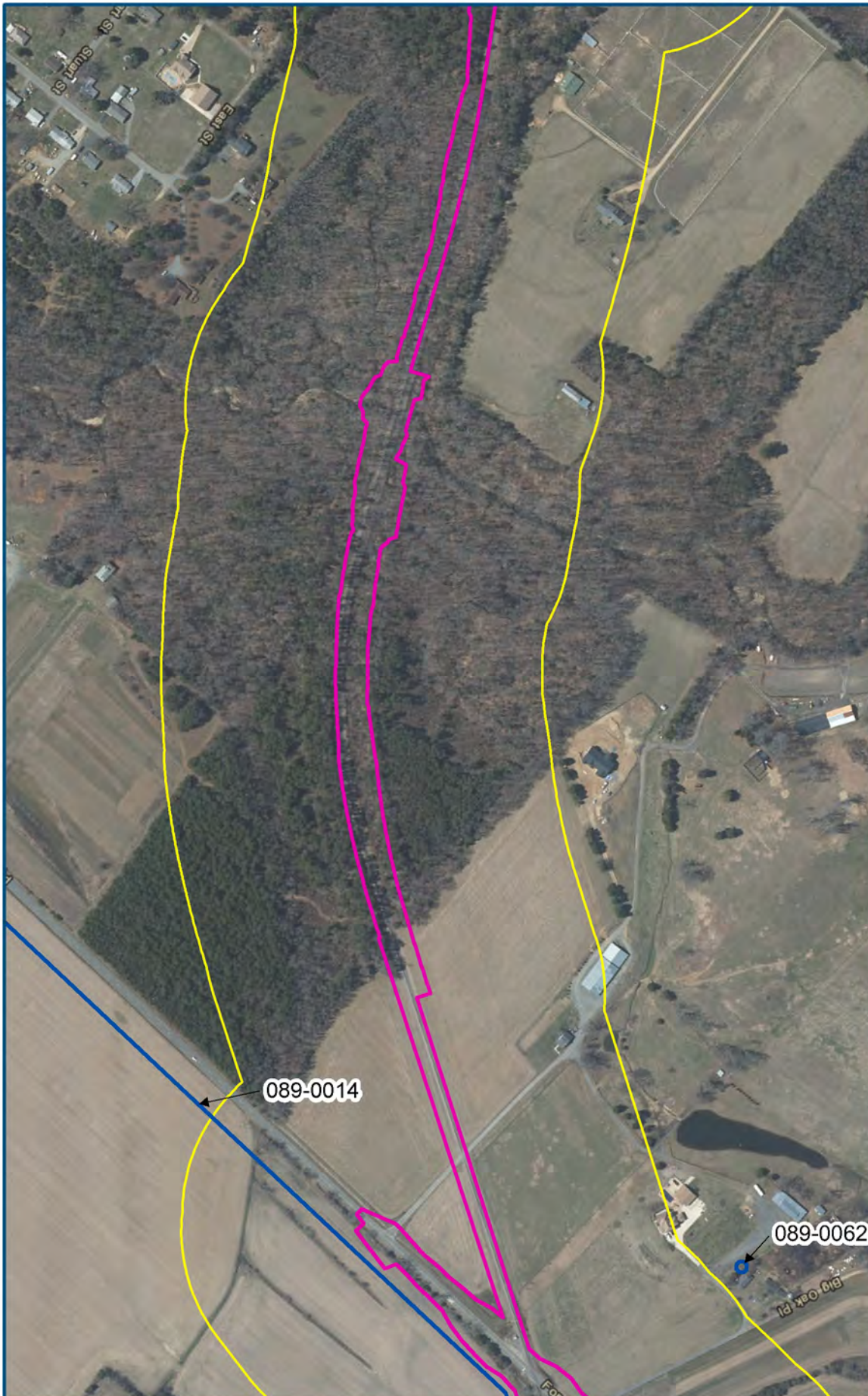


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 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

- Legend**
- ▬ Limits of Disturbance
  - ▬ 500ft Buffer

9/2016



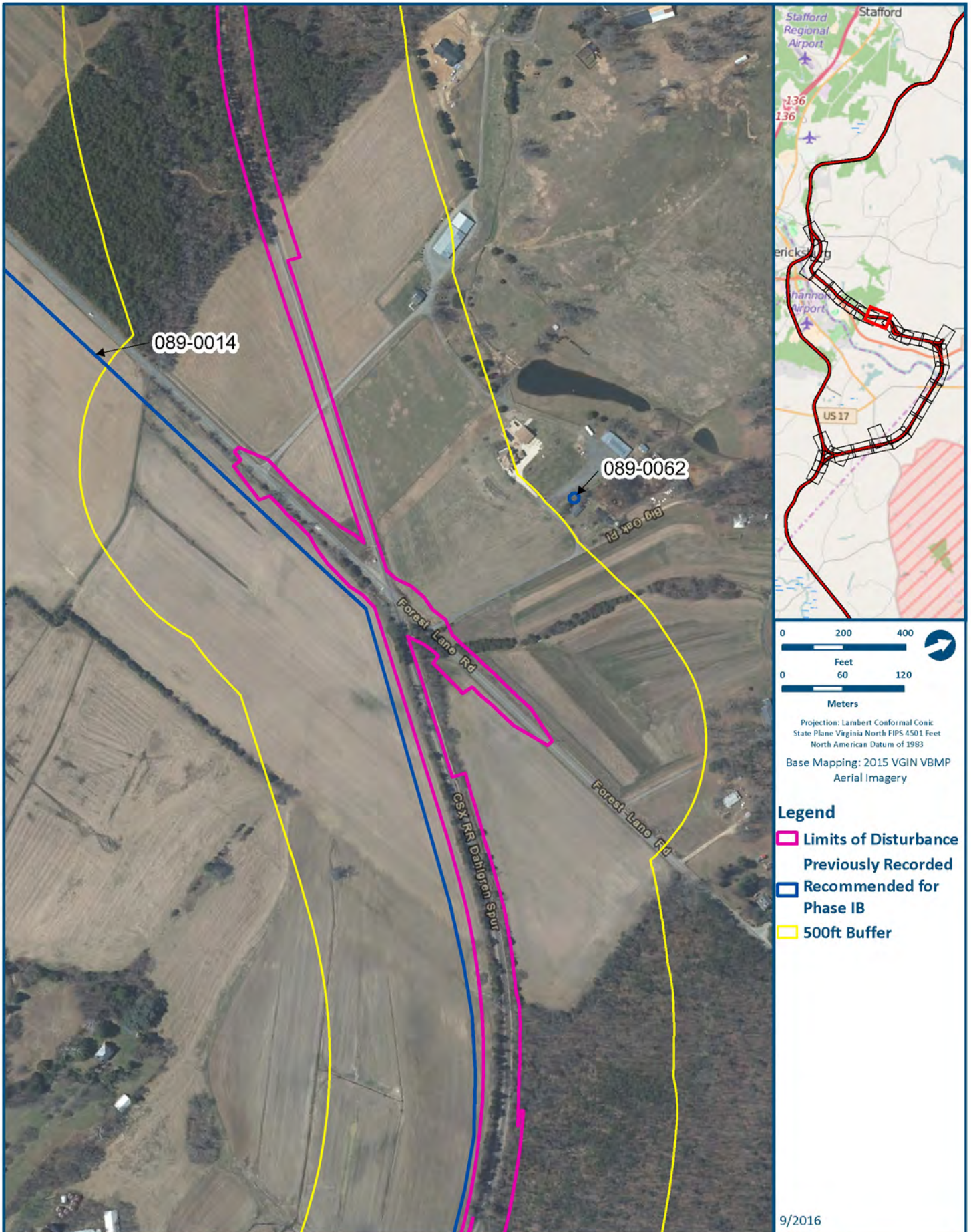


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State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

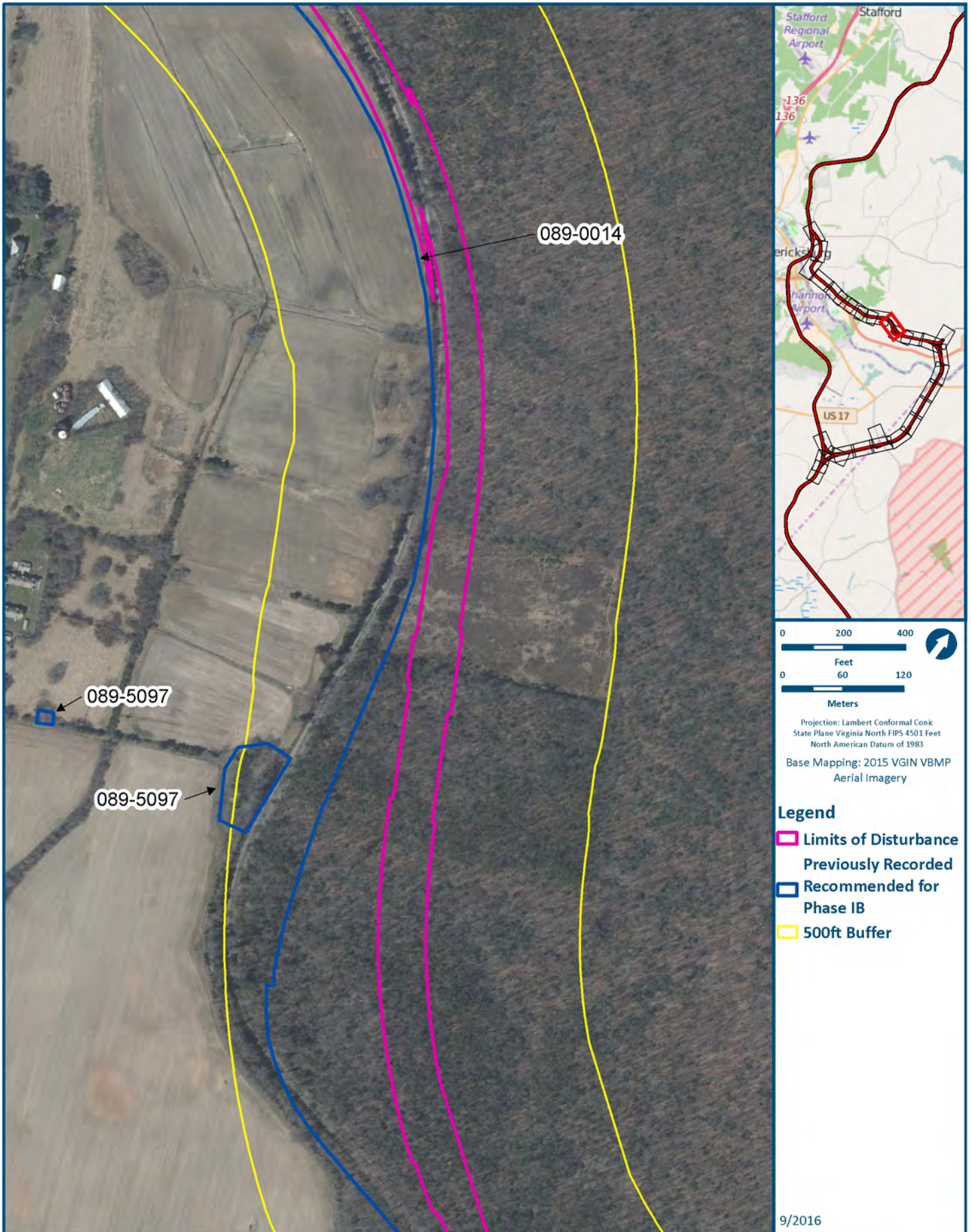
- Legend**
- Limits of Disturbance
  - Previously Recorded
  - Recommended for Phase IB
  - 500ft Buffer

9/2016

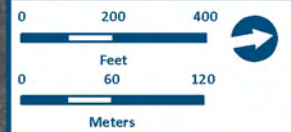
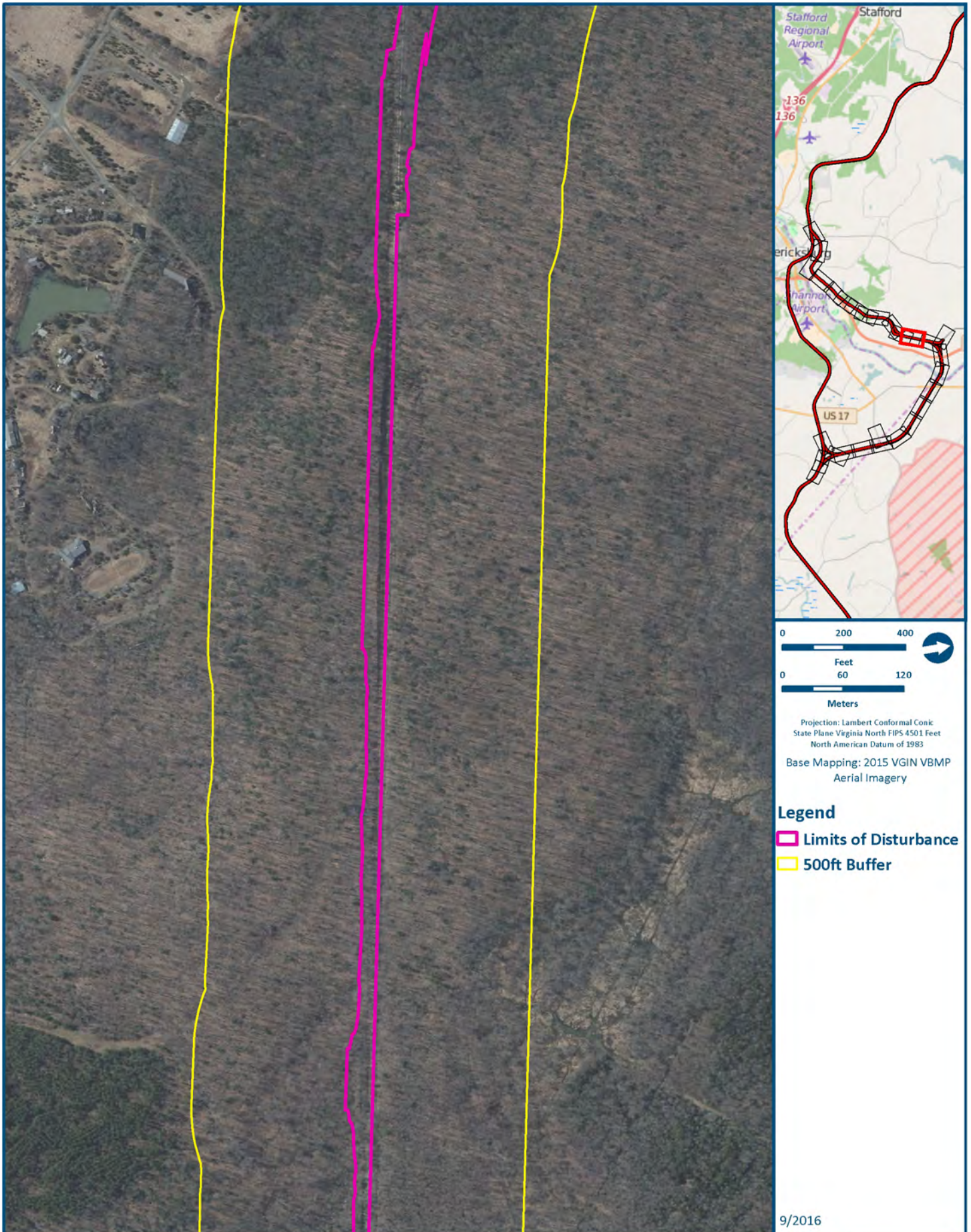












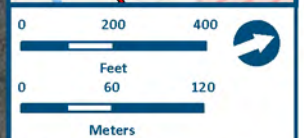
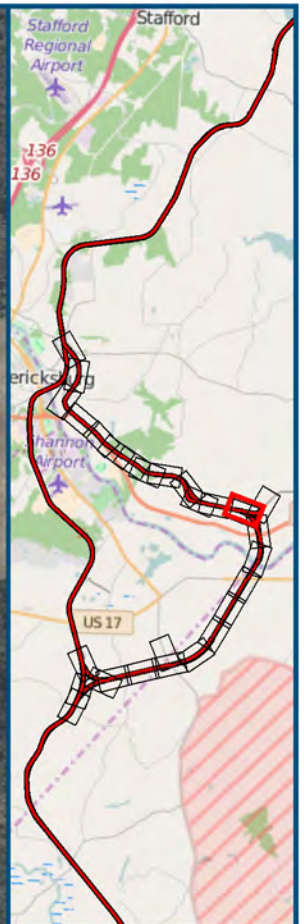
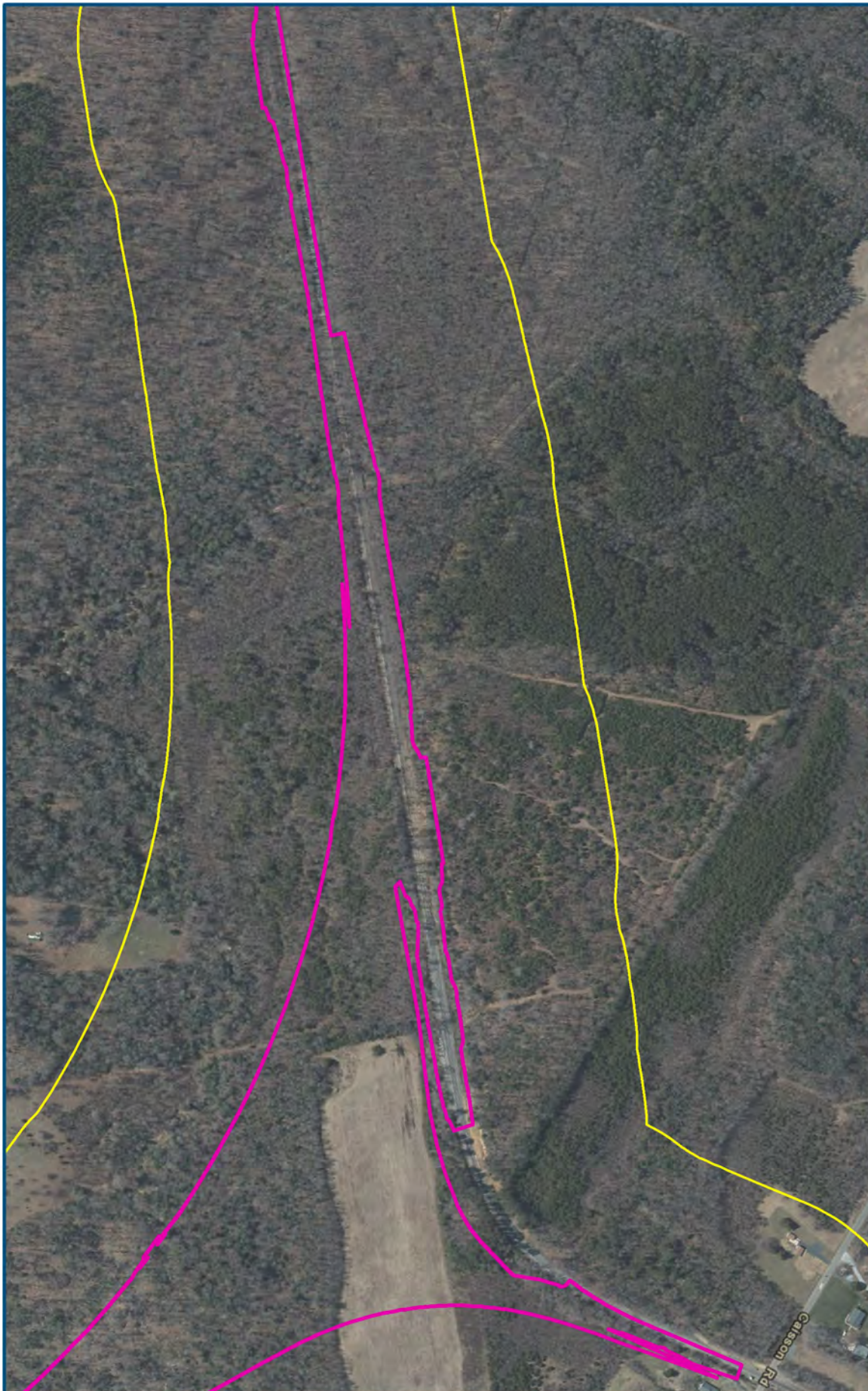
Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

