



**PHASE I CULTURAL RESOURCE SURVEY  
OF THE DEVLIN ROAD PROJECT AREA,  
PRINCE WILLIAM COUNTY, VIRGINIA**

*by*

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*Prepared for*

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CULTURAL RESOURCE GROUP

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Project Area, Prince William County, Virginia**

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## ABSTRACT

On behalf of Parsons Transportation Group Inc. (Parsons), Dovetail Cultural Resource Group (Dovetail) conducted a Phase I cultural resource survey of the Devlin Road project area in Prince William County, Virginia. Widening and improvements are proposed for an approximately 3,200-foot (975.4-m) segment of State Route 621 (Devlin Road), which runs generally north to south, and an extension of a sidewalk on Jennell Drive at that road's intersection with Devlin Road. The goals of the survey were to identify any cultural resources over 50 years in age within the project area, to identify any architectural resources over 45 years in age, and to make recommendations on the National Register of Historic Places (NRHP) eligibility for all identified resources. This survey complied with Prince William County regulations on archaeological surveys and the Virginia Department of Historic Resources' (DHR) *Guidelines for Conducting Cultural Resource Survey in Virginia* (2017).

Archaeological fieldwork was conducted in June 2021, and consisted of pedestrian reconnaissance and subsurface testing within the 11.77-acre (4.76-ha) project area, defined as the planned limits of disturbance (LOD) for widening and improvement of Devlin Road. Pedestrian reconnaissance determined that a substantial portion of the project area was unsuitable for testing as a result of modern disturbance, such as grading related to residential and transportation development, and buried utility lines. Subsurface testing included the excavation of 40 shovel test pits (STPs). No artifacts were recovered and no archaeological features or sites were identified.

Architectural fieldwork was conducted in June 2021. The architectural survey consisted of a reconnaissance-level documentation of all previously recorded resources and newly identified above-ground resources over 45 years in age located within the architectural project area, defined as the planned LOD plus a 350-foot (106.6-m) buffer. During the architectural reconnaissance-level survey, Dovetail identified 11 newly recorded resources within the architectural project area as part of this project (076-6018–076-6028). **Dovetail recommends the 11 resources (076-6018– 076-6028) are not eligible for the NRHP.**

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# TABLE OF CONTENTS

ABSTRACT.....	i
INTRODUCTION .....	1
PROJECT AREA DESCRIPTION.....	5
ENVIRONMENTAL SETTING .....	9
Geology and Topography .....	9
Hydrology .....	9
Soils.....	9
HISTORIC CONTEXT .....	11
Prehistoric Period.....	11
Pre-Clovis (?–13,000 BP).....	11
Paleoindian Period (13,000–10,000 BP) .....	12
Archaic Period (10,000–3200 BP).....	12
Woodland Period (3200–400 BP).....	13
Historic Period .....	14
Contact Period (1607–1750).....	14
Colony to Nation (1751–1789).....	16
Early National Period (1790–1829).....	16
Antebellum Period (1830–1860).....	17
The Civil War (1860–1865).....	18
Reconstruction and Growth (1866–1916).....	21
World War I to World War II (1917–1945).....	22
The New Dominion (1946–1991).....	24
Post Cold War (1992–Present).....	26
SURVEY METHODOLOGY .....	27
Archaeological Survey.....	27
Architectural Survey .....	27
BACKGROUND RESEARCH .....	29
CWSAC Map Review.....	29
Previous Surveys.....	30
Previously Recorded Archaeological Sites.....	32
Previously Recorded Architectural Resources.....	33
RESULTS OF THE ARCHAEOLOGICAL SURVEY .....	37
Pedestrian Survey.....	37
Shovel Test Pits.....	41
RESULTS OF THE ARCHITECTURAL SURVEY .....	43
Previously Recorded Resources.....	43
Newly Recorded Resources .....	43
SUMMARY AND RECOMMENDATIONS.....	49
REFERENCES .....	51
APPENDIX A: STP CATALOG.....	59
APPENDIX B: PRINCIPAL INVESTIGATOR QUALIFICATIONS.....	65

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## List of Figures

Figure 1: Map of Prince William County, Virginia, and the Project Area Location .....	2
Figure 2: Location of the Project Area and Architectural Project Area on Topographic Imagery .....	3
Figure 3: Devlin Road Project Area and Architectural Project Area on Aerial Imagery .....	6
Figure 4: Detail of “Map of N Eastern Virginia and Vicinity of Washington” .....	17
Figure 5: Second Manassas Annotated Map on August 28, 1862, with Approximate Project Area Circled in Pink.....	19
Figure 6: Second Manassas Annotated Map on August 30, 1862, with Approximate Project Area Circled in Pink.....	20
Figure 7: Detail of “Map of Prince William County, Virginia: compiled from U.S. Geological Survey and other data and corrected with the assistance of reliable residents of the county” .....	22
Figure 8: Detail of “Prince William County, Virginia” .....	23
Figure 9: Detail of “1OP0000020126, Aerial Photography Single Frame” and Approximate Project Area Circled in Pink .....	24
Figure 10: 1958 USGS Topographic Map with Approximate Project Area Circled in Pink .	25
Figure 11: 1969 USGS Topographic Map with Approximate Project Area Circled in Pink .	26
Figure 12: Archaeological Survey Results for Northern Half of Project Area. ....	38
Figure 13: Archaeological Survey Results for Southern Half of Project Area. ....	39
Figure 14: Typical STP Profile Along West Side of Devlin Road. ....	42
Figure 15: Typical STP Profile in Horse Pasture on East Side of Devlin Road. ....	42
Figure 16: Newly Recorded Architectural Resources Recorded During the Current Survey	44