### Legend

- ▬ Limits of Disturbance
- ▬ 500ft Buffer

9/2016



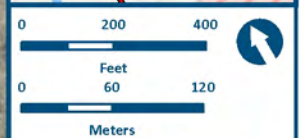
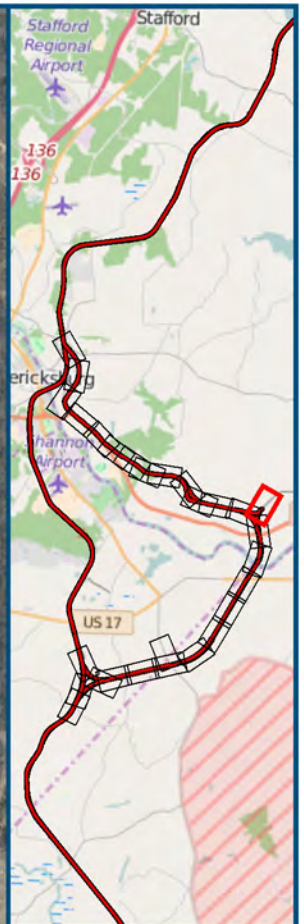


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

**Legend**  
 Limits of Disturbance  
 500ft Buffer

9/2016



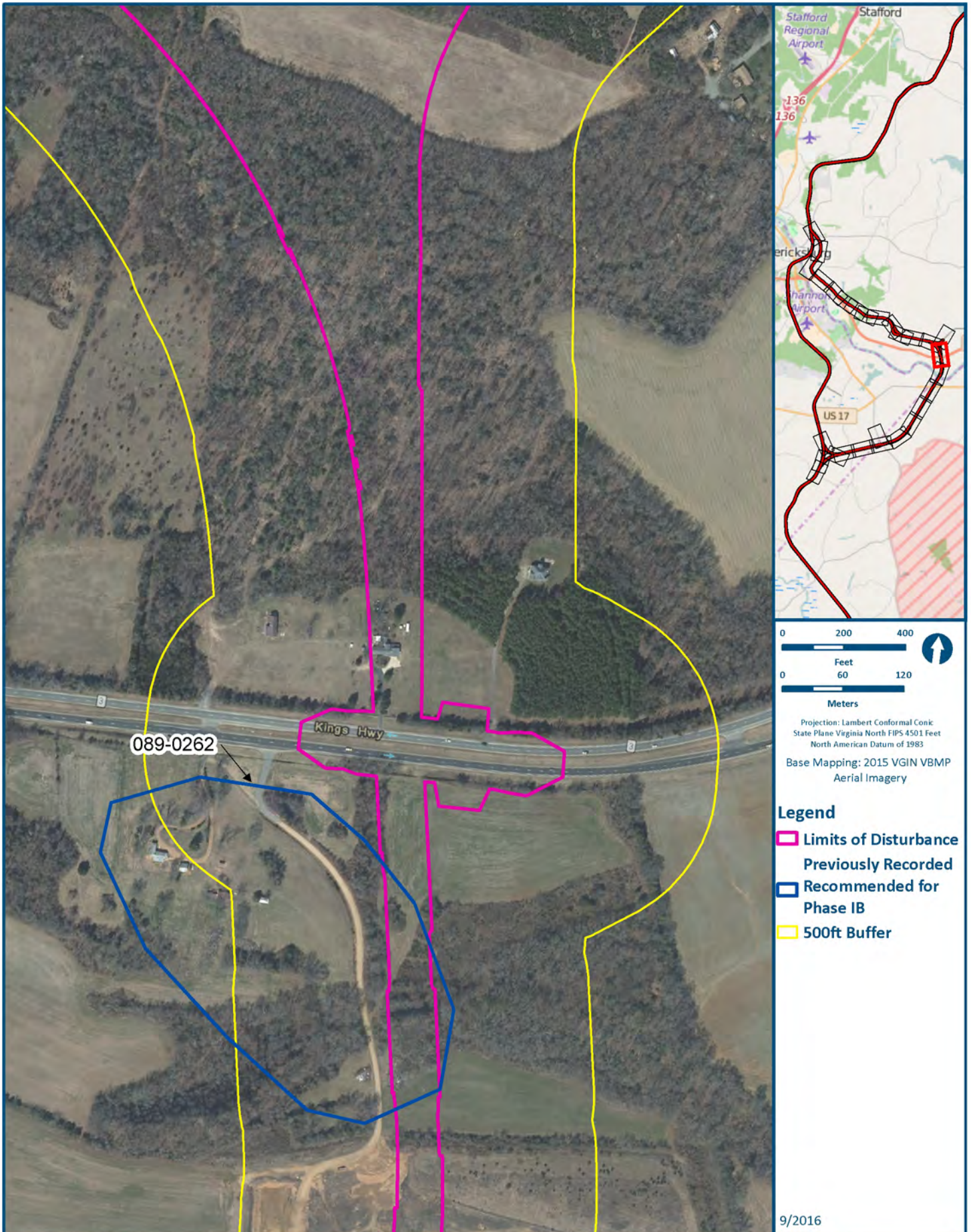


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 Aerial Imagery

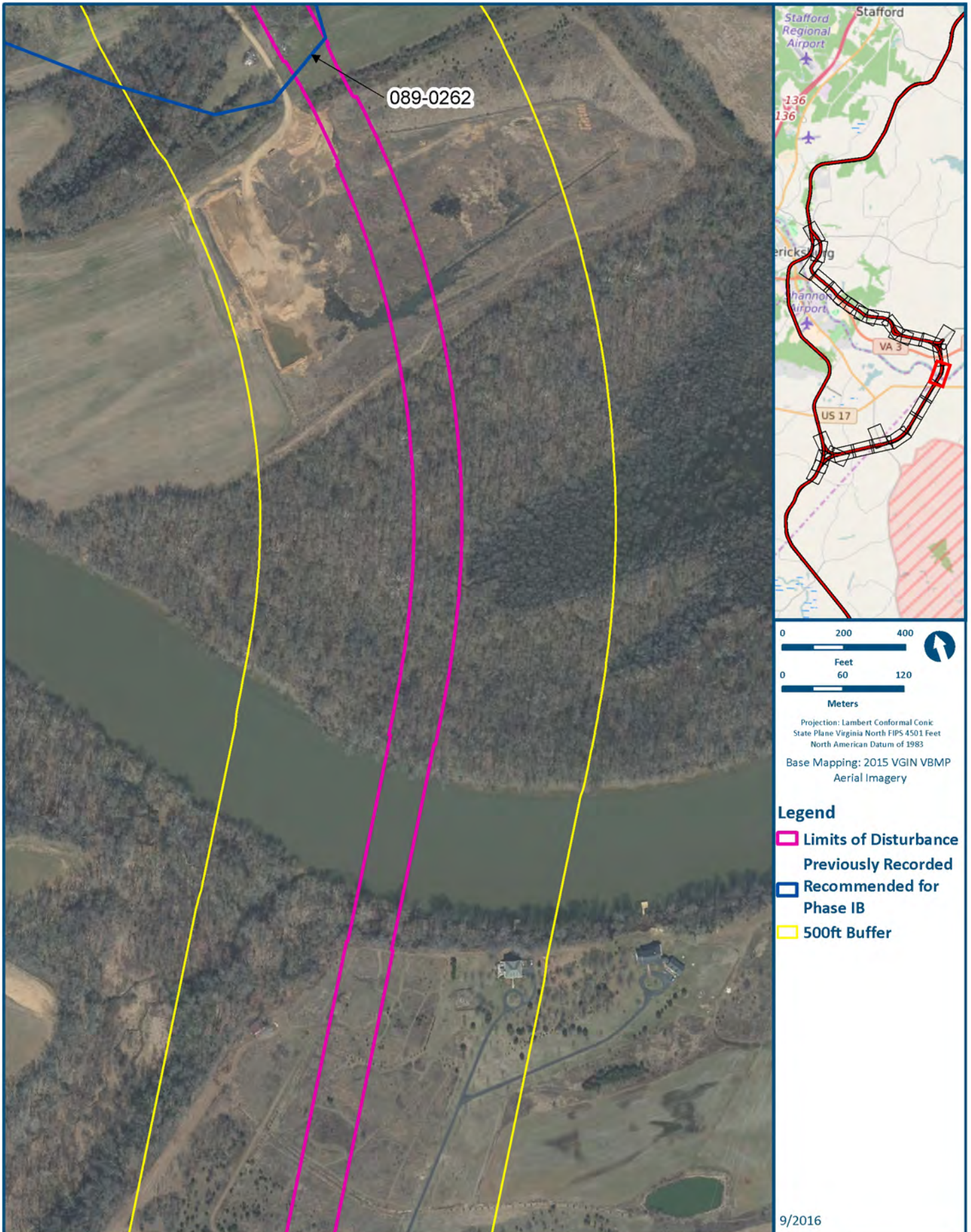
**Legend**  
 [Pink Line] Limits of Disturbance  
 [Yellow Line] 500ft Buffer

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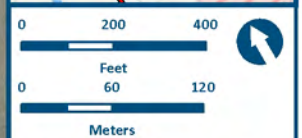
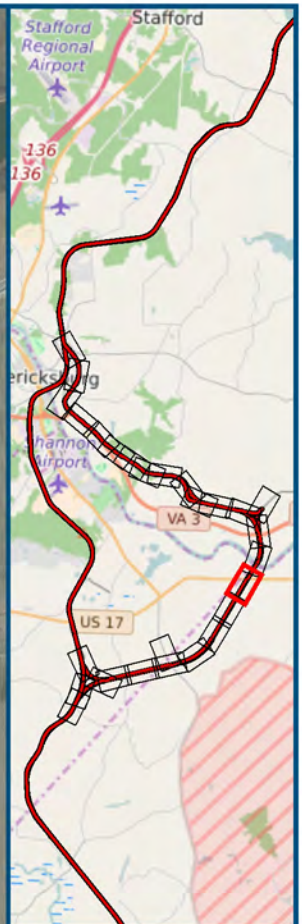
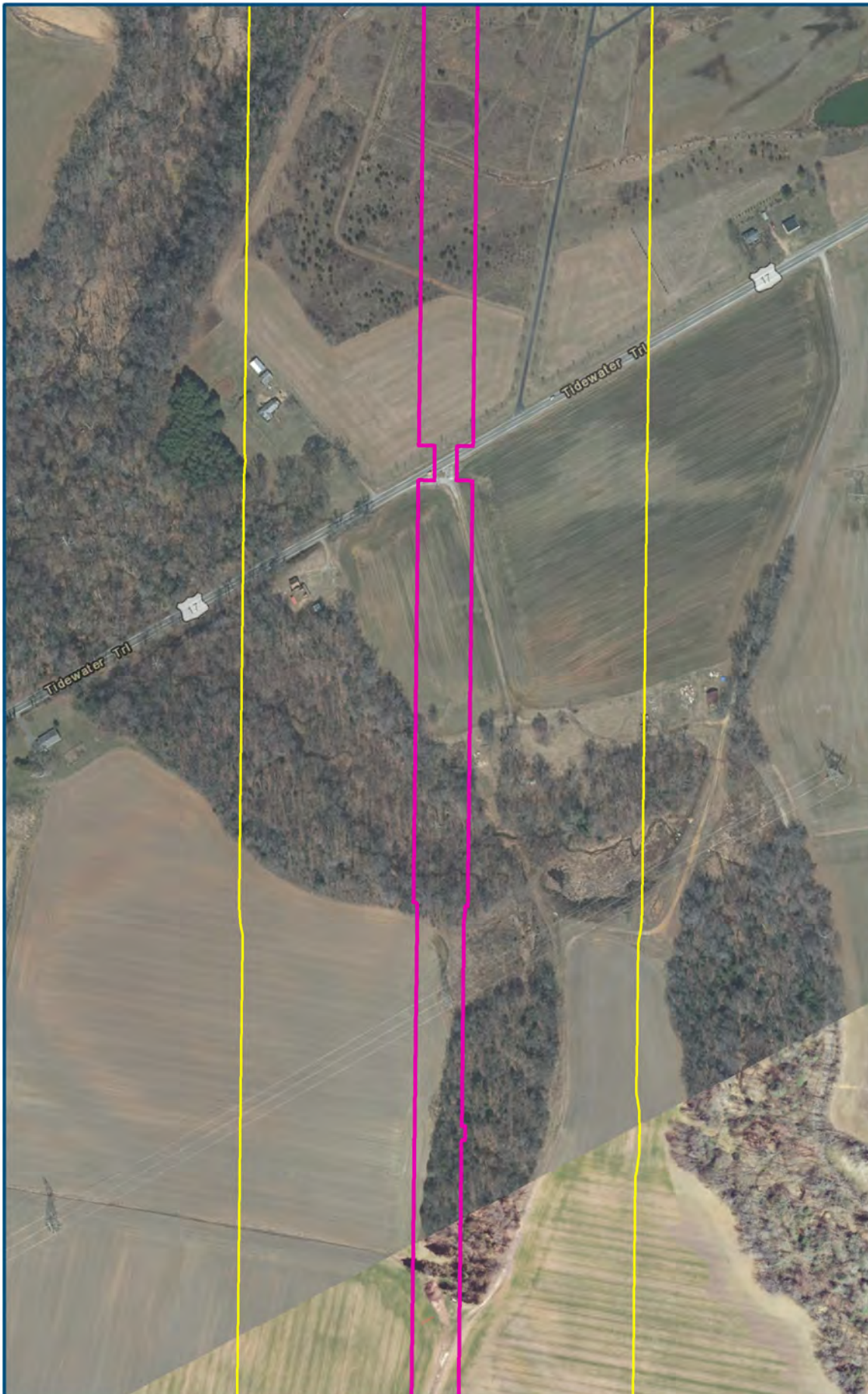










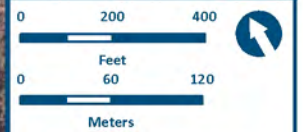
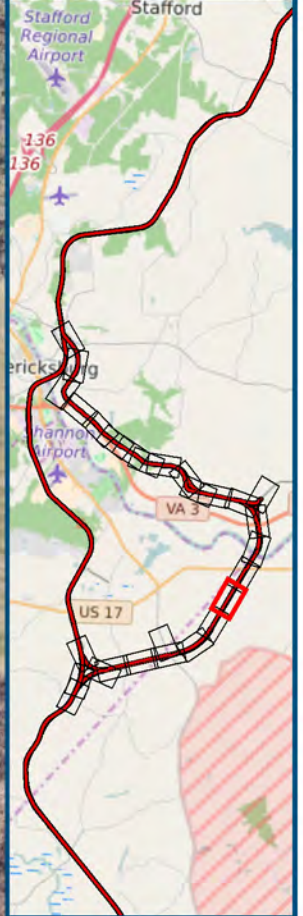
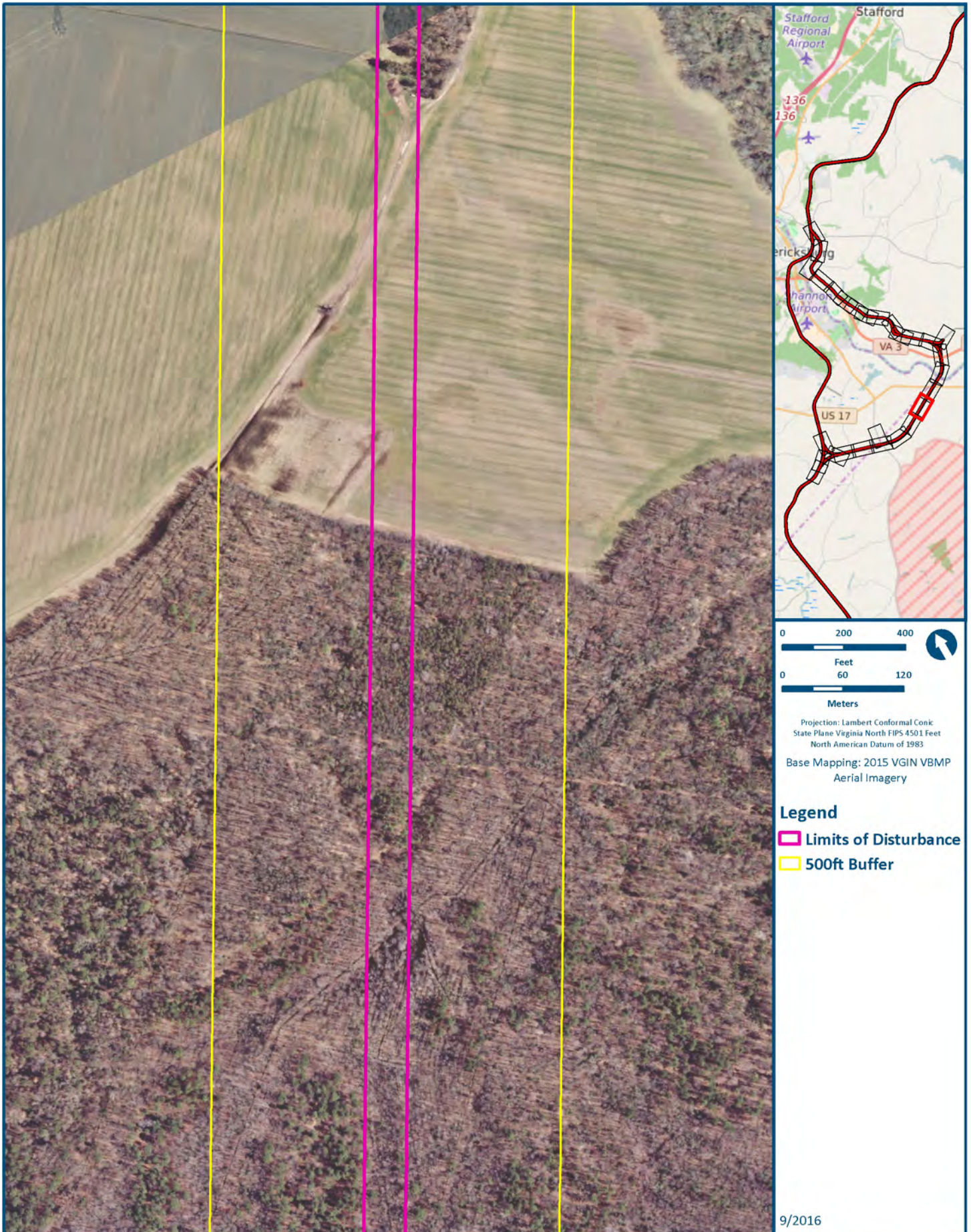


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

- Legend**
- Limits of Disturbance
  - 500ft Buffer

9/2016



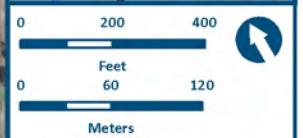
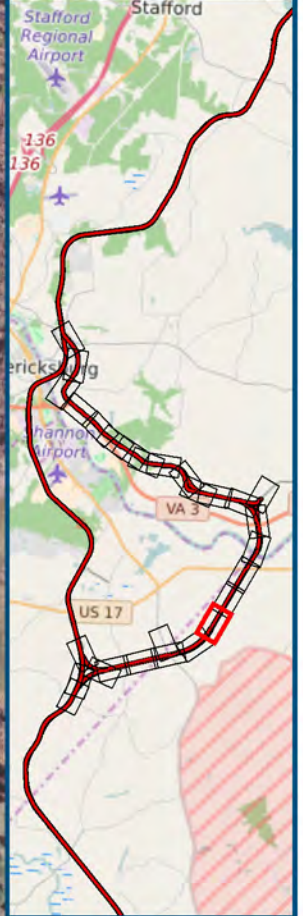
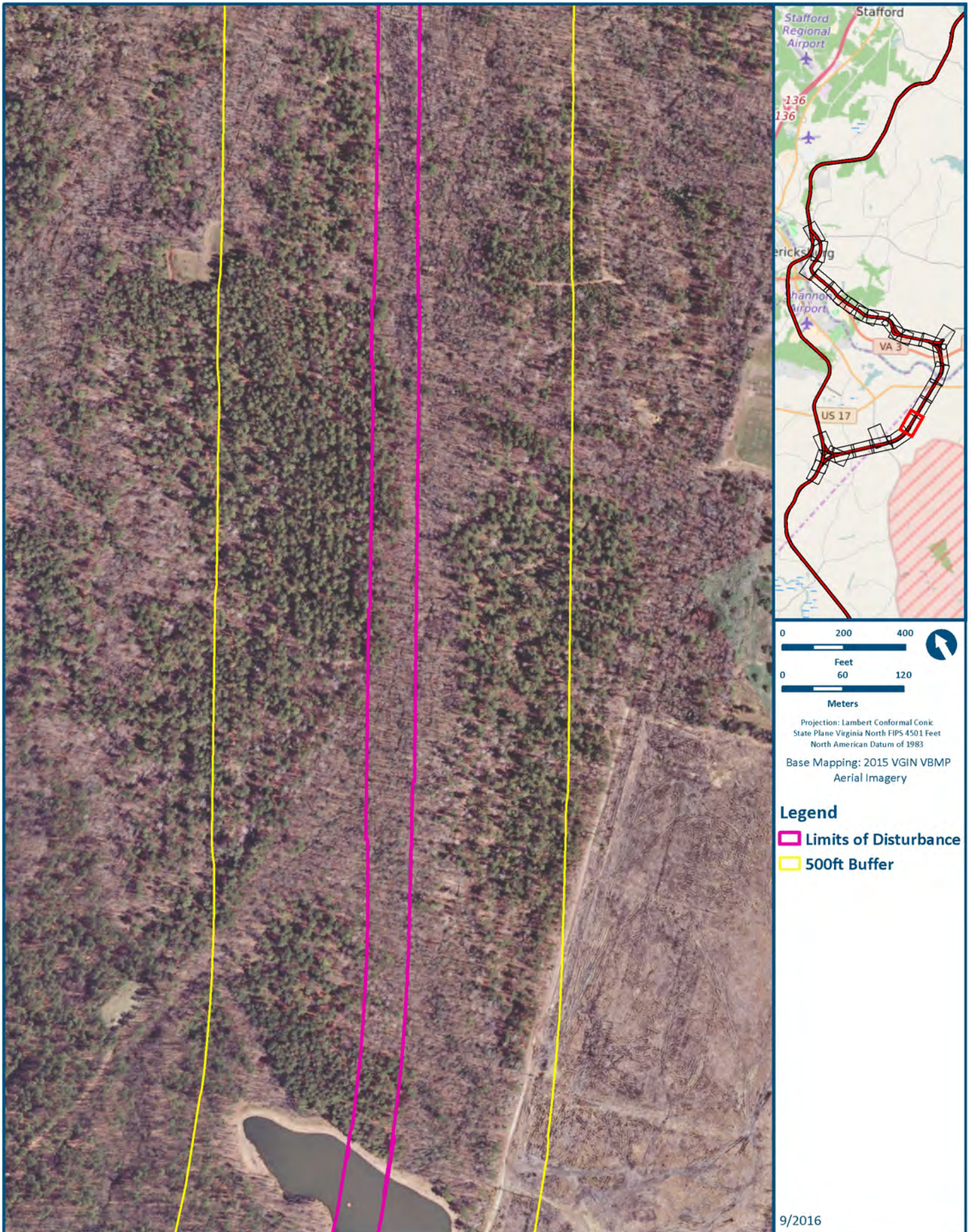


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

**Legend**  
Limits of Disturbance  
500ft Buffer

9/2016





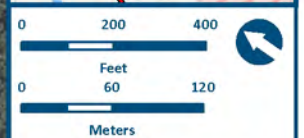
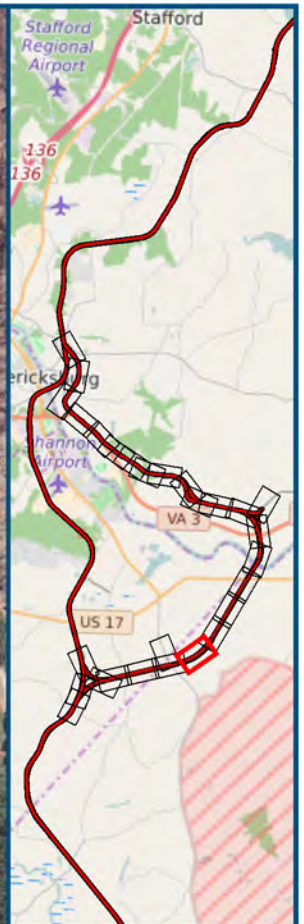
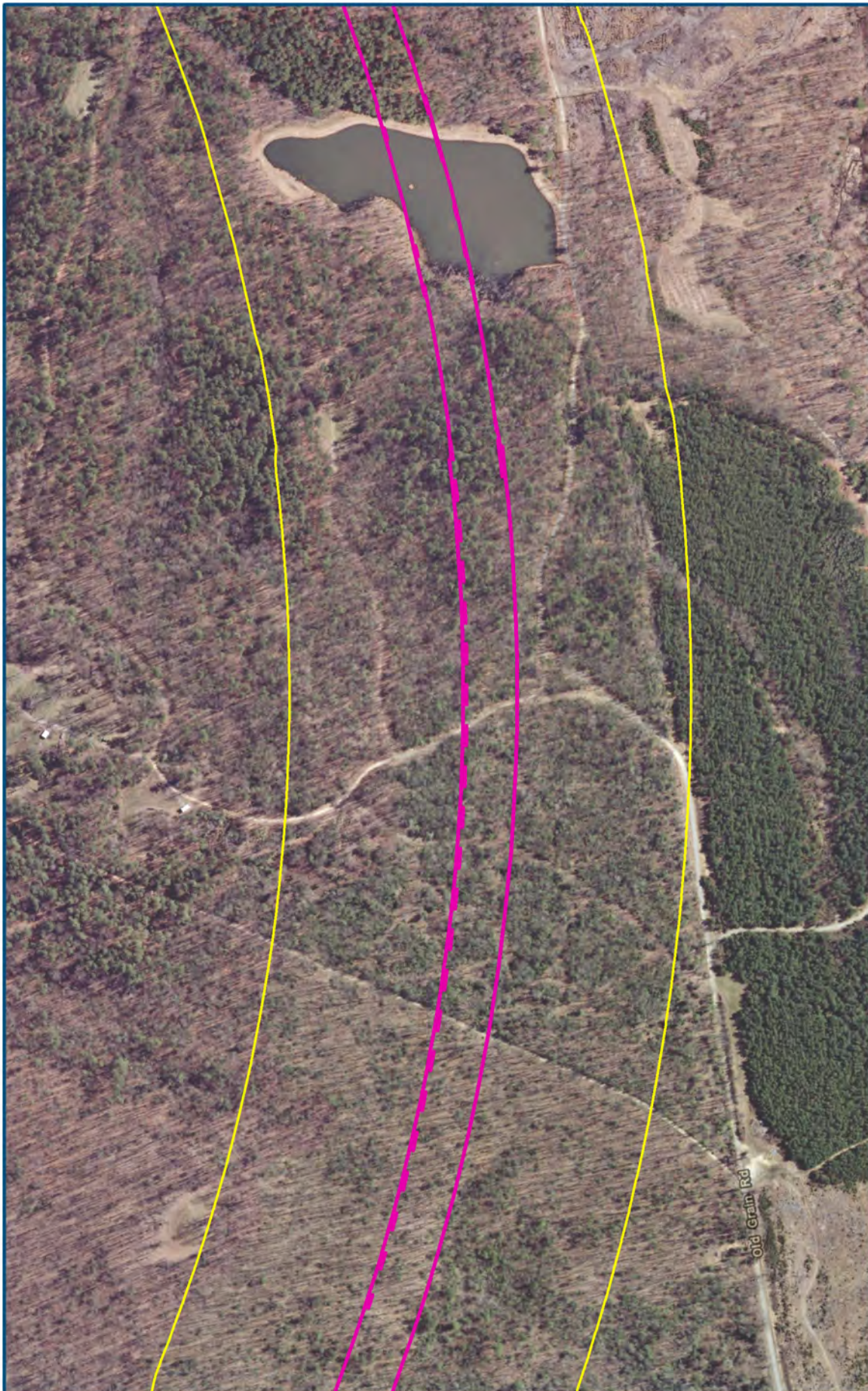
Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

### Legend

- Limits of Disturbance
- 500ft Buffer

9/2016



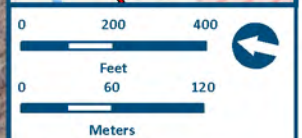
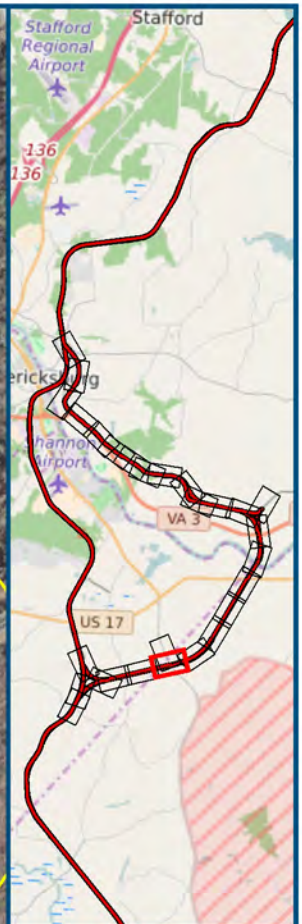
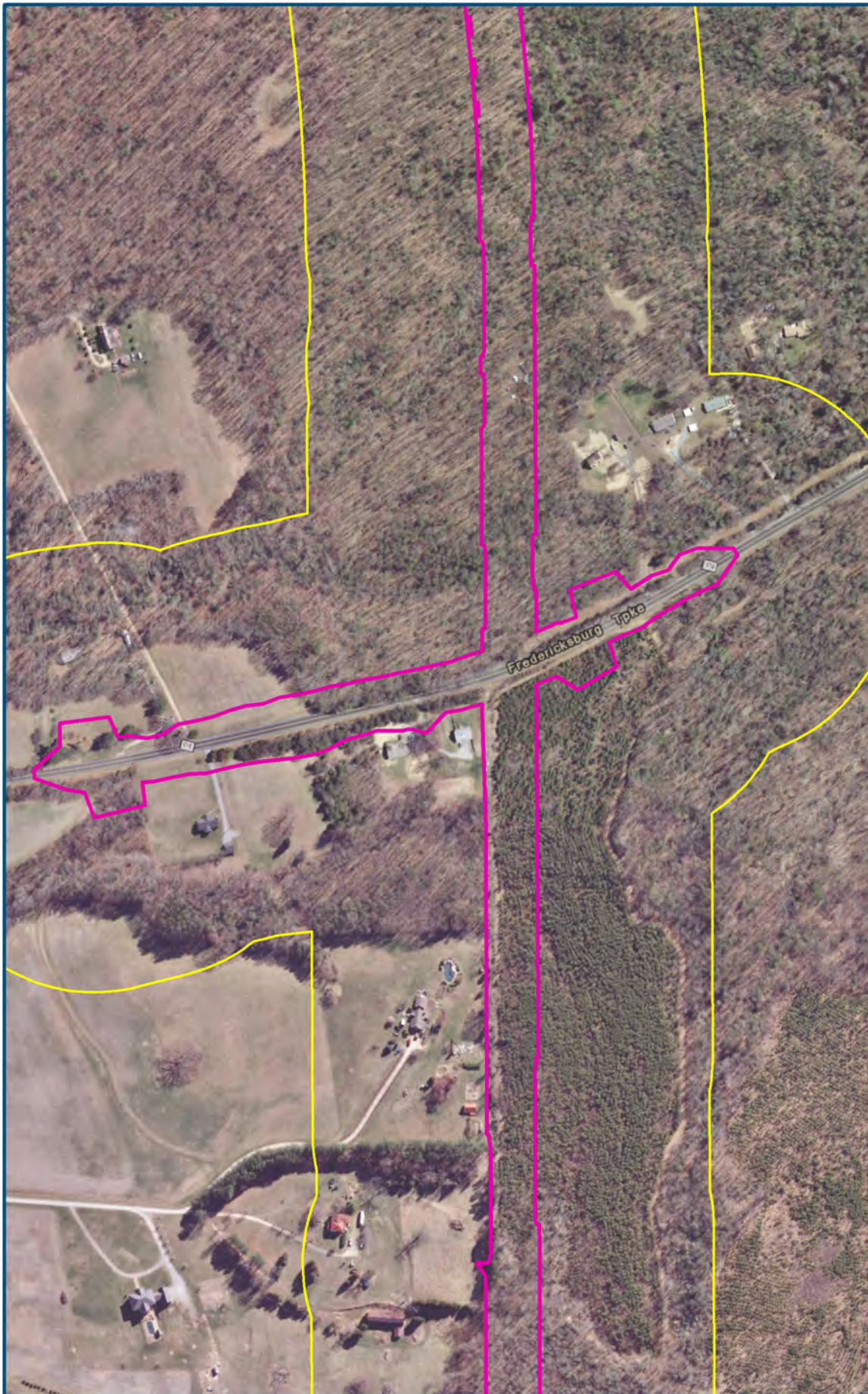


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

- Legend**
- Limits of Disturbance
  - 500ft Buffer

9/2016



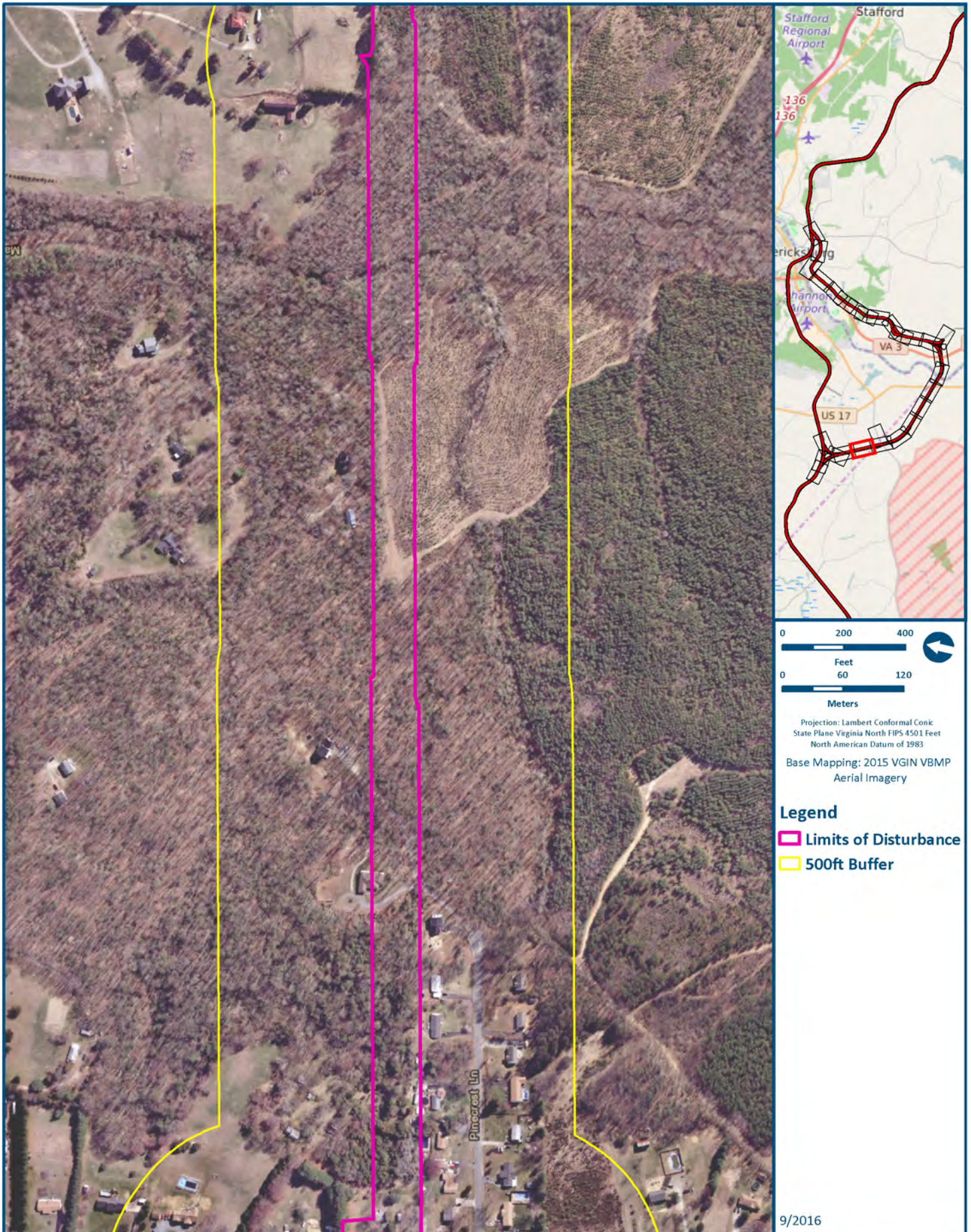


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

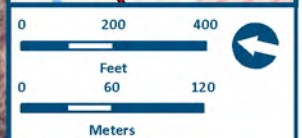
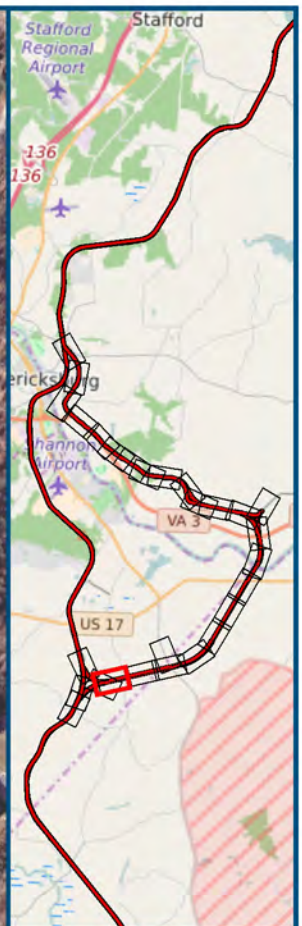
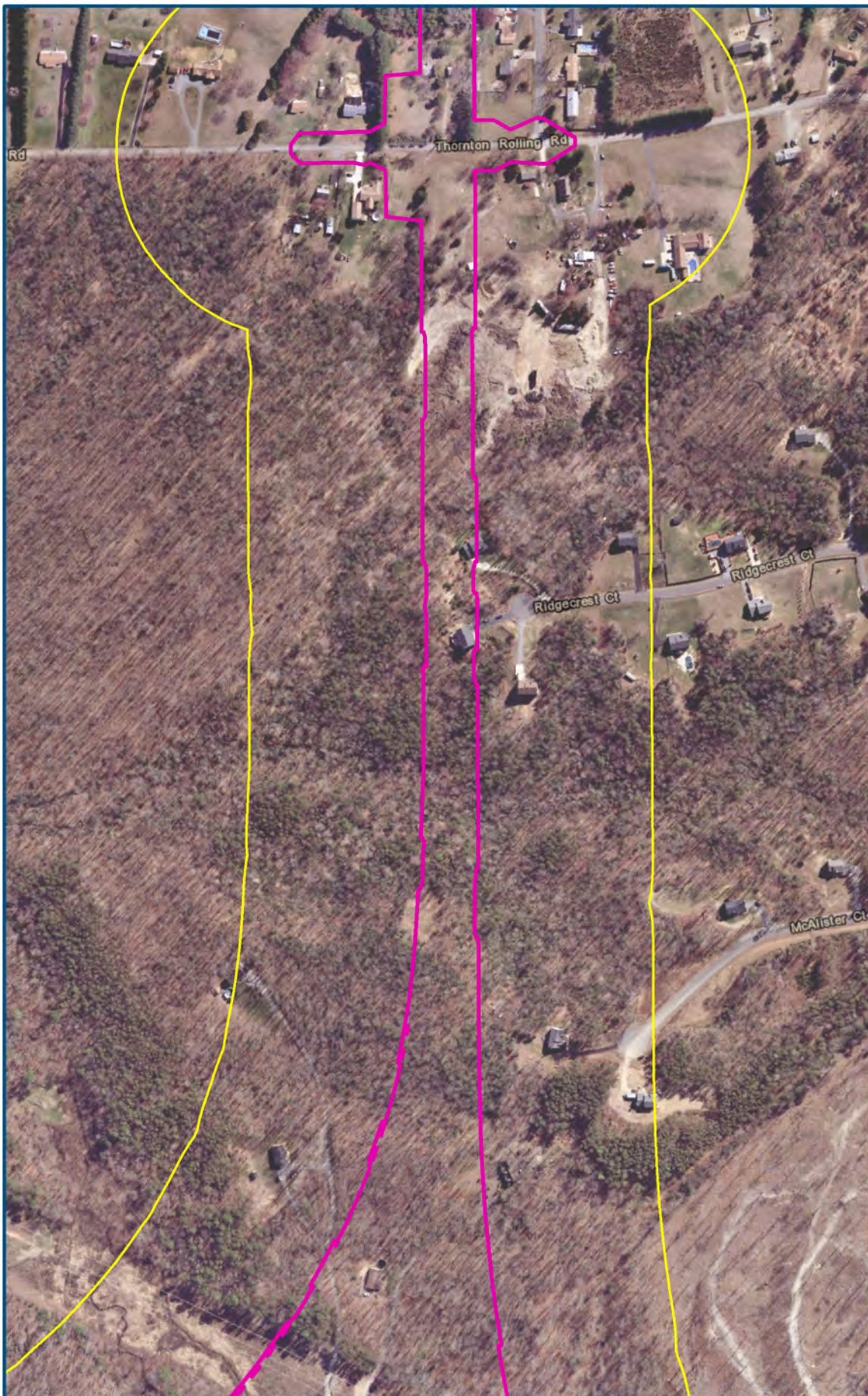
- Legend**
- Limits of Disturbance
  - 500ft Buffer