## List of Tables

Table 1: Soils in the Project Area .....	10
Table 2: Distance from Civil War Battlefields in the Vicinity of the Project Area to the Project Area. ....	29
Table 3: Table of Previous Phase I Surveys within a 1-Mile (1.6-Km) Radius of the Project Area. ....	31
Table 4: Previously Recorded Archaeological Resources Located within a 1-Mile (1.6-km) Radius of the Project Area. ....	32
Table 5: Architectural Resources Located within a 1-Mile (1.6-Km) Radius of the Project Area. ....	34
Table 7: Newly Recorded Resources Surveyed During the Current Project. ....	45
Table 8: Summary of Identified Resources and Recommendations. ....	49

## **List of Photos**

Photo 1: Typical Setting in Project Area, Looking South. ....	5
Photo 2: Typical Setting in Woods Along the West Side of Devlin Road, Looking Southeast. .....	7
Photo 3: Abandoned Horse Pasture Along the East Side of Devlin Road, Looking Southeast.	7
Photo 4: Typical Setting in Project Area, Looking South. ....	37
Photo 5: Storm Sewer and Steep Grade Along West Side of Devlin Road, Looking North. .	40
Photo 6: Buried Utilities and Grading along East Side of Devlin Road, Looking North. ....	40
Photo 7: Drainage Ditch Occupying Entirety of Project Area Along Jennell Drive, Looking East.....	41
Photo 8: Typical Setting in Tested Portion of Project Area, Looking South.....	41

## INTRODUCTION

On behalf of Parsons Transportation Group, Inc. (Parsons), Dovetail Cultural Resource Group (Dovetail) conducted a Phase I cultural resource survey of the Devlin Road project area in Prince William County, Virginia (Figure 1 and Figure 2, pp. 2–3). Prince William County plans to widen and improve an approximately 3,200-foot (975.4-m) segment of State Route 621 (Devlin Road), which runs generally north to south through Bristow. In addition to the widening of Devlin Road, the present project includes an extension of the sidewalk along the south side of Jennell Drive by approximately 575 feet (175.3 m) to the east of that road's intersection with Devlin Road. The survey was completed in compliance with Prince William County regulations and in accordance with the Virginia Department of Historic Resources' (DHR) *Guidelines for Conducting Historic Resources Survey in Virginia* (2017).

The archaeological project area, encompassing 11.77 acres (4.76 ha), comprised the entirety of the proposed limits of disturbance (LOD) for the Devlin Road widening project. The survey consisted of pedestrian reconnaissance of the entire project area to identify surface features, areas likely to contain intact soils, and disturbed areas, followed by subsurface investigations in areas deemed suitably undisturbed and having a moderate to high probability of containing archaeological deposits. Pedestrian reconnaissance determined that a substantial portion of the project area was unsuitable for testing as a result of prior modern disturbance, such as grading related to residential and transportation development, and buried utility lines. Subsurface testing included the excavation of 40 shovel test pits (STPs). No artifacts were recovered and no archaeological features or sites were identified. The architectural project area is defined as the planned LOD plus a 350-foot (106.6-m) buffer. The architectural survey consisted of a reconnaissance-level documentation of all previously recorded resources and newly identified above-ground resources over 45 years in age located within the architectural project area.

The archaeological survey was conducted on June 8 and 9, 2021 by Kevin McCloskey and Jonas Schnur. Architectural fieldwork was conducted on June 30, 2021 by Kevin Barni and Daniel Dilks, Jr. Mike Carmody served as Principal Investigator for the archaeological survey. Mr. Carmody meets and exceeds the *Professional Qualification Standards* for archaeologists as established by the Secretary of the Interior (SOI). Heather D. Staton served as Principal Investigator for the architectural survey. Mrs. Staton meets and exceeds the *Professional Qualification Standards* for architectural historians as established by the SOI.