9/2016







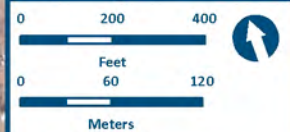
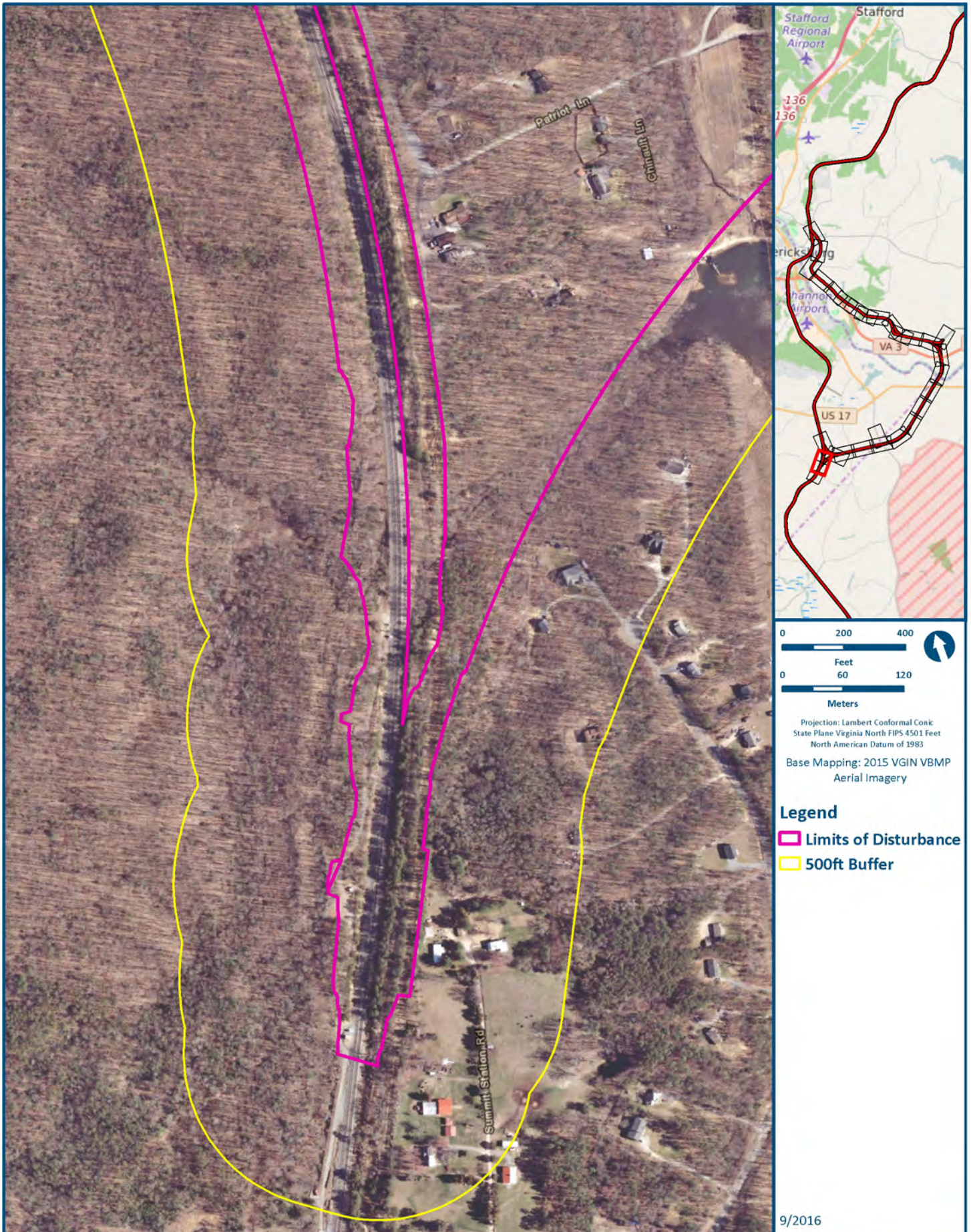


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

- Legend**
- Limits of Disturbance
  - 500ft Buffer

9/2016



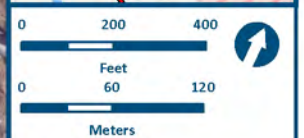
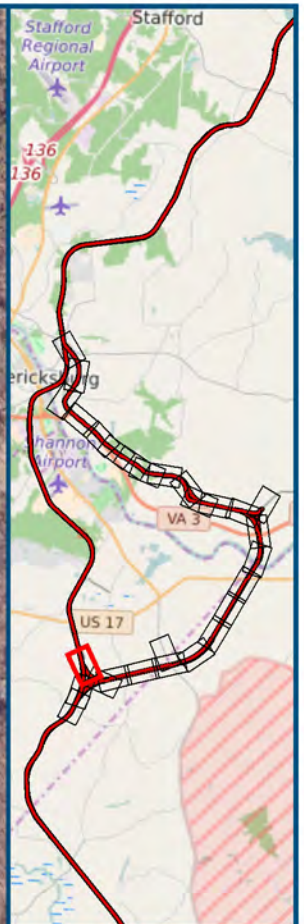
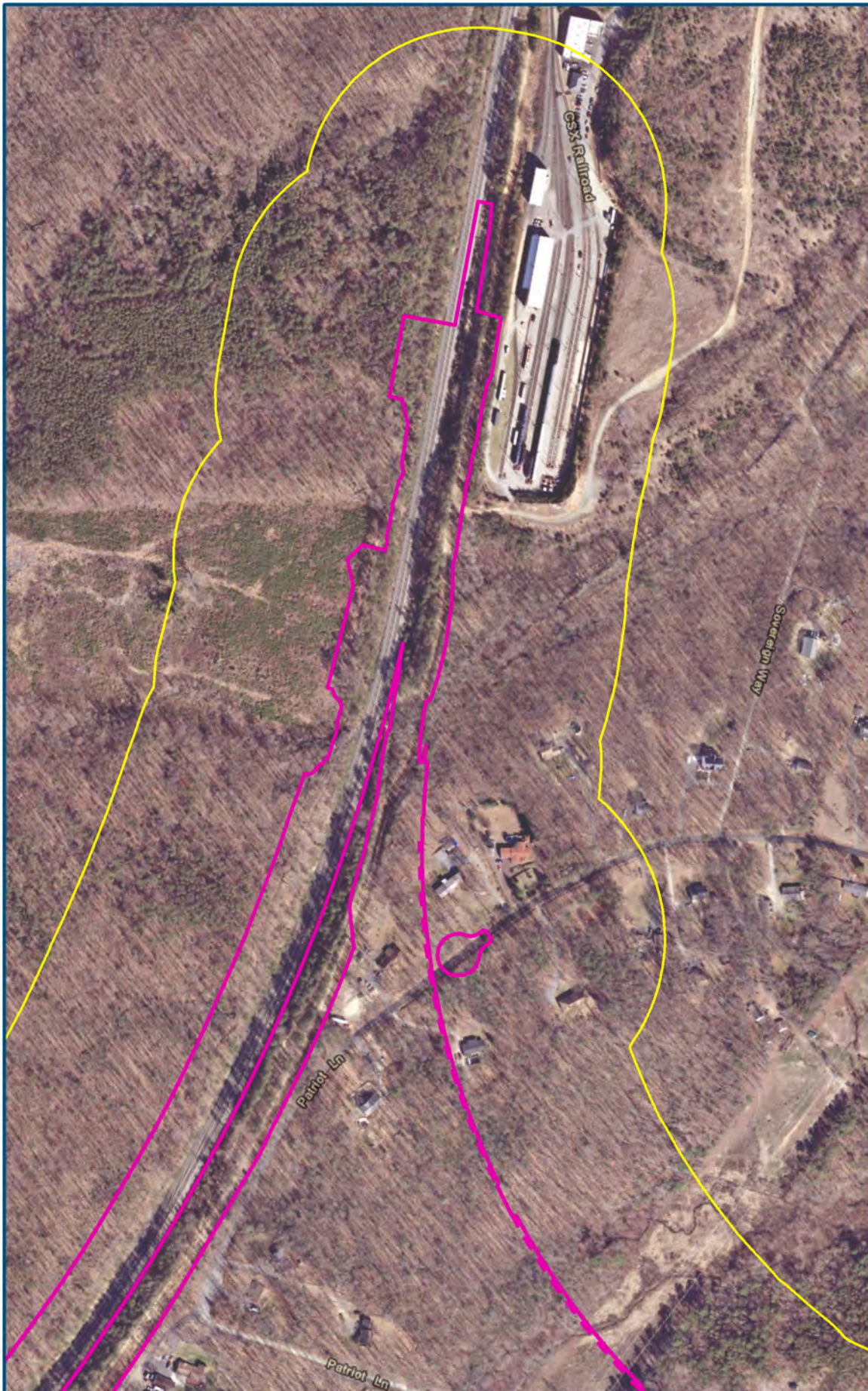


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

- Legend**
- Limits of Disturbance
  - 500ft Buffer

9/2016





Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

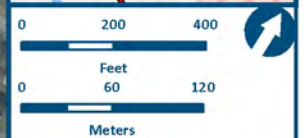
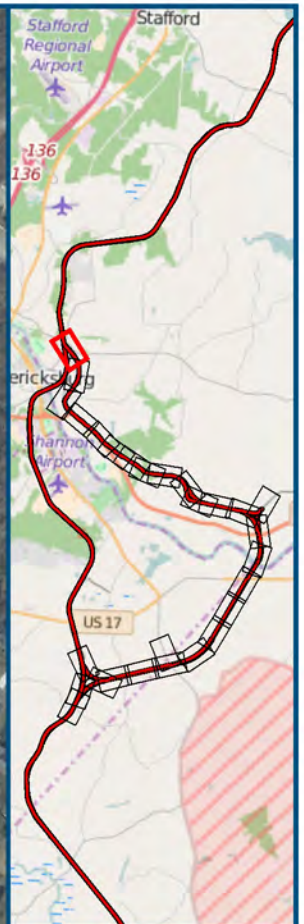
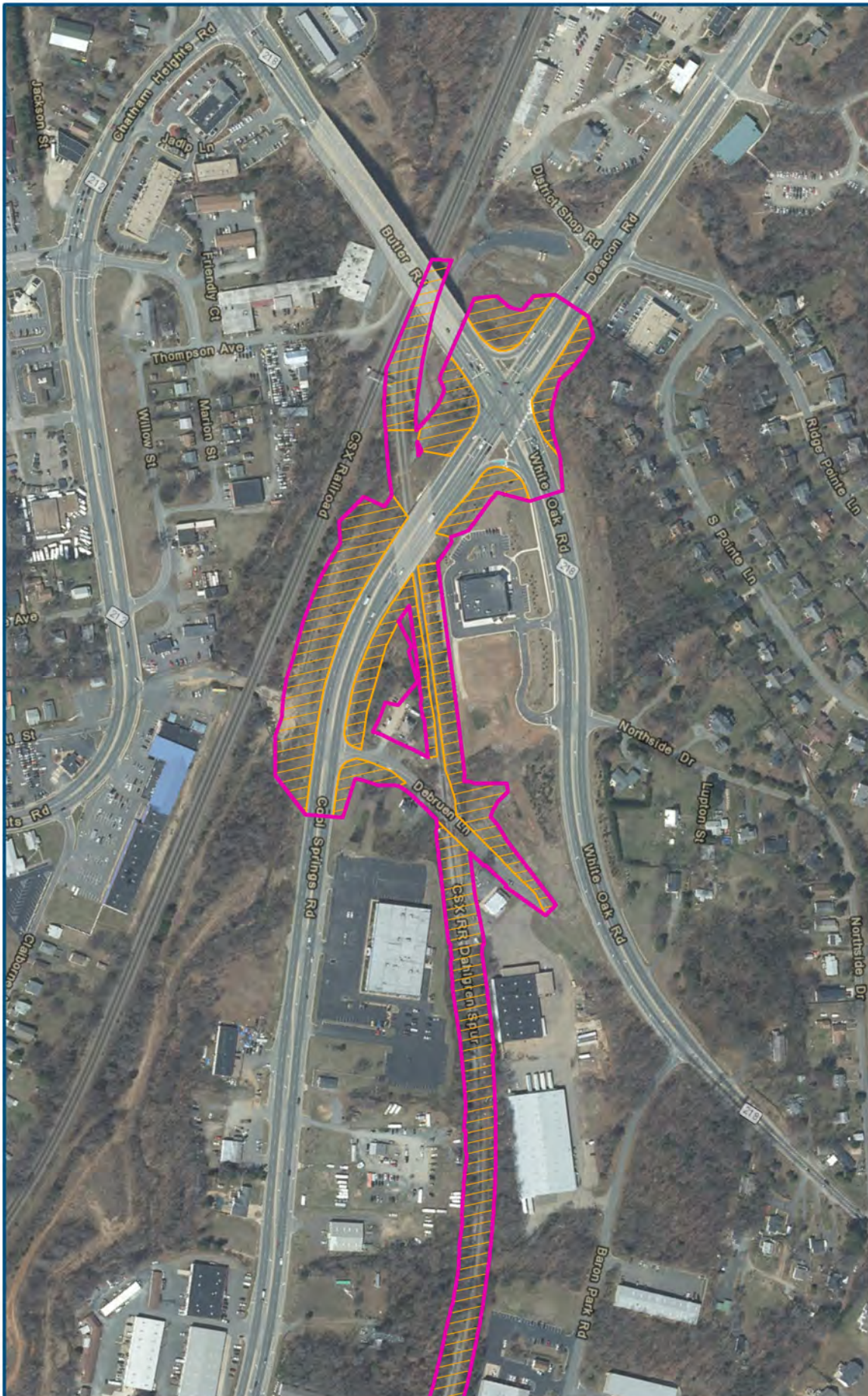
- Legend**
- Limits of Disturbance
  - 500ft Buffer

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## **APPENDIX C: ASBP SEGMENT MAPS WITH ARCHAEOLOGICAL PHASE IA RESULTS**

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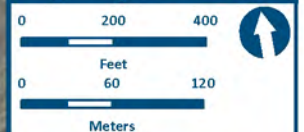
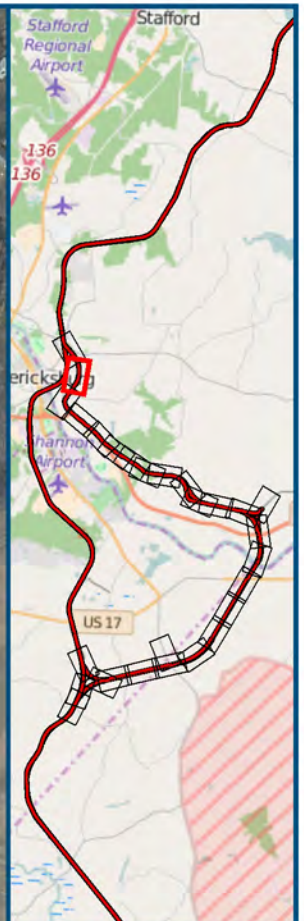
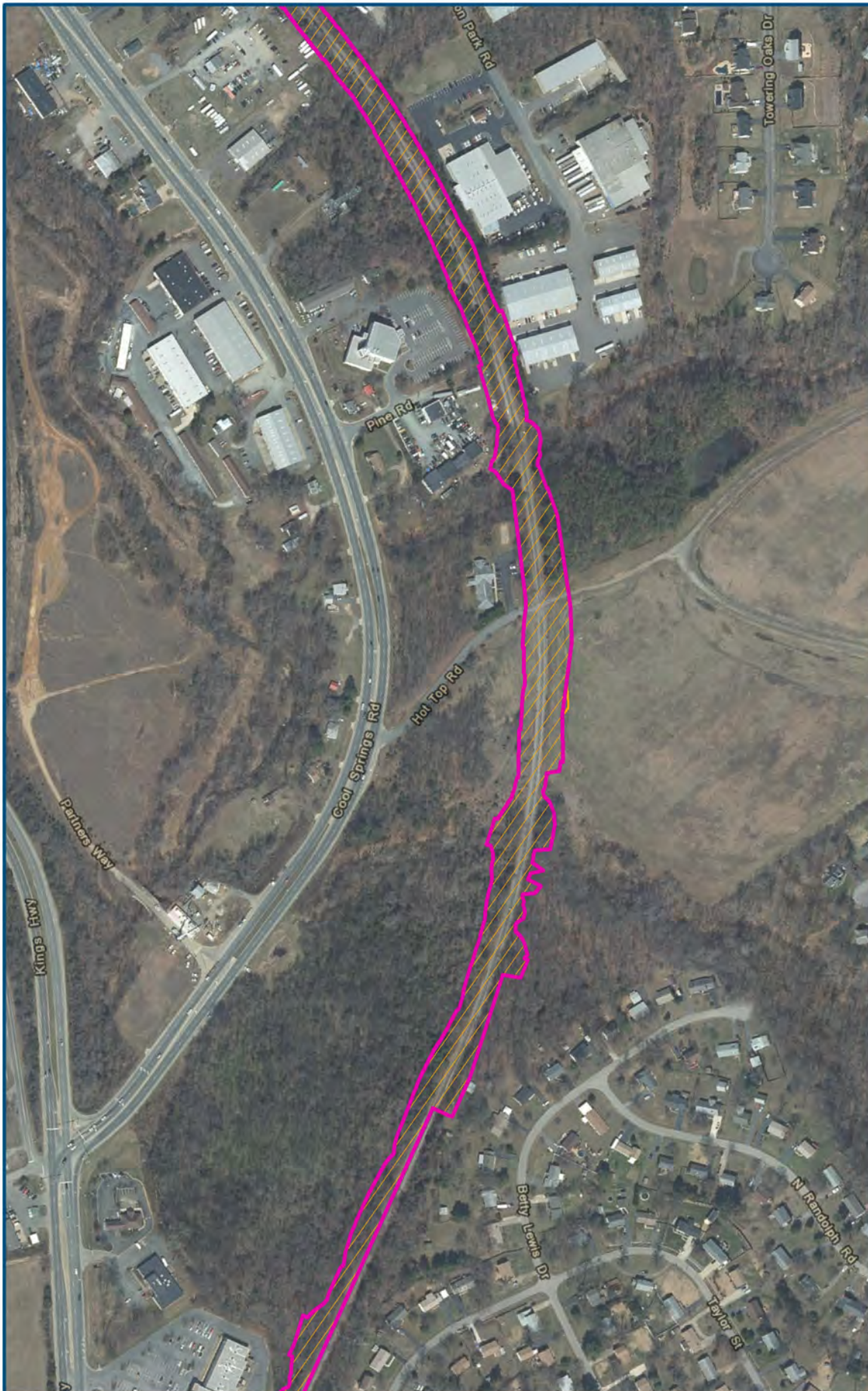


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

**Legend**  
 Limits of Disturbance  
 Disturbed

9/2016



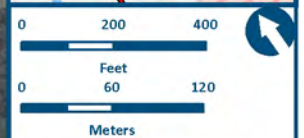
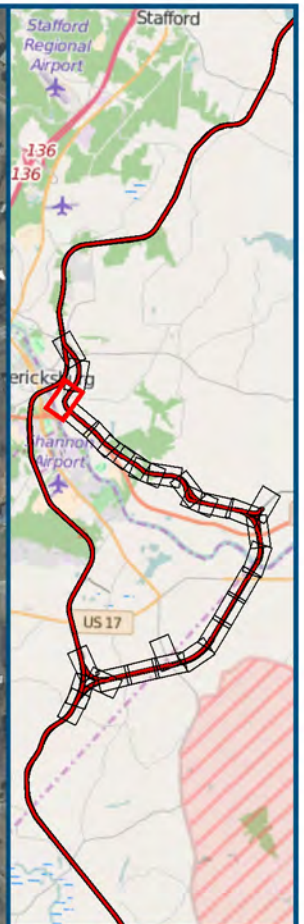
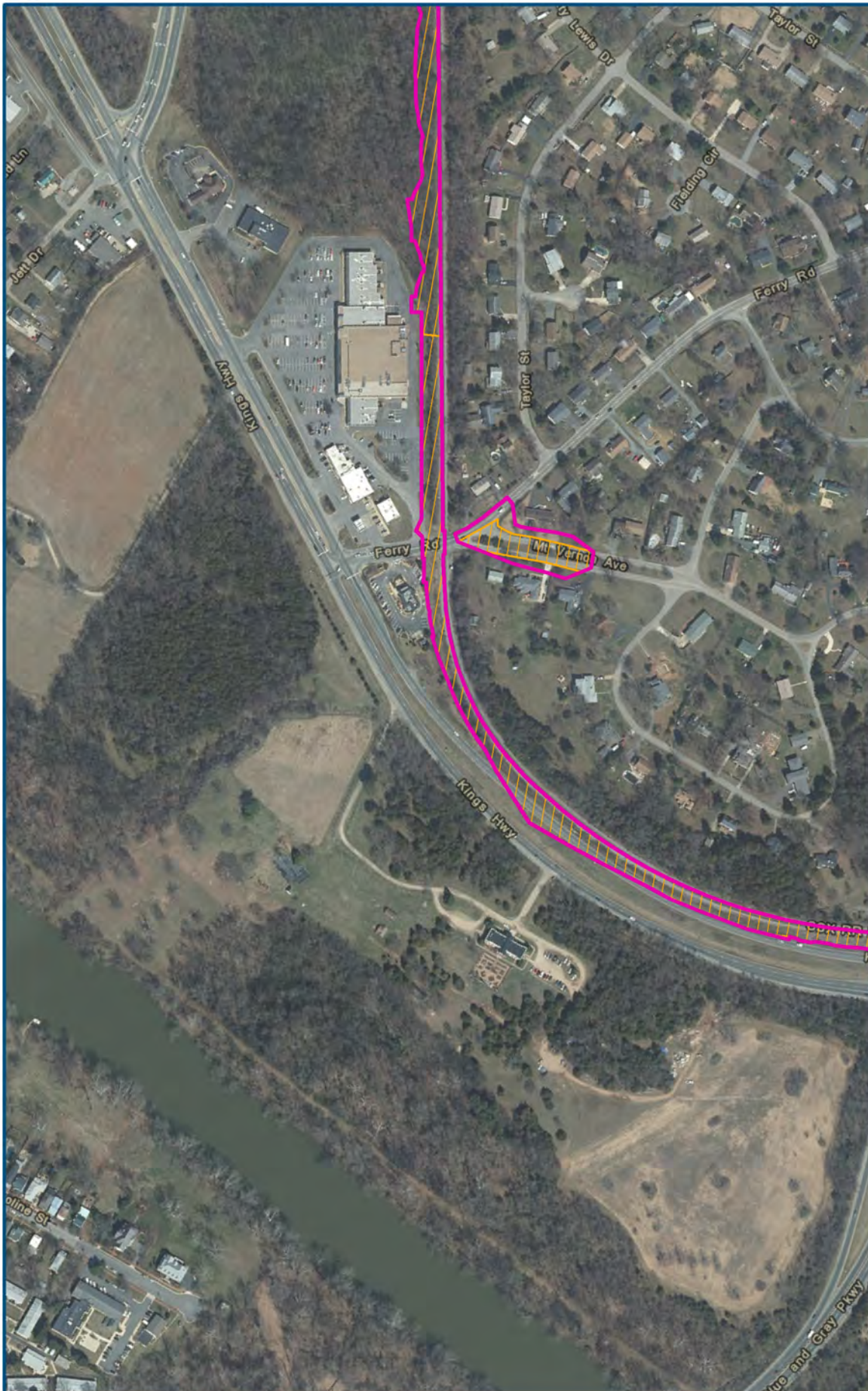


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

**Legend**  
 Limits of Disturbance  
 Disturbed

9/2016



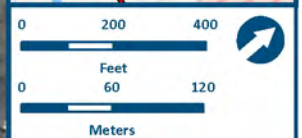
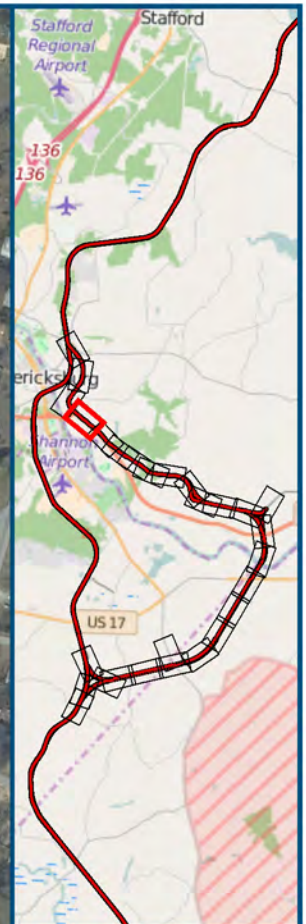


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

- Legend**
- Limits of Disturbance
  - Disturbed

9/2016



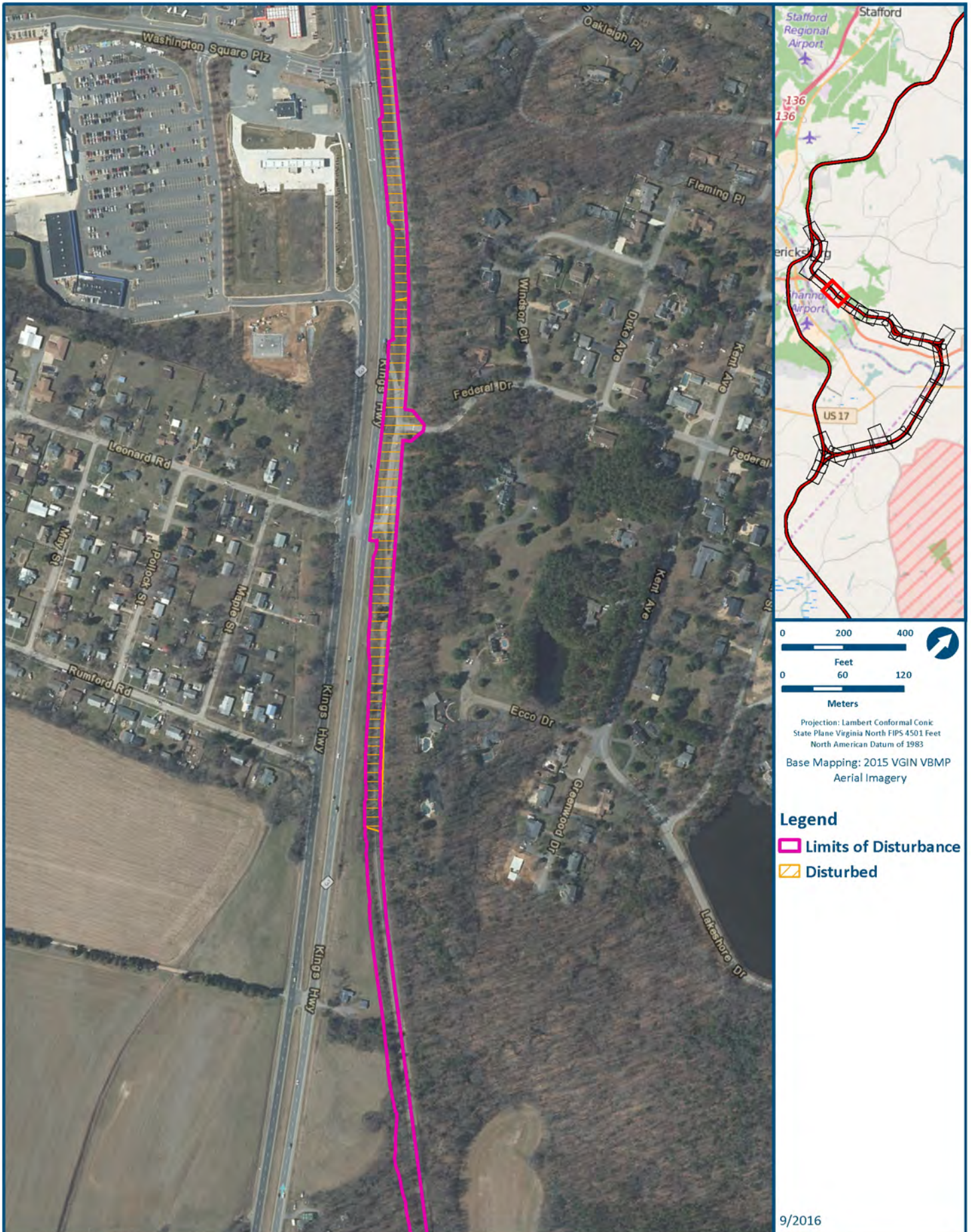


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

- Legend**
- Limits of Disturbance
  - Disturbed

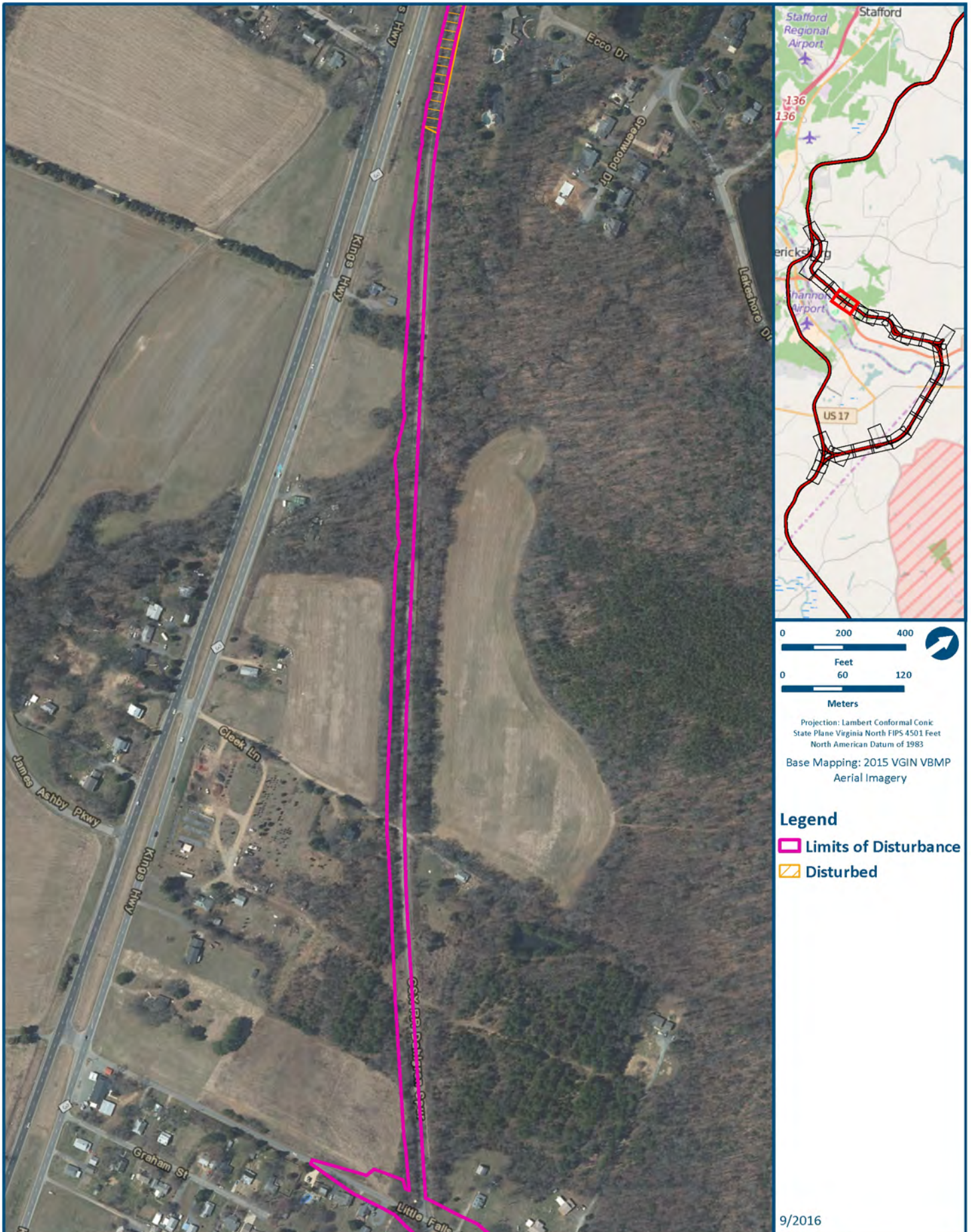
9/2016



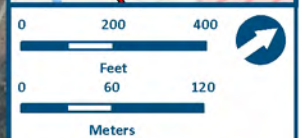
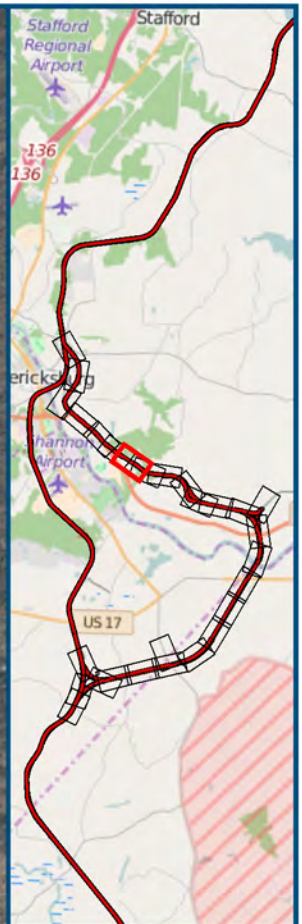
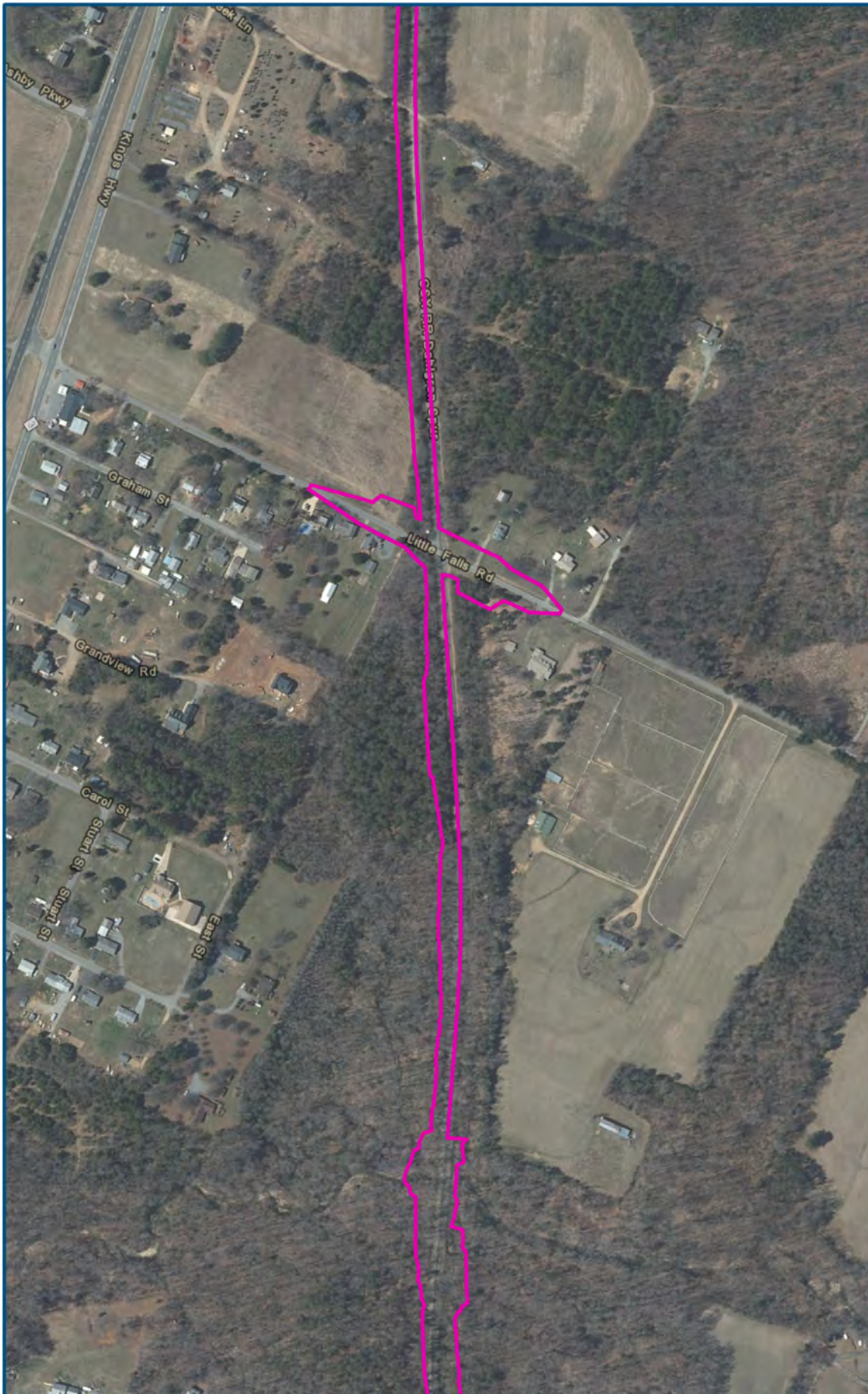