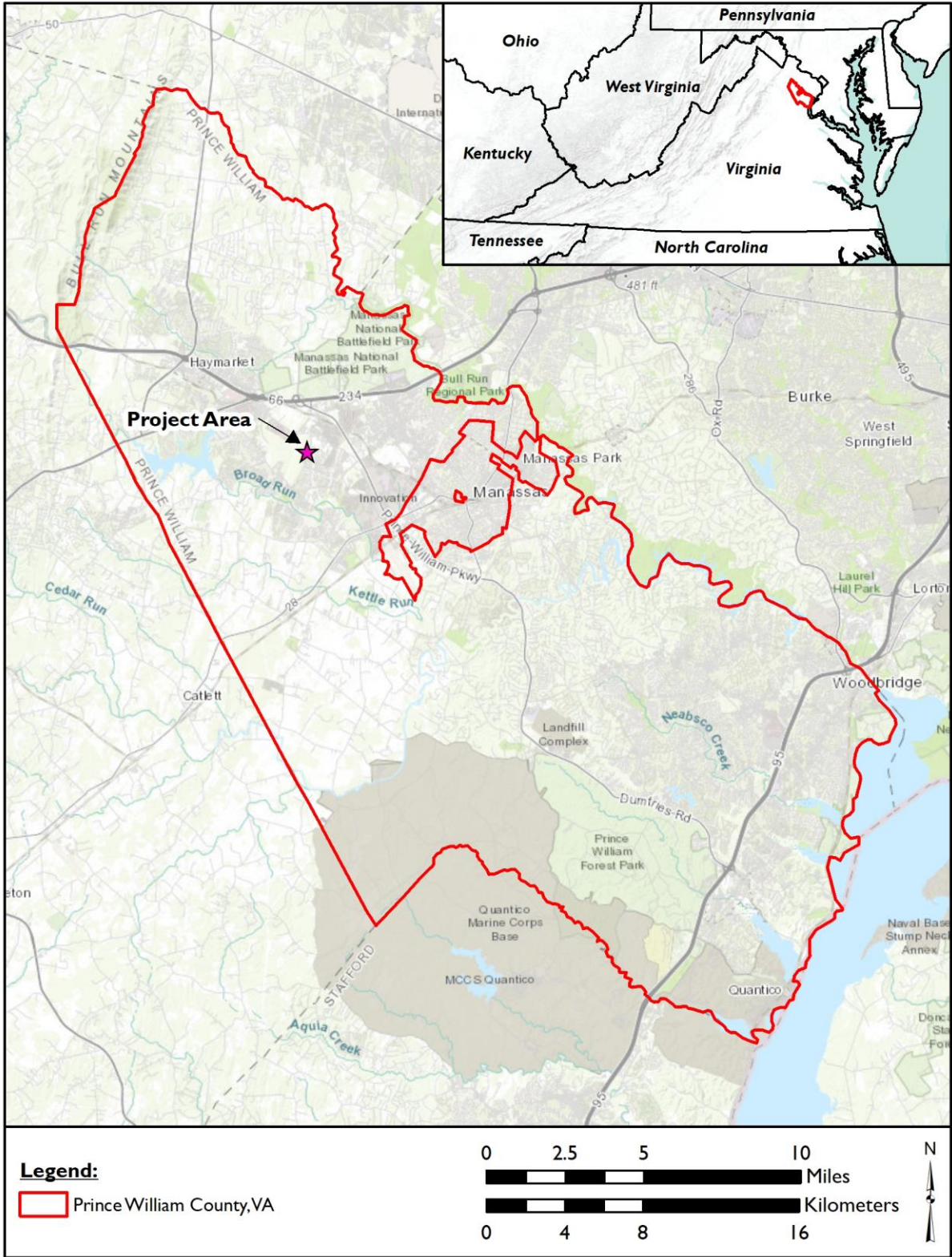


Figure 1: Map of Prince William County, Virginia, and the Project Area Location (Esri 2021a).