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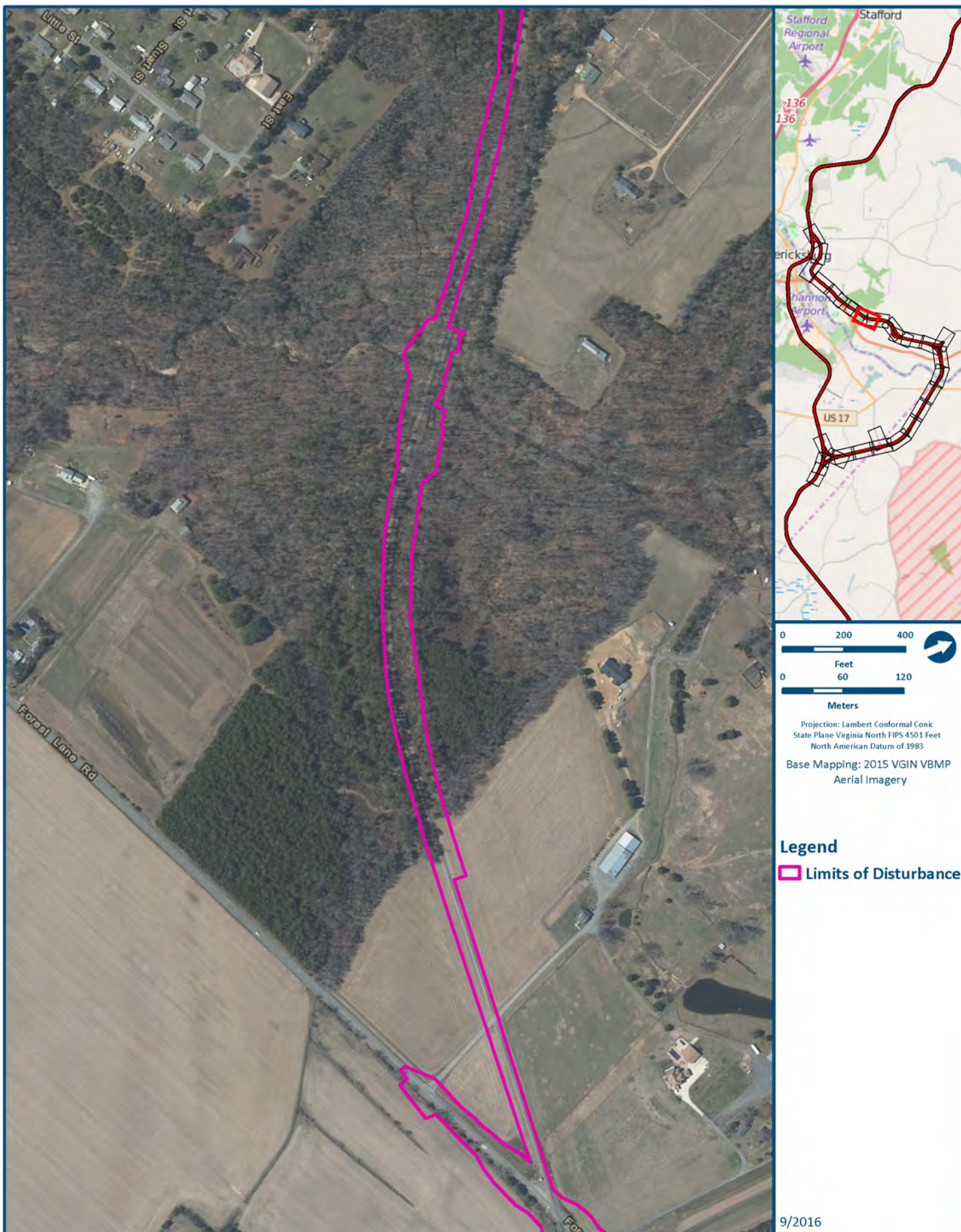


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 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

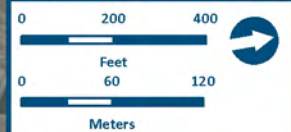
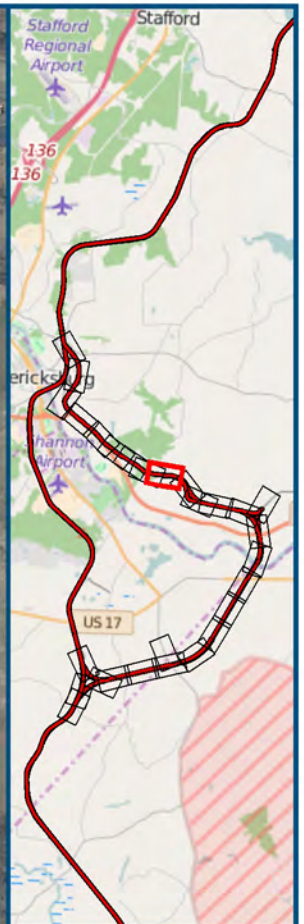
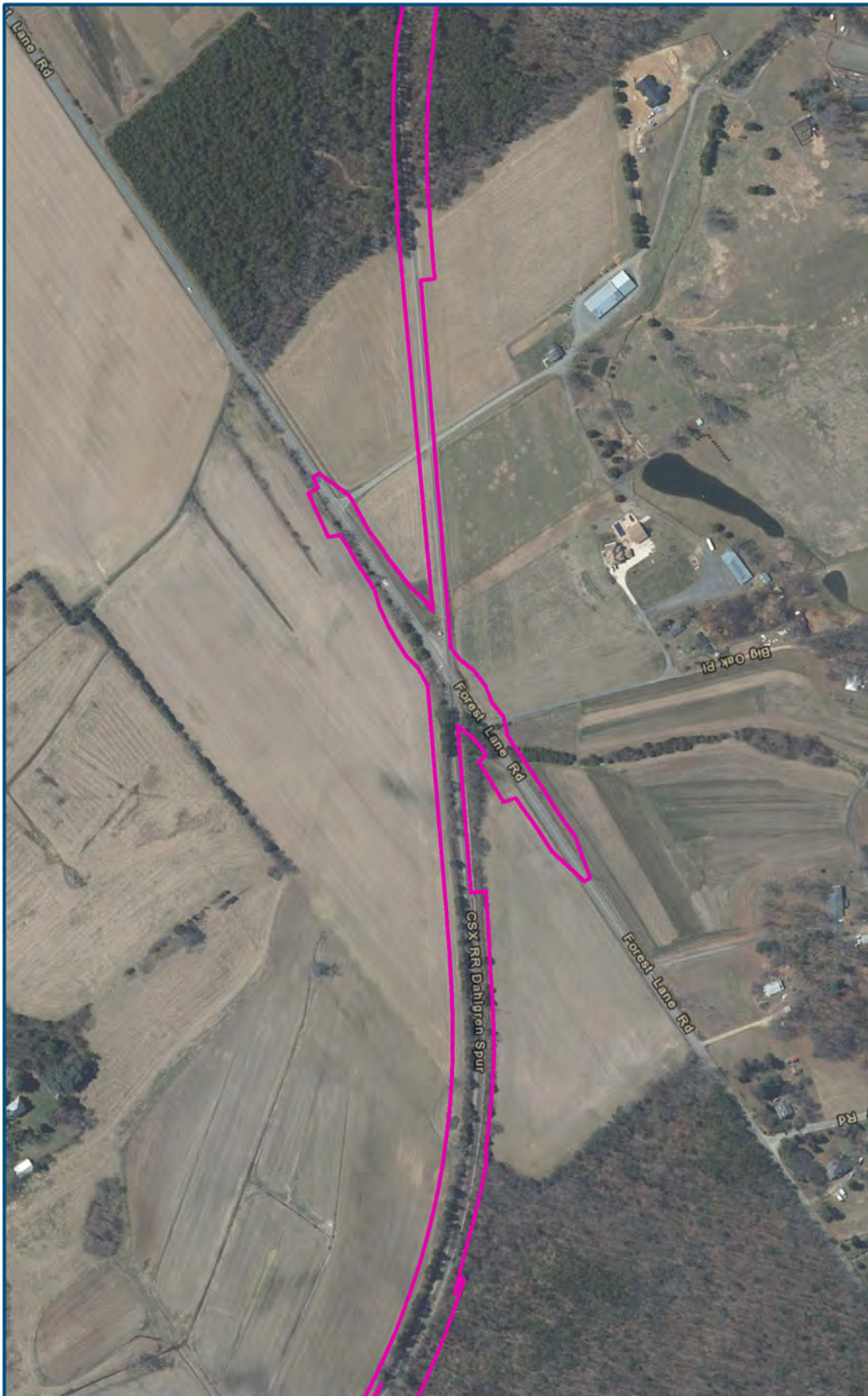
**Legend**  
 [Pink outline] Limits of Disturbance

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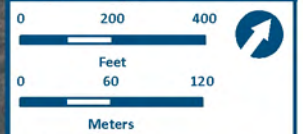
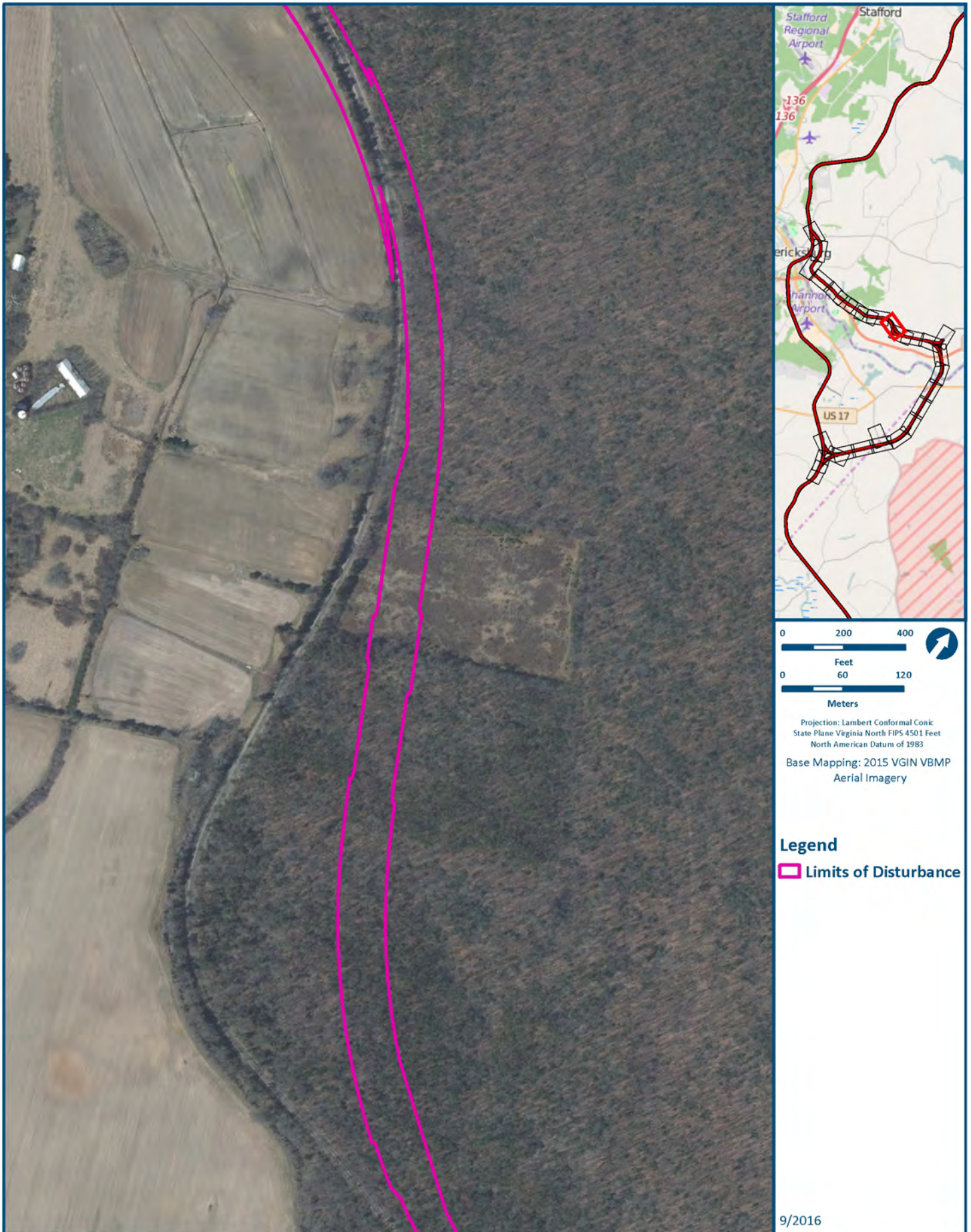
Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

#### Legend

Limits of Disturbance

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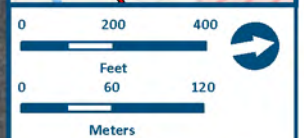
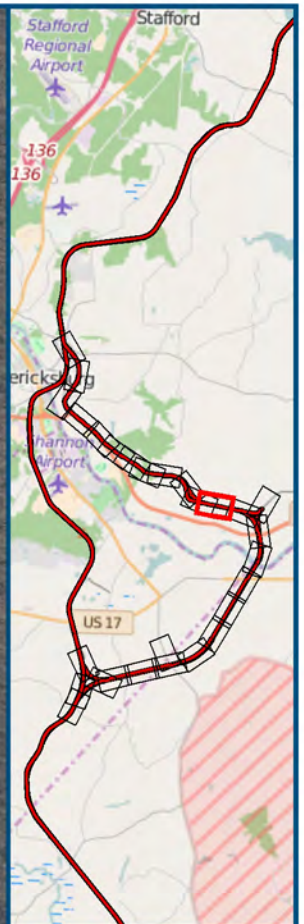
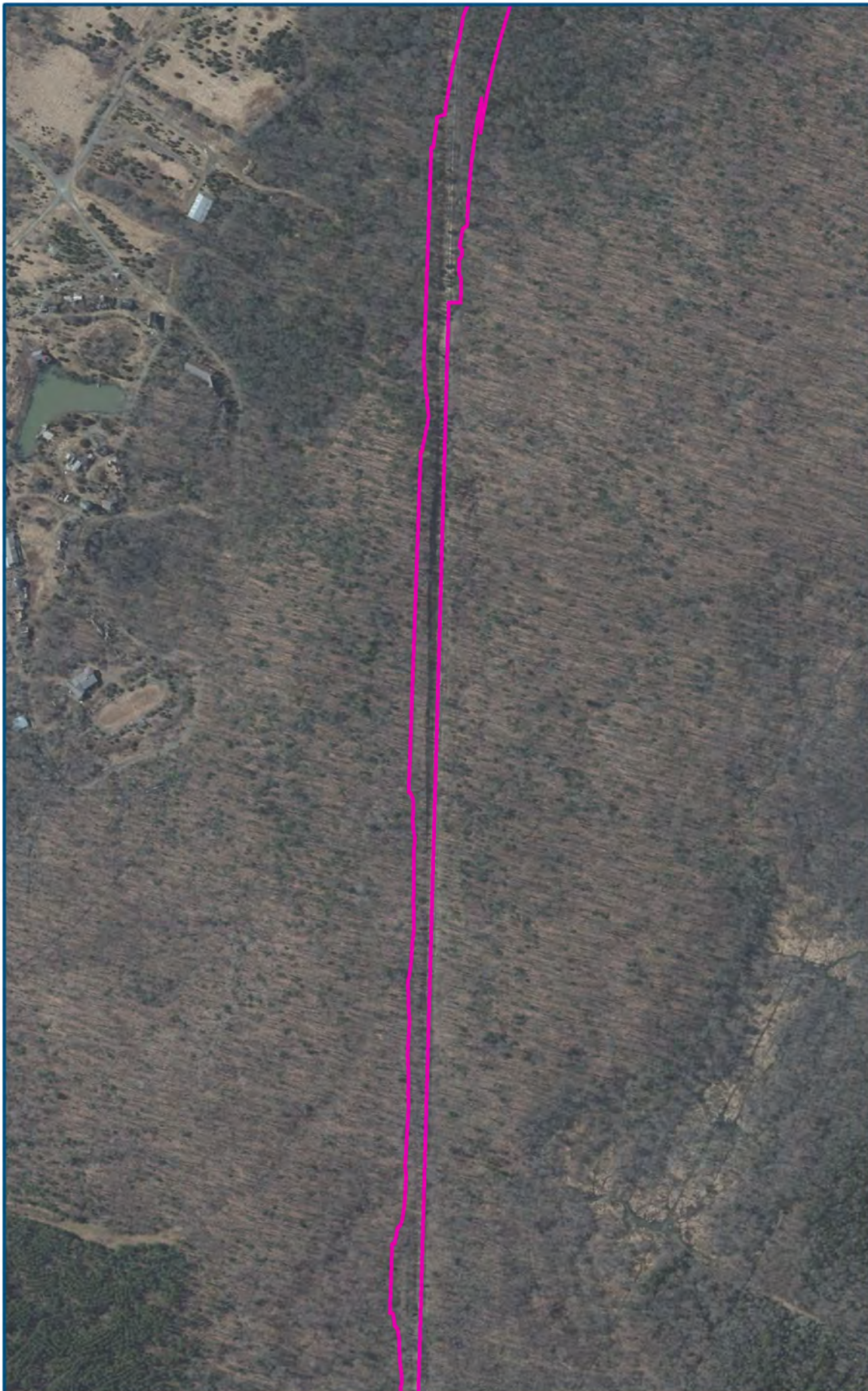


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

**Legend**  
Limits of Disturbance

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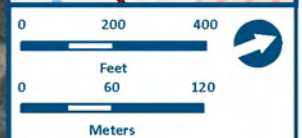
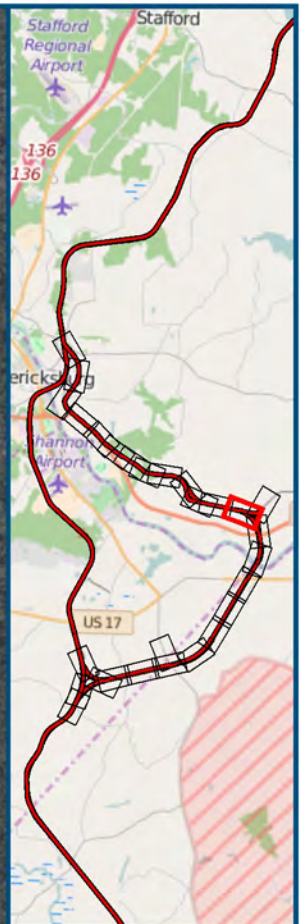
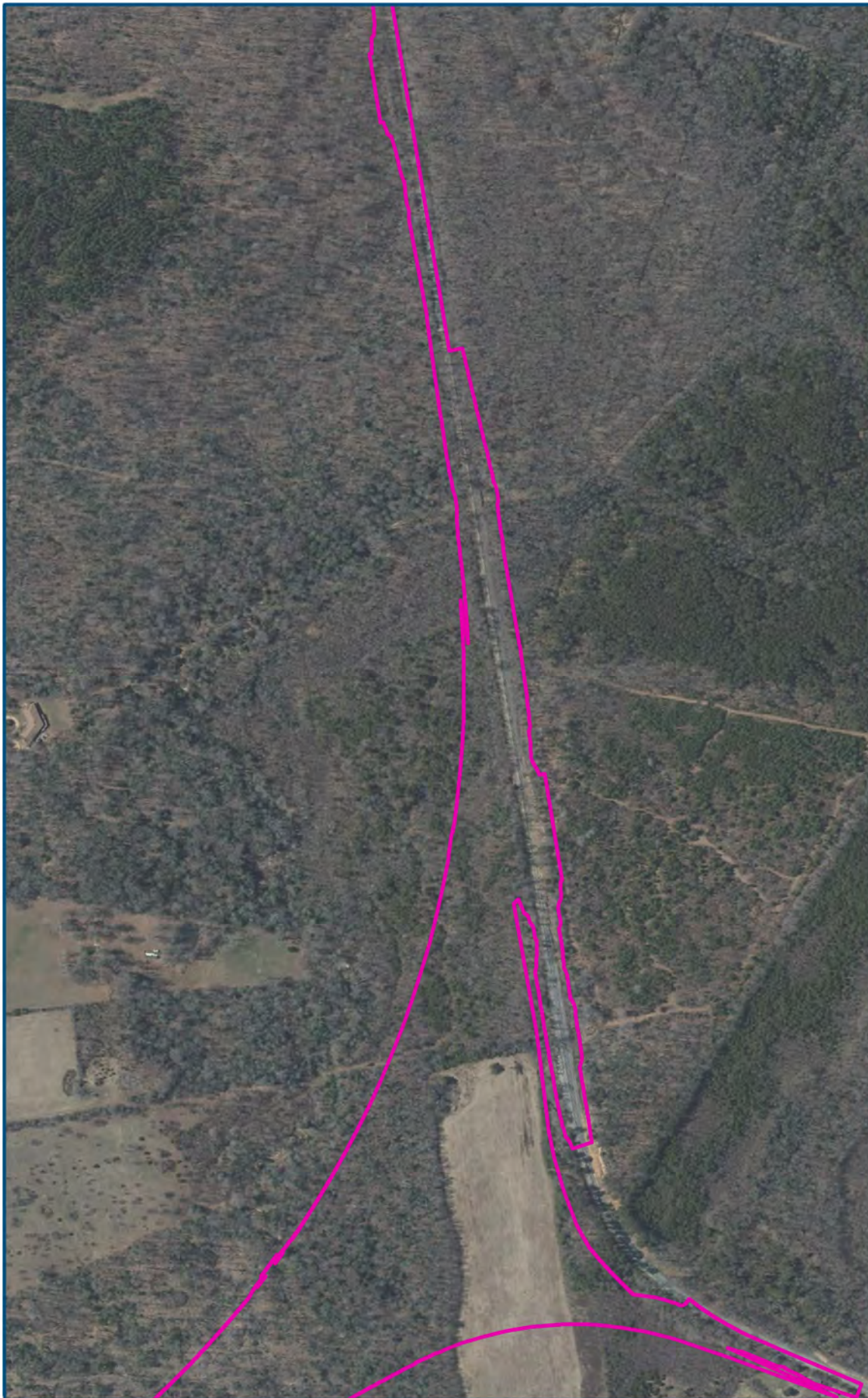