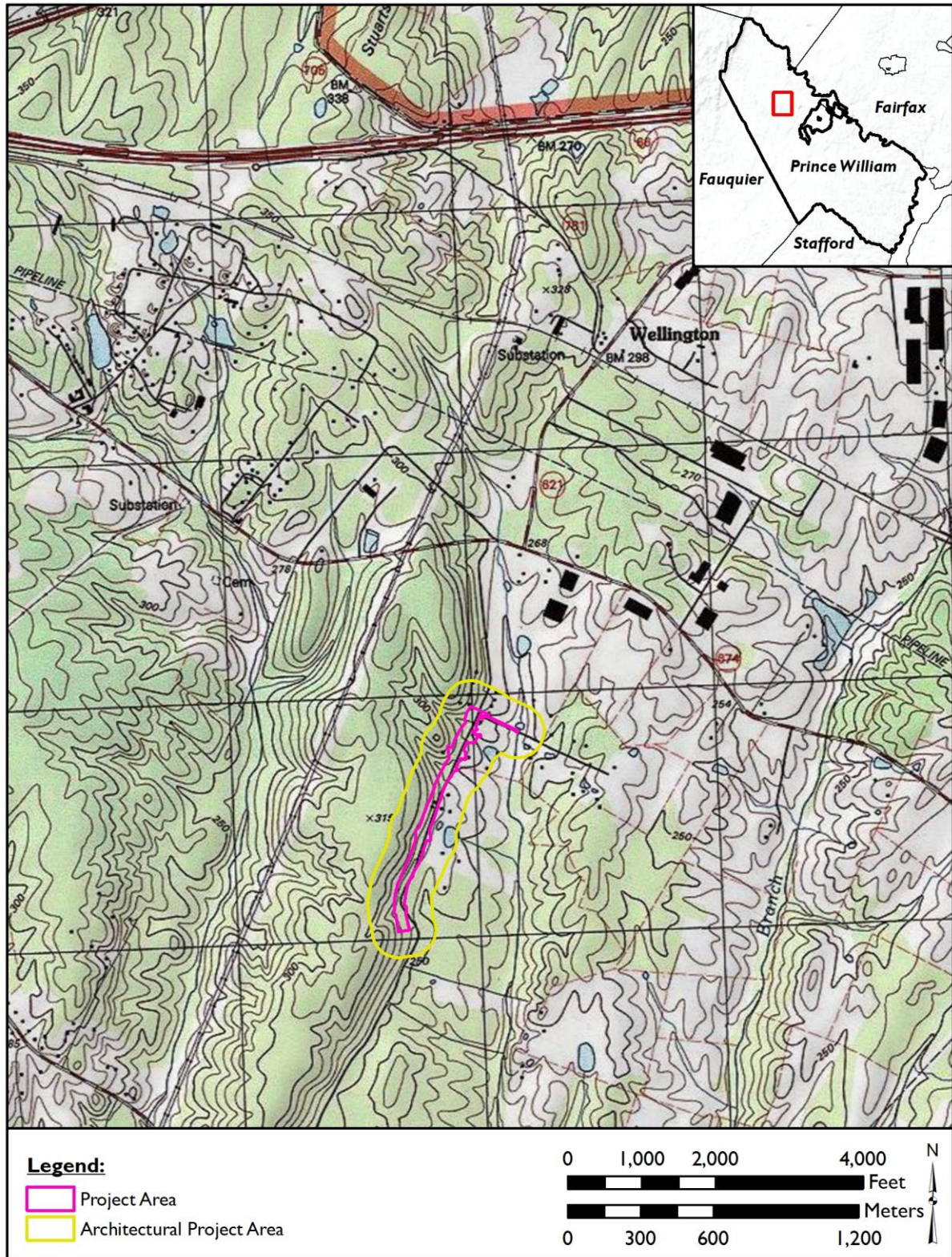


Figure 2: Location of the Project Area and Architectural Project Area on Topographic Imagery (Esri 2021b).

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## PROJECT AREA DESCRIPTION

The Devlin Road project area is located in Bristow in central Prince William County, Virginia, between Gainesville to the northwest and the City of Manassas to the southeast. Northern Virginia in general has seen extensive development in recent decades. The immediate vicinity of the project area remained entirely undeveloped through the 1980s, and has seen gradual but extensive residential construction and related road-building since then. However, the project corridor itself remains largely undeveloped, with large areas of undisturbed forest, and even pasture-land, standing out against the suburban setting surrounding the project area (Photo 1; Figure 3, p. 6).

Devlin Road connects Linton Hall Road in the south to Wellington Road in the north, where Devlin Road becomes Balls Ford Road, a major thoroughfare in the area. The project area begins in the north at Jennell Drive, and extends approximately 3,200 feet (975.4 m) south from there. Along the west side of Devlin Road, the project area extends to a width reaching over 100 feet (30.5 m) from road's edge in places, while along the east, the width generally remains less than 35 feet (10.7 m) from roads edge with the exception of three storm water management areas in the northern part of the project area. Devlin Road itself remains relatively level at approximately 260 feet (79.3 m) above mean sea level (AMSL), but the overall project corridor slopes down from northwest to southeast across the road, ranging from 280 feet (85.3 m) to 250 feet (76.2 m) AMSL, with the western side of Devlin Road in particular lying in a slopy setting with frequent rock outcrops (Photo 2 and Photo 3, p. 7). The project also includes an extension of the sidewalk along the south side of Jennell Drive, from that sidewalk's current terminus, approximately 575 feet (175.3 m) to meet Devlin Road.



Photo 1: Typical Setting in Project Area, Looking South.

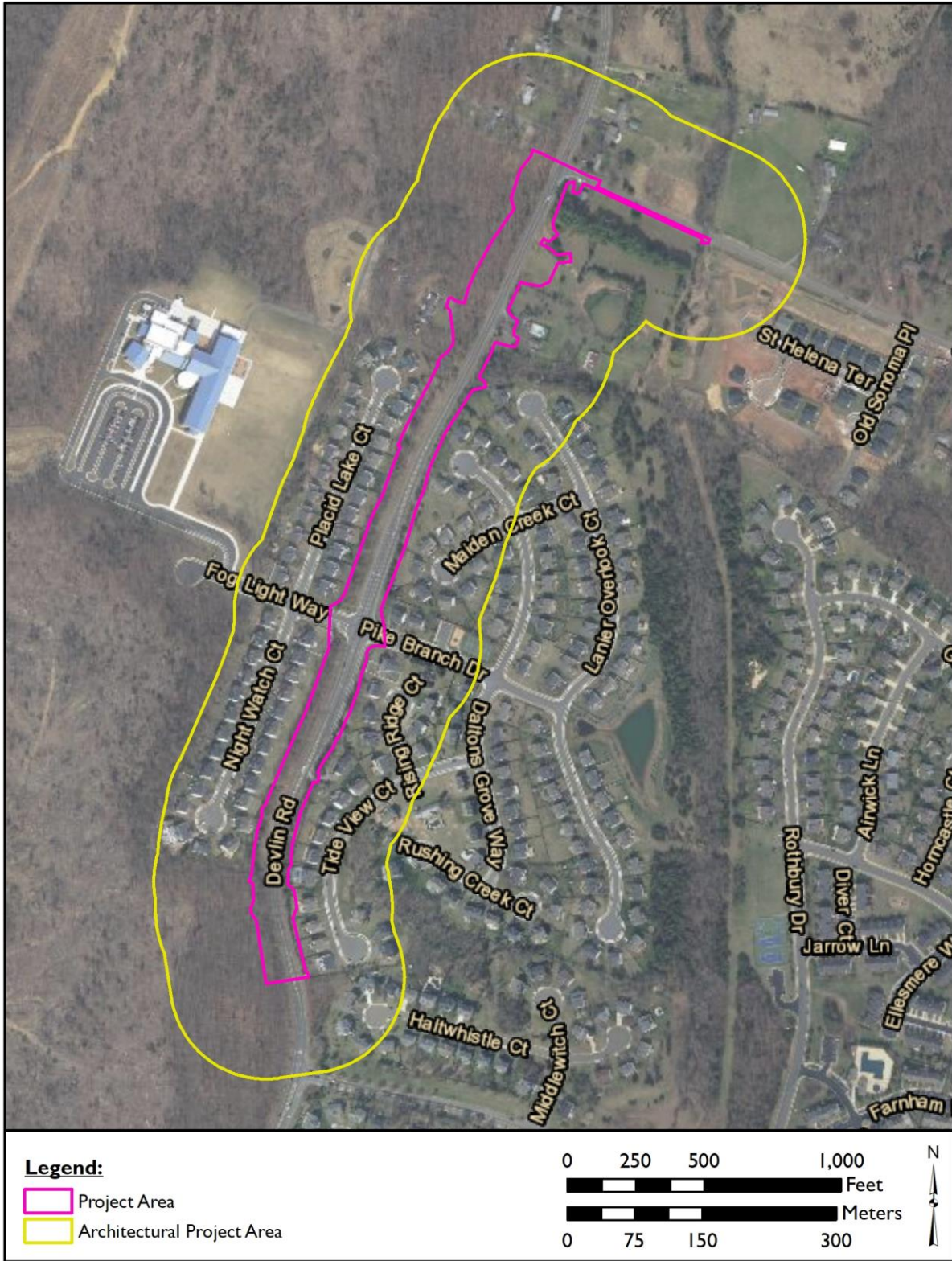


Figure 3: Devlin Road Project Area and Architectural Project Area on Aerial Imagery (Virginia Geographic Information Network [VGIN] 2017).





Photo 2: Typical Setting in Woods Along the West Side of Devlin Road, Looking Southeast.



Photo 3: Abandoned Horse Pasture Along the East Side of Devlin Road, Looking Southeast.

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## **ENVIRONMENTAL SETTING**

The project area, running along either side of Devlin Road, is located in Bristow, an unincorporated community in central Prince William County. The project area is surrounded by extensive residential development, as Prince William County represents a major regional population center associated with the growth of the Washington, D.C. metro area.

### **Geology and Topography**

The project area is situated in the Piedmont physiographic province. The Piedmont, located between the Coastal Plain to the east and the foothills of the Blue Ridge Mountains to the west, is characterized by gently rolling topography generally underlain by crystalline metamorphic rocks. However, the current project area lies within the Culpeper Triassic Basin, part of a larger rift valley system which stretches in a narrow band into northern New Jersey and southeastern New York. Within the project area, the basin is underlain by interbedded shales and siltstones of the Upper Triassic Newark Supergroup (Division of Geology and Mineral Resources 2015).

### **Hydrology**

The project area is drained by an unnamed tributary of Dawkins Branch, which it joins less than 200 feet (61.0 m) prior to Dawkins Branch draining into Broad Run. Broad Run joins Cedar run to form the Occoquan River approximately 7 miles (11.3 km) southeast of the project area. The Occoquan River joins the Potomac River at Belmont Bay. The Potomac drains to the Chesapeake Bay, which joins the Atlantic Ocean between Cape Henry and Cape Charles.

### **Soils**

Fertile, well-drained soils attracted both humans and game over millennia. Moreover, the wild grasses, fruits, and seeds consumed by people both before and after the adoption of agriculture flourished in such settings. As a consequence, 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. In general, 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 as well.

Within the project area, Class 2e Jackland, and Manassas series soils lying on relatively gentle slopes in the east-central and southwestern portions of the project area, total approximately 10.7 percent of the project area and are ostensibly the best suited for habitation and, therefore, most likely to contain intact archaeological sites. However, these

and the less suitable soils (Classes 3–5) in the project area are subject to erosion (Class e) or excess water (Class w) (Table 1).

Table 1: Soils in the Project Area (Soil Survey Staff 2017).