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

**Legend**  
 Limits of Disturbance

9/2016



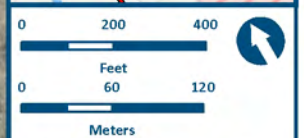
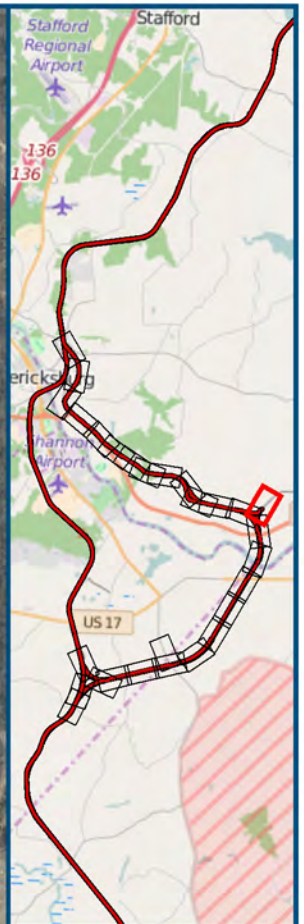


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

**Legend**  
Limits of Disturbance

9/2016



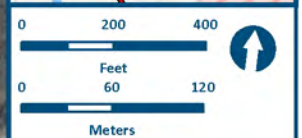
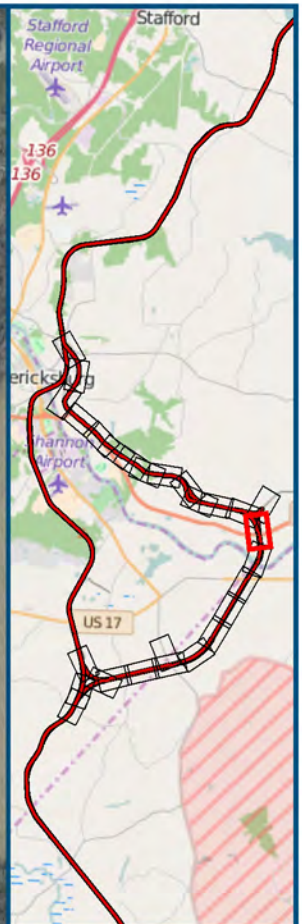
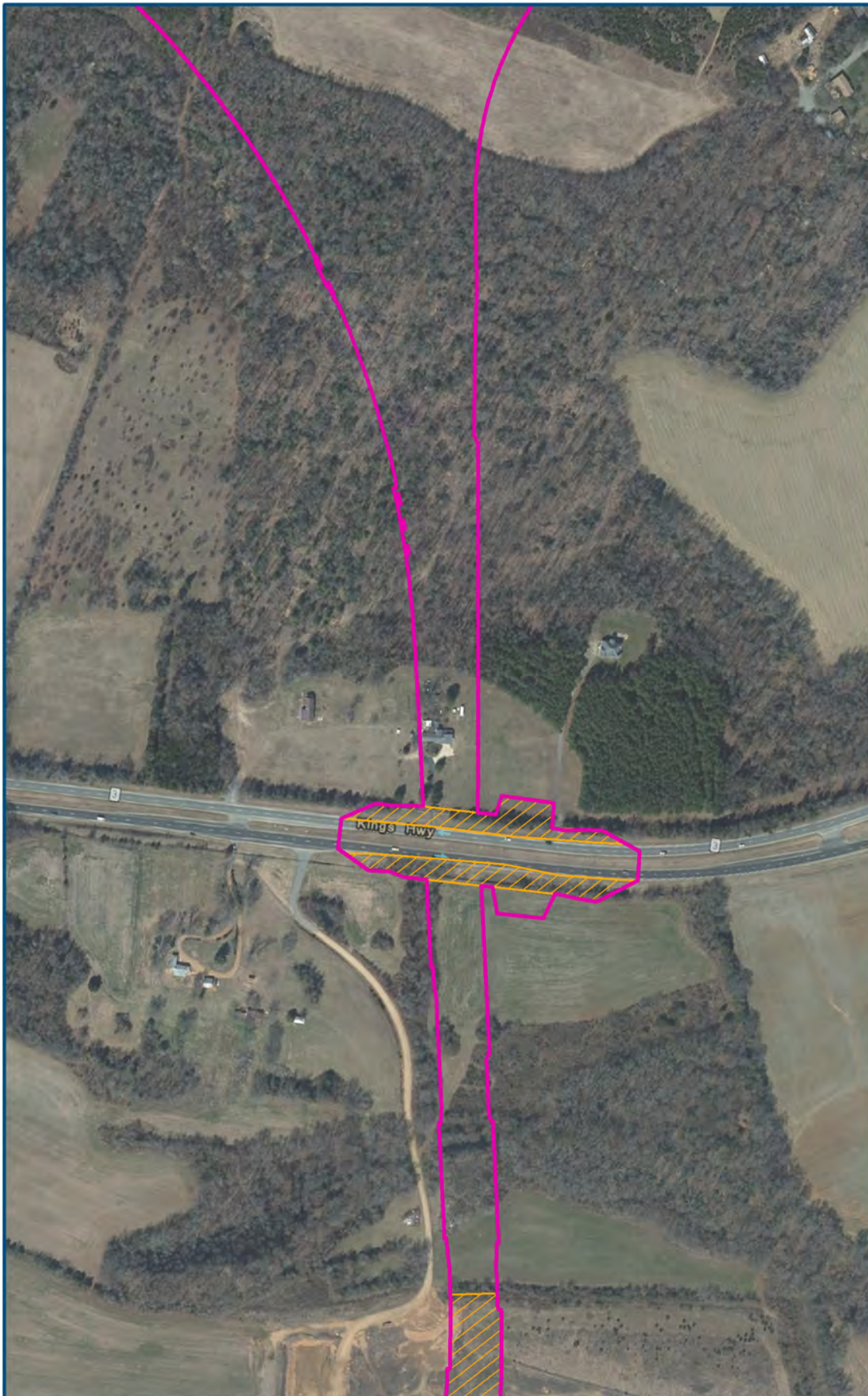


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

**Legend**  
 Limits of Disturbance

9/2016



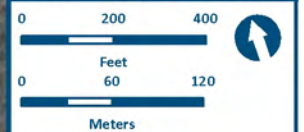
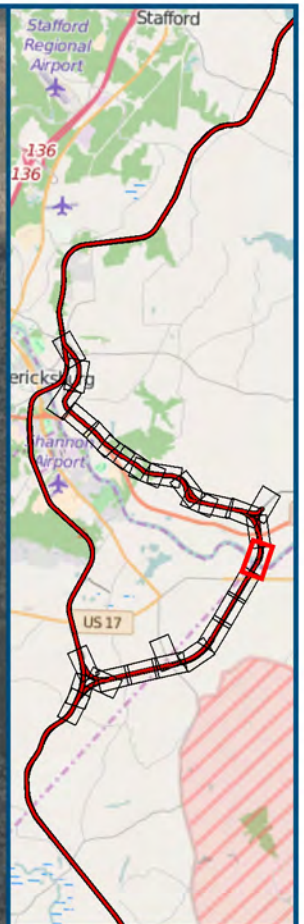


Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

- Legend**
- Limits of Disturbance
  - Disturbed

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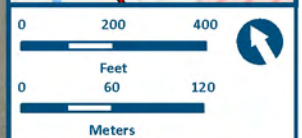
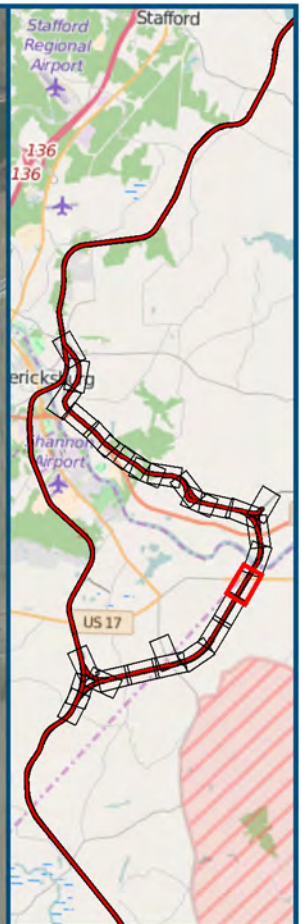
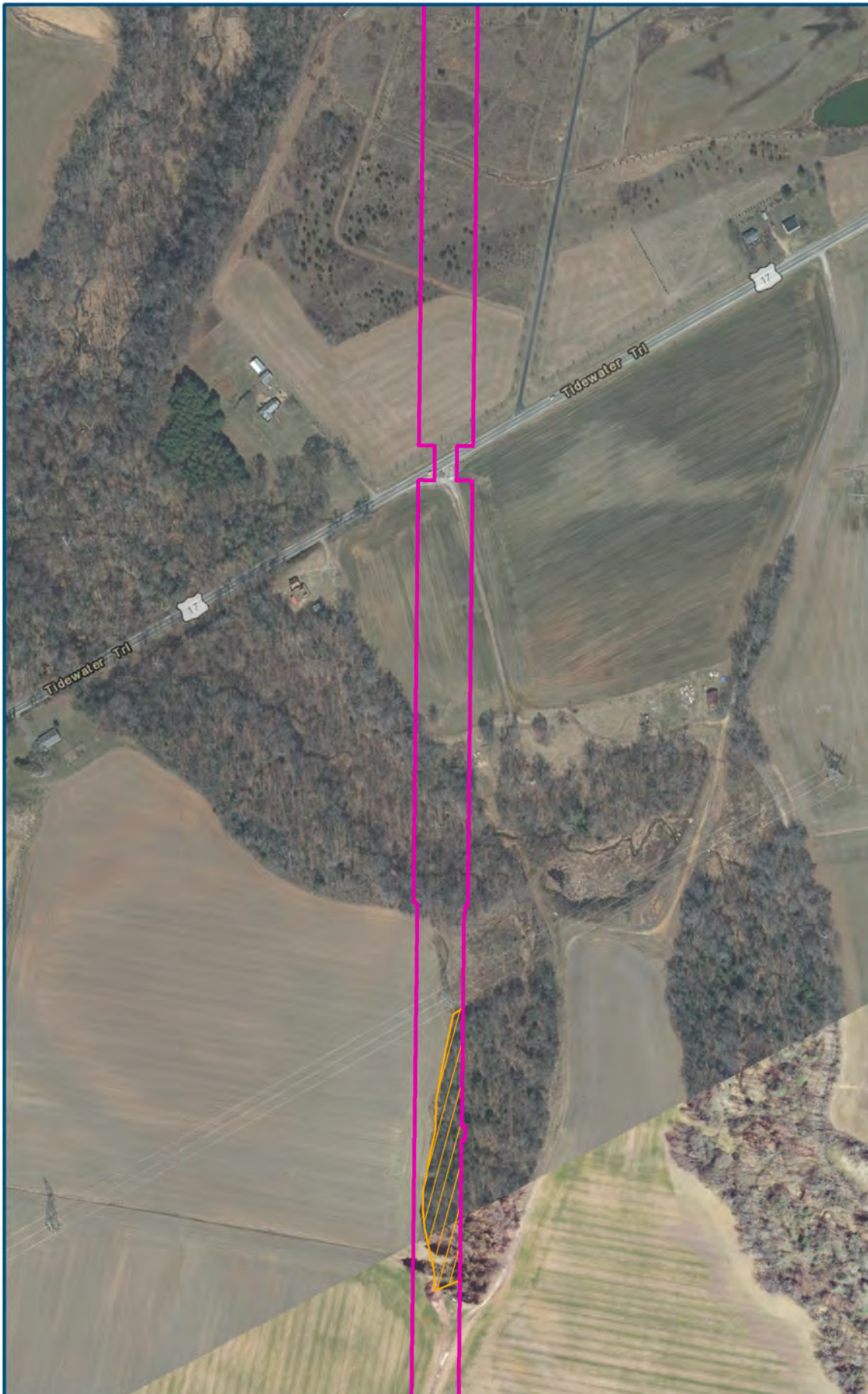
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 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

### Legend

- Limits of Disturbance
- Disturbed

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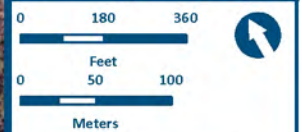
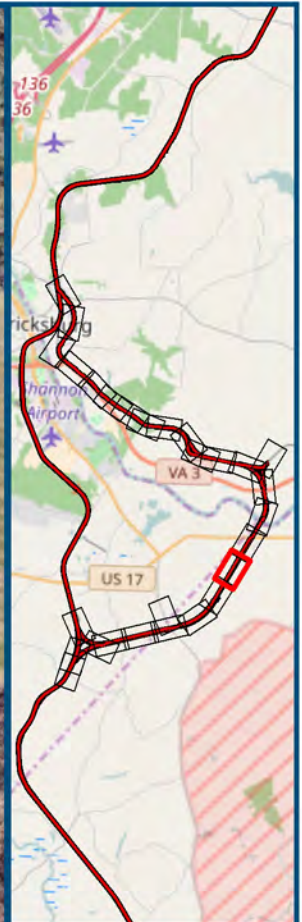


Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

- Legend**
- Limits of Disturbance
  - Disturbed

9/2016





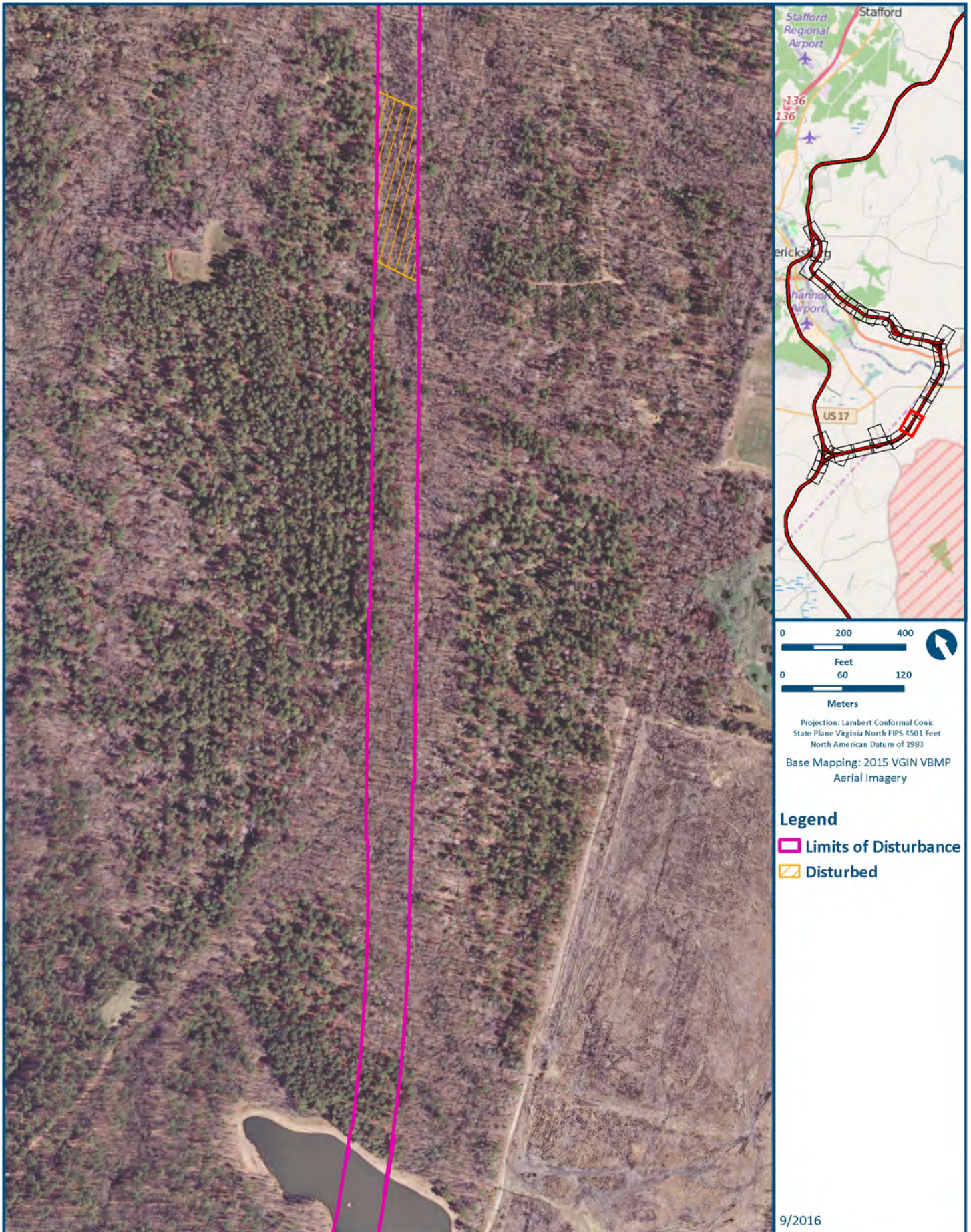
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 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