<b>Soil Name</b>	<b>Class</b>	<b>Slope</b>	<b>% of Project Area</b>
Jackland-Haymarket Complex	3e	7–15%	36.1%
Waxpool Silt Loam	4w	0–2%	30.6%
Catlett-Sycoline Complex	3e	2–7%	14.2%
Catlett-Sycoline Complex	3e	7–15%	5.5%
Jackland-Haymarket Complex	2e	2–7%	5.5%
Manassas Silt Loam	2e	2–7%	5.1%
Kelly Silt Loam	4w	0–2%	3.0%
Reaville Silt Loam	3w	0–4%	Less than 0.1%

## HISTORIC CONTEXT

Virginia's Native American prehistory typically is divided into three main periods, Paleoindian, Archaic, and Woodland, based on changes in material culture and settlement patterns. Recently, the possibility of a human presence in the region that pre-dates the Paleoindian period has moved from remote to probable; for this reason, a Pre-Clovis discussion precedes the traditional tripartite division of Virginia's Native American history. Virginia's Euro-American history is divided by DHR into eight time periods from early colonialism and agrarian development to later and present-day urbanism. Activities within these periods led to dramatic changes in the landscape. The cultural context, as defined by the Secretary of the Interior's *Standards and Guidelines for Archaeology* (United States Department of the Interior 1993) and DHR's *Guidelines for Conducting Historic Resource Surveys in Virginia (2017)*, provides the historic, social, and environmental information required for evaluation of any archaeological resources present within the project area.

### Prehistoric Period

#### *Pre-Clovis (?–13,000 BP)*

The 1927 discovery, in Folsom, New Mexico, of a fluted point in the ribs of an extinct species of bison proved that ancient North Americans had immigrated during the Pleistocene. It did not, however, establish the precise timing of the arrival of humans in the Americas, nor did it adequately resolve questions about the lifestyle of those societies (Meltzer 1988:2–3). Recent discoveries suggest that humans occupied the Americas, including Virginia, prior to the appearance of fluted points in the archaeological record. Both the stratigraphic record and the radiocarbon assays from the recently excavated Cactus Hill site in Sussex County suggest the possibility of human occupation of what is now Virginia well before the fluted point makers appeared on the scene (McAvoy and McAvoy 1997). The Cactus Hill site has radiocarbon dates of 15,000 years ago from sandy strata situated below levels containing fluted points (McAvoy and McAvoy 1997:165).

Fieldworkers excavating through levels containing Paleoindian chert artifacts and Clovis-type fluted points recovered artifacts and charcoal separated from the Paleoindian level by 3–4 inches (7.6–10.2 cm) of sterile sands. Subsequent fieldwork confirmed the presence of artifact-bearing strata located between 3–8 inches (7.6–20.3 cm) below the fluted-point levels. The artifacts from the sub-fluted-point levels present a striking contrast with the tool kit used by Paleoindians. Rather than relying on extremely well-made and formalized chert knives, scraping tools, and spear points, the pre-Clovis peoples used a different but highly refined stone technology. Prismatic, blade-like flakes of quartzite, chipped from specially prepared cobbles and lightly worked along one side to produce a sharp edge, comprise the majority of the stone cutting and scraping tools. Sandstone grinding and abrading tools, possibly indicating production of wood and bone tools, also occurred in significant numbers in the deepest artifact-bearing strata. Because these tools do not possess characteristics which

immediately identify them as dating to the Pleistocene, archaeologists recognize the possibility that 15,000-year-old sites have been overlooked for years.

### ***Paleoindian Period (13,000–10,000 BP)***

The Paleoindian settlement-subsistence pattern revolved around hunting and foraging in small nomadic bands. Evidence for this occupation is recognized through distinctive fluted projectile points used for hunting. Fluted points are rare and often identified as isolated occurrences. While these discoveries are infrequent, the eastern half of the United States has some of the highest concentrations of these finds. Almost 1,000 known fluted projectile points have been discovered in Virginia (Anderson and Faught 1998). While the fluted Clovis and Folsom projectile points are the best known of the Paleoindian point types, others include Hardaway-Dalton and Hardaway Side-Notched (Barber and Barfield 1989). Most large Paleoindian period sites in the southeastern United States are quarry or quarry related (Meltzer 1988:21). Though the full range of available lithic resources was used to manufacture fluted points (e.g., Phelps 1983), a number of studies have noted a focus on cryptocrystalline materials (e.g., chert, jasper, chalcedony) (Gardner 1974, 1989; Goodyear 1979). The Paleoindian tool kit included scrapers, graters, unifacial tools, wedges, hammerstones, abraders, and other tools used for chopping and smashing (Gardner 1989). The Williamson site, a chert quarry located in Dinwiddie County, is one of the best-preserved Paleoindian quarry and campsites in the country (Barber and Hubbard 1997:132).

In Culpeper County, archaeologists excavated the Brook Run site, which had a hearth feature with a radiocarbon date of 11,670 BP, suggesting a Paleoindian occupation. Additional dates at the site provide evidence for a later Early Archaic occupation as well. This site sits on a jasper seam that would have provided good quality lithic material for tool production (Voigt 2004).

### ***Archaic Period (10,000–3200 BP)***

The Archaic period is generally divided into three phases, Early (10,000–8800 BP), Middle (8800–5500 BP), and Late (5500–3200 BP). There does not appear to be a dramatic change in the tool kits of the Early Archaic and their Paleoindian predecessors and their settlement and subsistence patterns appear to be very similar (Anderson et al. 1996; Cable 1996). The transition into the Archaic period is marked by an increase in site size and artifact quantity, as well as an increase in the number of sites (Egloff and McAvoy 1990). Diagnostic artifacts of the Early Archaic period include the Kirk Corner-Notched and Palmer Corner-Notched projectile points (Coe 1964; Custer 1990). In addition, some bifurcated stem points such as St. Albans and LeCroy appear to be associated with the increased use of hafted endscrapers (Coe 1964). The Early Archaic also marks the first appearance of ground stone tools such as axes, celts, adzes, and grinding stones. At the close of this period, there is a shift to an increased reliance on a wider range of lithic resources.

While there appears to be a relatively high degree of cultural continuity between the Early and Middle Archaic periods, sites dating to the Middle Archaic period are more numerous, suggesting an increase in population, and sites appear to be occupied longer. The Middle

Archaic period coincides with a relatively warm and dry period that may have resulted in widespread population movements (Delcourt and Delcourt 1987; Stoltman and Baerreis 1983). Projectile points diagnostic of the Middle Archaic period include Stanley Stemmed, Morrow Mountain Stemmed, Guilford Lanceolate, and Halifax Side-Notched.

The Late Archaic period is often seen as the culmination of trends that began during the Early and Middle Archaic (Dent 1995:178). Mouer (1991:10) sees the primary cultural attributes of the first half of the Late Archaic as “small-group band organization, impermanent settlement systems, infrequent aggregation phases, and low levels of regional or areal integration and interaction.” Dent (1995:178) suggests that the Late Archaic is “a time that contains both the ends of one way of life and the beginnings of a significant redirection.” The artifact assemblage is dominated by bifacial tools; however, expedient flake scrapers, drills, perforators, and utilized flakes also characterize Late Archaic assemblages. Ground stone tools, including adzes, celts, and axes, are seen during this period with the grooved axe making its first appearance during the Late Archaic (Dent 1995:181–182). Holmes points appear near the end of the Late Archaic period (Dent 1995; Mouer 1991).

The period from approximately 4500–3200 BP is referred to as the Transitional period by some (Mouer 1991), while others argue that due to the lack of pottery it is more accurately classified as an extension of the Late Archaic (Dent 1995:180). By the early portion of this time period, glacial retreat led to higher sea levels on the Atlantic seaboard. This allowed for the development of large estuaries and tidal wetlands that were conducive to the development of coastal resources such as fish and shellfish. Sites dating to this time period are often located in areas where populations could exploit these types of resources, such as river valleys, the lower portion of the coastal plain tributaries of major rivers, and near swamps. This has led archaeologists to postulate that fish began to play a larger role in the subsistence system. Platform hearths seen during this period are interpreted as being associated with fish processing (Dent 1995:185).

Transitional period sites tend to be larger than those of the Archaic periods, likely reflecting an increase in population. Dent (1995) argues that the larger sites may be misinterpreted as reflecting longer term occupation and may simply be sites that were revisited for short periods on many occasions. Material culture associated with the Transitional period includes soapstone vessels and broadspears. Broadspears associated with the later portion of the Late Archaic or Transitional period include the Savannah River, Susquehanna, and Perkiomen projectile points (Dent 1995; Mouer 1991).

### ***Woodland Period (3200–400 BP)***

The Woodland period is divided into three phases, Early (3200–2300 BP), Middle (2300–1100 BP), and Late (1100–400 BP). The introduction of pottery, agriculture, and a more sedentary lifestyle mark the emergence of the Woodland period. The population surge that began in the Archaic continues in this period. The concurrent development of agriculture and pottery led early theorists to posit that they were linked; however, few still support this position. Alternatively, the evolution of technological and subsistence systems as well as various aspects of pan-Eastern interaction are currently believed to underlie the evolution of ceramic vessels (Egloff 1991).

Steatite-tempered Marcey Creek pottery, dating to the Early Woodland period, is thought to be the earliest ceramic ware in Virginia's Piedmont. Marcey Creek wares, considered experimental, are typically shallow, slab-built forms (Dent 1995; McLearen 1991). Another steatite-tempered ware, Selden Island, followed Marcey Creek and soon other temper types appear in the archaeological record (McLearen 1991). At approximately 1100 BP, there is a shift from the earlier slab-construction techniques to coil-made conoidal or globular vessels. This shift is accompanied by the introduction of surface treatments such as cord marking and net impression (Dent 1995; McLearen 1991). Projectile points associated with the Early Woodland period include teardrop points sometimes classified as the Rossville and Piscataway types (Dent 1995; Mounier and Martin 1994).