### Legend

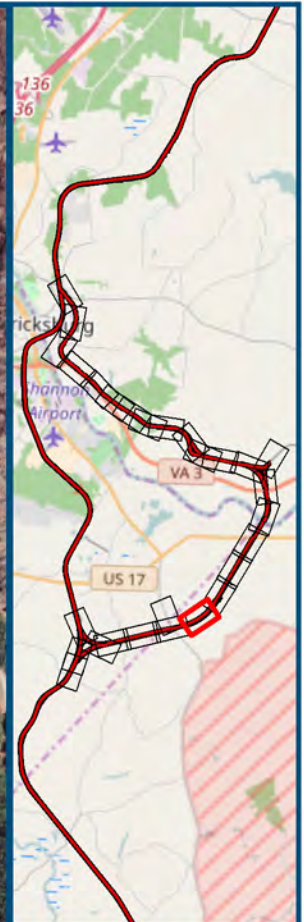
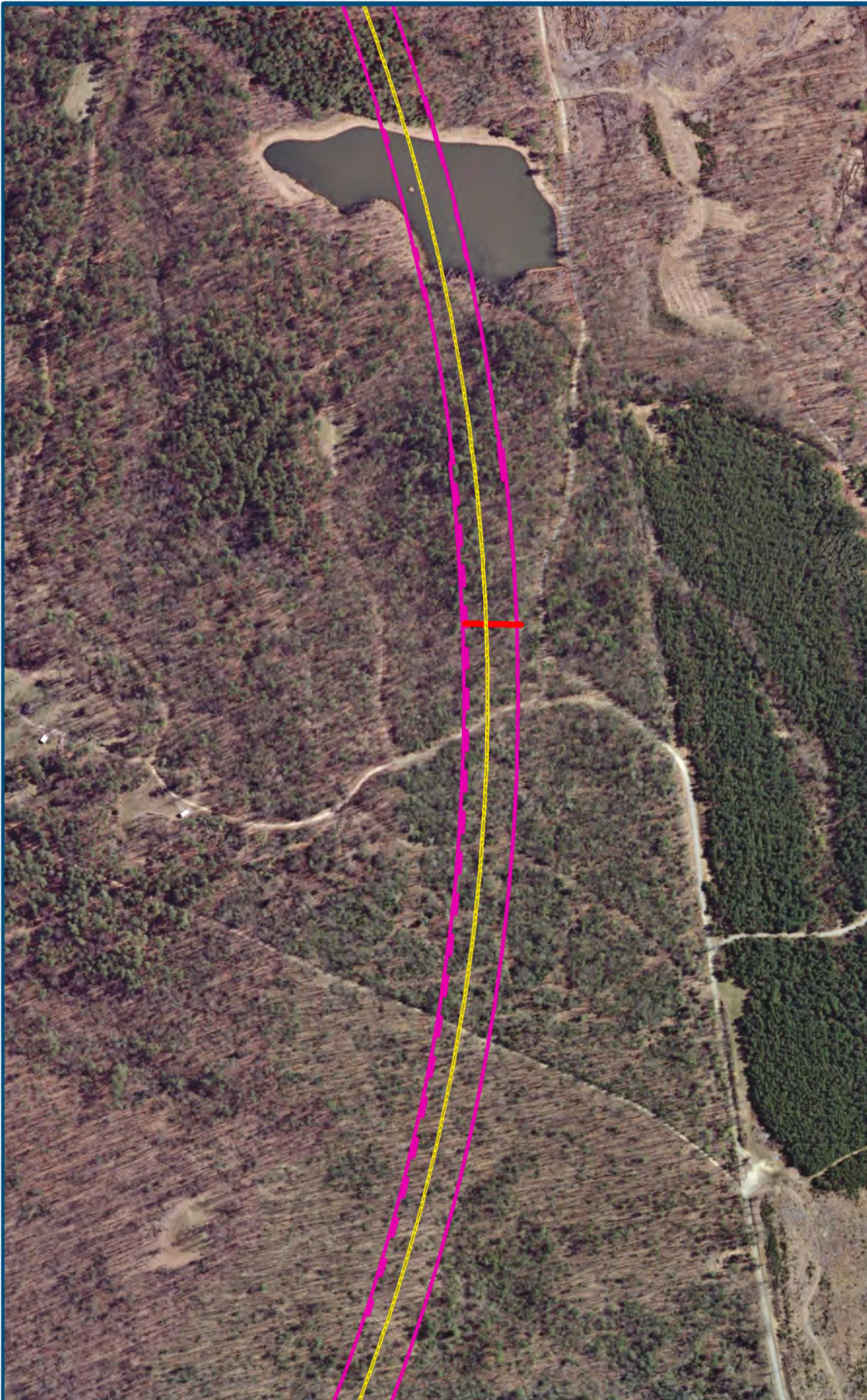
- ▬ Limits of Disturbance
- ▨ Disturbed
- ▬ Earthworks in LOD
- DC2RVA Project Segments
- 21 Fredericksburg Bypass (FBBP)

9/2016









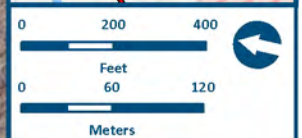
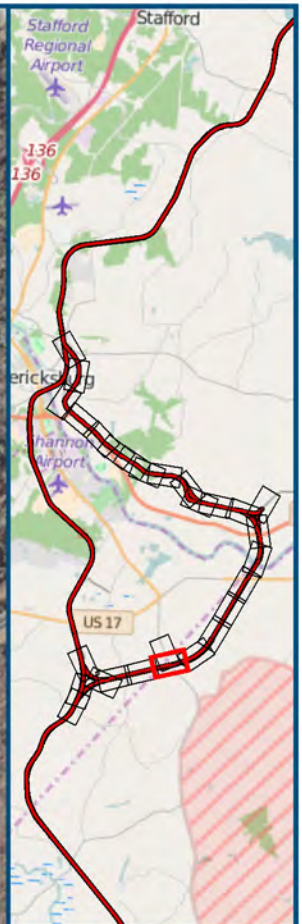
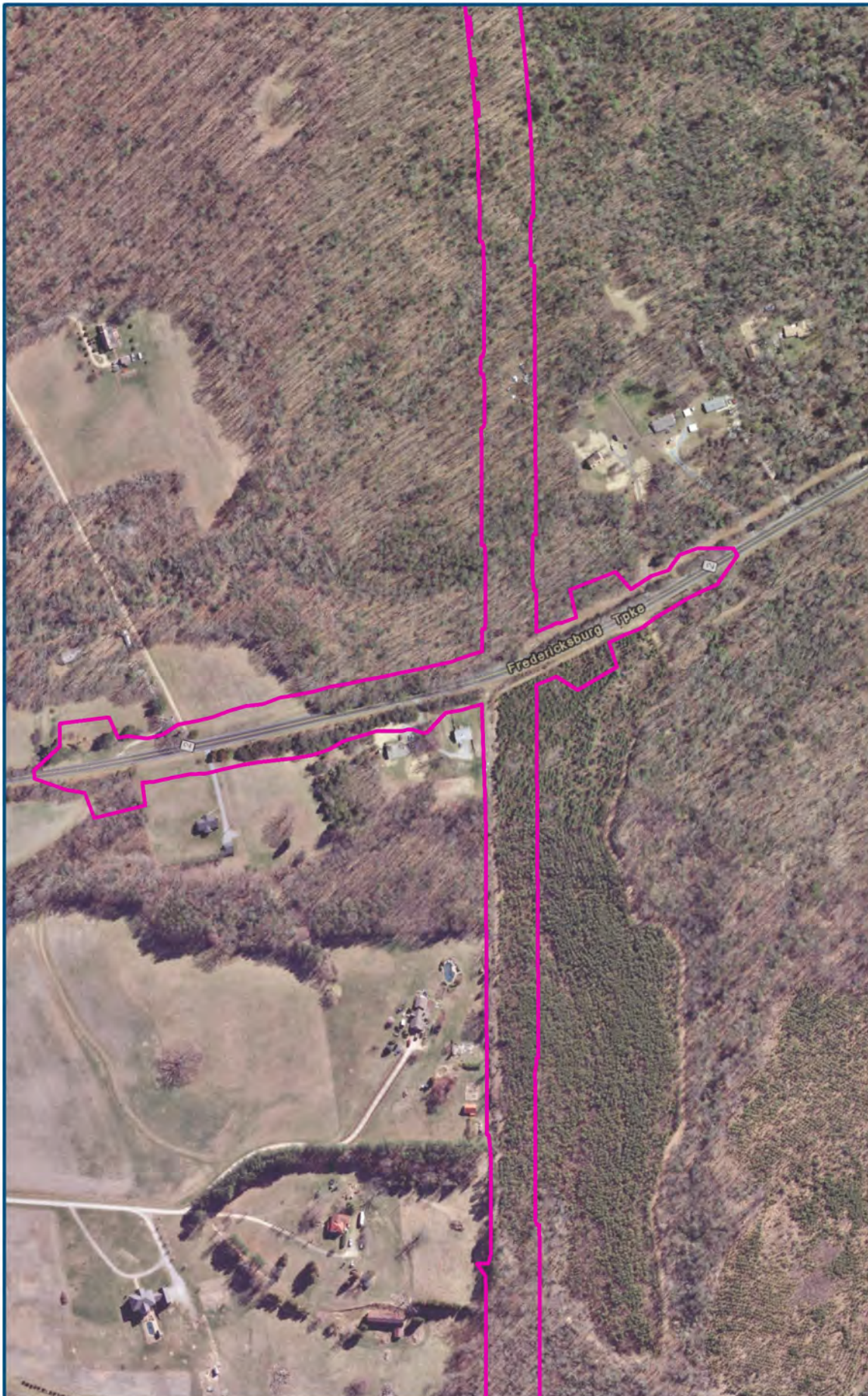
Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

### Legend

- ▭ Limits of Disturbance
- ▭ Disturbed
- ▭ Earthworks in LOD
- DC2RVA Project Segments
- 21 Fredericksburg Bypass (FBBP)

9/2016





Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983  
Base Mapping: 2015 VGIN VBMP  
Aerial Imagery

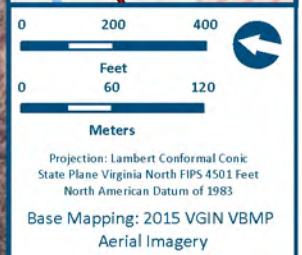
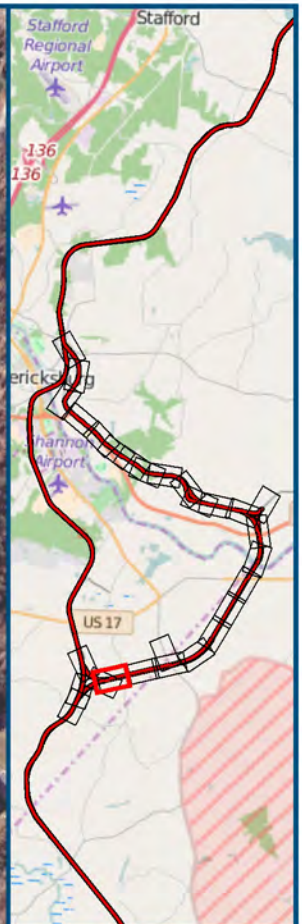
**Legend**  
Limits of Disturbance

9/2016







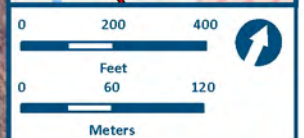
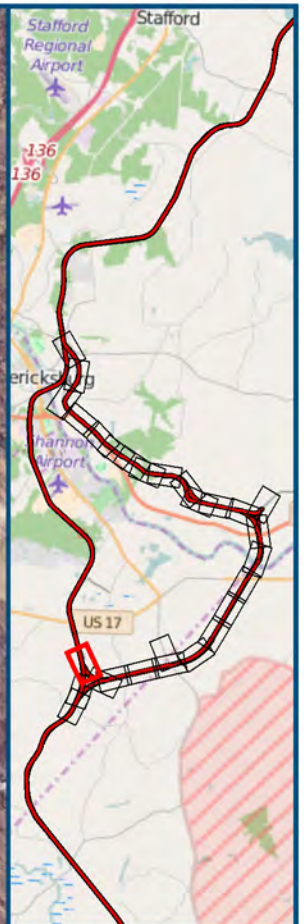
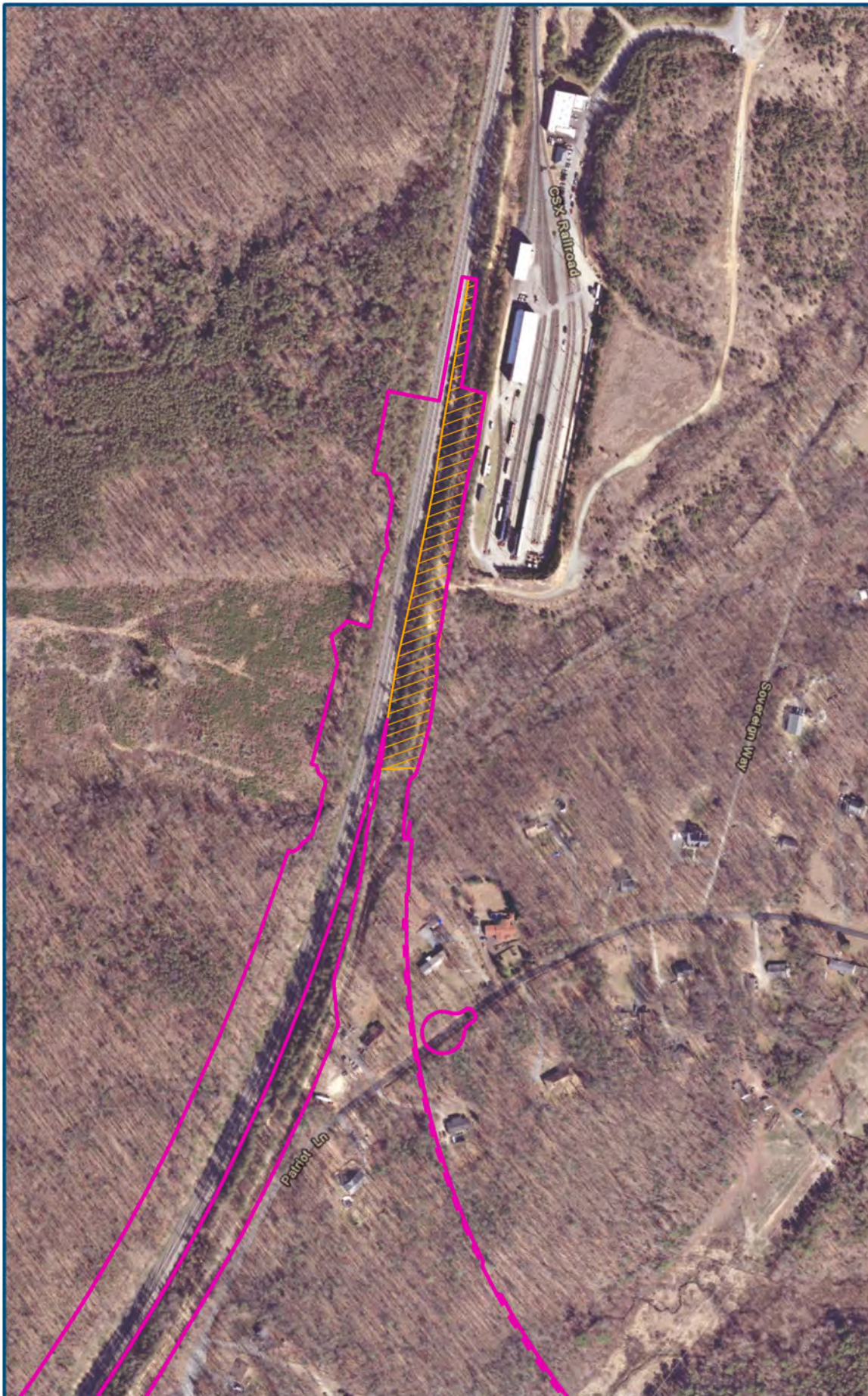


**Legend**

Limits of Disturbance

9/2016





Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 Base Mapping: 2015 VGIN VBMP  
 Aerial Imagery

- Legend**
- Limits of Disturbance
  - Disturbed

9/2016





801 E. Main St., Suite 1000  
Richmond, VA 23219

January 6, 2017

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 22802

RE: Cultural Resource Phase IA Reconnaissance Report/ Ashland Bypass (ASBP)  
Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond  
Segment. DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond (DC2RVA) segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles. This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service (NPS), among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

The project Area of Potential Effects (APE) was approved by your agency on February 2, 2015, and the general approach to cultural resource studies has been the subject of numerous telephone calls, meetings, and emails. During our February 18, 2016 meeting, the DHR concurred that a Phase IA reconnaissance study of the two potential bypasses around Fredericksburg (Segment 21) and Ashland (Segment 22) would be a suitable first step to assessing cultural resources along the corridor given the preliminary nature of these alternatives. The report would present recommendations on future Phase IB identification studies should these alternatives be selected for the project.

This current submittal contains the results of our Phase IA cultural resource study on the Ashland Bypass (ASBP). Enclosed you will find two copies of the report entitled *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Ashland Bypass (ASBP) Segment, Hanover County*. The report was authored by Heather Dollins Staton and Earl E. Proper,



members of the DC2RVA project team, and meets the standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current study was designed to provide preliminary information on the APE and outline the potential for the area to contain National Register of Historic Places (NRHP)-eligible cultural resources for planning purposes. As such, this initial study included a background review to identify previously recorded resources within the project footprint and within 0.5 miles of the architectural APE, a historic map review, a vehicular and partial pedestrian reconnaissance of the APE and surrounding viewshed to inspect the ASBP segment in consideration for archaeological potential and to note above-ground resources over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date), the development of a list of architectural properties to be recorded during subsequent Phase IB identification-level studies, and maps showing the areas where archaeological Phase IB identification-level survey would be needed.

In total, 119 above-ground resources over 48 years old were noted from the roadway during the vehicular survey (see Table 6-1 in the enclosed report). Of these, the DC2RVA Team identified 17 resources (042-0340, 042-0342, 042-0556, 042-0777, 042-5048, 042-5731, 042-5732, 042-5733, 042-5734, 042-5745, 042-5746, 042-5749, 042-5751, 042-5752, 042-5767, 042-5768, and 500-0001/088-5413) that were included in the reconnaissance-level architectural surveys for other segments. As such, a revisit is not required as part of the current Phase IA study and they are not recommended for future Phase IB survey. One additional resource (Willow Springs, 042-5761) was determined not eligible for the NRHP in 2016; because of the recent determination, a revisit during the Phase IB survey is not necessary. Of the remaining 101 resources, 12 are previously recorded and 89 are unrecorded. Two of the previously recorded resources (Maplewood, 042-0051 and Montevideo, 042-0392) were determined eligible for the NRHP by DHR staff in 1994 and one previously recorded resource (Bridge #1003, 042-5014) was determined not eligible for the NRHP in 1998. These three resources should be revisited during the Phase IB survey to ensure that they retain characteristics exhibited during those previous eligibility determinations. The remaining nine previously recorded resources (042-0091, 042-0096, 042-0343, 042-0361, 042-0372, 042-0393, 042-0402, 042-0592, and 042-5760) have not been formally evaluated for the NRHP. In addition to the two resources recommended eligible and the one resource recommend not eligible by DHR staff, the Team recommends that those nine unevaluated resources and the 89 newly recorded resources should be surveyed as part of the Phase IB study.

The Phase IA archaeological survey included both the bypass corridor and six road crossing modification areas. In general, the APE is defined by agricultural fields and forested lots, with scattered rural home sites and small residential developments. Obvious disturbance within the ASBP segment APE is confined to portions of the six road improvement areas. Most of the agricultural fields and forested lots appear to



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have the potential to contain archaeological sites. Therefore, as a result of the Phase IA archaeological reconnaissance survey, the Team is recommending that approximately 100.5 acres of the overall 162.1-acre ASBP segment requires Phase IB archaeological testing (62 percent). Mapping depicting these areas can be found in Appendix C of the enclosed report.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com).

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT  
John Winkle, FRA  
John Morton, HDR  
Carey Burch, HDR  
Stephen Walter, Parsons





# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward  
*Secretary of Natural Resources*

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*Director*

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3 February 2017

Dr. Kerri Barile, Ph.D.  
DC to Richmond Southeast High Speed Rail  
801 E. Main Street, Suite 1000  
Richmond, Virginia 23219

RE: Phase IA cultural resources survey for SEHSR, Washington, DC to Richmond, Virginia,  
Fredericksburg Bypass (Segment 21)  
Chesterfield County and City of Richmond  
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the cultural resources Phase IA survey for Segment 21 (Fredericksburg Bypass) of the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The report "Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties" (January 2017) prepared by the DC2RVA Project Team includes background data to place each recorded resource within the proper historic context and documents the results of preliminary architectural and archaeological fieldwork. Although not reflected in the document's title it contains the results of an archives search for previously identified archaeological sites. The report also contains recommendations for further survey, both for architectural and archaeological resources, at the Phase IB level in the event that the Fredericksburg Bypass alternative is carried forward for additional environmental study.

The DHR concurs with the consultant's recommendation for additional architectural and archaeological survey.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

Marc Holma, Architectural Historian  
Review and Compliance Division

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