The Middle Woodland is marked by the rise of "interregional interaction spheres, including the spread of religious and ritual behaviors which appear in locally transformed ways; localized stylistic developments that sprung up independently alongside interregional styles increased sedentism and evidence of ranked societies or incipient ranked societies" (McLearen 1992:55). While there is a degree of commonality among Middle Woodland peoples, one of the striking characteristics of this period is the rise of regional trends, particularly in pottery. Coastal Plain and Piedmont ceramic styles can be distinguished, as can north-south differences that correspond to river drainages that drain into the Chesapeake Bay or Albemarle Sound. The diversity of surface treatments increases after 1500 BP, and analysis of the regional pottery indicates that the Potomac, the Rappahannock, and the Upper Dan were slightly different cultural subareas in the physiographic province of the Piedmont (Hantman and Klein 1992). The Middle Woodland period also sees the introduction of the triangular Levanna projectile point.

The Late Woodland period is marked by an increased reliance on agriculture, attendant population growth, larger villages and increased sociocultural complexity (Turner 1992). Ceramic types of the Late Woodland period in the James River Piedmont include the quartz-tempered Gaston Simple Stamped and crushed rock-tempered Albemarle pottery (Hantman and Klein 1992). The trend towards sedentary settlements continues throughout the Late Woodland period. In the early portion of this period, settlements consist of small clusters of houses with little to no internal organization. However, by 300 BP, larger villages are present. Features associated with these villages include palisades, houses, hearths, storage pits, and burials (Hantman and Klein 1992). The smaller Madison triangular projectile point is generally associated with the Late Woodland period.

## **Historic Period**

### ***Contact Period (1607–1750)***

The Contact and early historic period refer to the time during which native groups had their first contact with Europeans and European goods. Prior to the arrival of Europeans, two Native American tribes occupied the area of what is now Prince William County primarily along the Potomac River—the Doegs and the Algonquians—while the Manahoacs, a Siouan tribe, were located in the western part of the county (Brown 1991). The Doegs had a structured society while the Manahoacs were a nomadic tribe of hunters (Brown 1991). The



material culture of the period is characterized by sand- and grit-tempered pottery decorated with simple stamped decorative motifs, often similar and likely derived from Late Woodland styles (Potter 1993). The introduction of European goods is a distinguishing characteristic of this period. Depopulation related to European borne disease and changed trade dynamics are the two primary factors often cited in cultural changes during this period.

Although early exploration of modern-day Prince William County began with Captain John Smith's treks up the rivers of the Chesapeake Bay from 1607–1609 (Geddes 1967:7), the roots of Prince William County history lie in the many transactions of land that occurred throughout the seventeenth and eighteenth centuries. These transactions formed the modern-day boundaries of counties and cities within the Commonwealth of Virginia and defined the land development that extends from the earliest eras of expansion to the contemporary period.

Prince William County was born out of a 5,200,000-acre (2,104,365-ha) plot of land given by King Charles II to John and Thomas Culpeper, investors in the Virginia Company, in 1649 (Geddes 1967:9; Poland 1978:7). The Culpepers deeded the majority of this land to Thomas Fairfax, Sixth Baron Fairfax of Cameron at the end of the seventeenth century. In 1702, Robert "King" Carter was employed as land agent and proprietor for Lord Fairfax to manage his property in the colonies, called the Northern Neck.

Prior to 1649, the entire Northern Neck had been designated by the Assembly as one large county called Northumberland. As the population grew and spread north and west, new counties were created. In 1653, Westmoreland County was founded, comprising the majority of the northern portion of Northumberland—at the same time, the first patent was issued for land in Prince William County in 1653 (Evans 1989:14). Stafford County was then created from the northern portion of Westmoreland in 1664. In each case, the new county encompassed the area between its southern border and the Potomac River (Netherton and Sweig 1978).

On July 9, 1730, the Assembly passed laws that established the area north of the Chopawamsic estuary as a new parish and county. The first settlers that populated this area came from England and Scotland before the Industrial Revolution, hoping to establish themselves and their posterity in power by means of land ownership (Evans 1989:24). The first settlements were simple warehouses and wharfs located along the rivers and creeks of eastern Prince William. Here, colonists loaded tobacco, exchanged slaves, and repaired ships. These landings existed as early as 1710 and would shift location as the Occoquan, Neabsco, Quantico, and Chopawamsic estuaries meandered and silted in (Scheel 1993).

Settlers slowly filtered into western Prince William County after 1722, when Native Americans exited the Piedmont and moved west into the Shenandoah Valley and points west (Evans 1989:24). As more settlers moved into the region, Native American trails were abandoned and adopted by settlers. By 1730, western settlers began to call the main thoroughfare path Carolina Road (in the vicinity of today's town of Haymarket, the name of Carolina Road is still in use as Route 15) (Vitucci and Ruehrwein 1991:24). Despite the development of this major pathway, there was no efficient method of transportation to wharves in the east, and tobacco cultivation in the western region of the county was curtailed.

Most development occurred in the eastern half of Prince William County (Ratcliffe 1978) and along the tributaries of the Potomac River.

The first permanent settlement chartered in Prince William County was the town of Dumfries, founded in 1749 by John Graham (Vitucci and Ruehrwein 1991:6). Dumfries quickly established itself as a county leader and became the county seat in 1759 (Evans 1989:22; Ratcliffe 1978:12). Located on Quantico Creek, Dumfries was a busy port, trading goods and services with both domestic and foreign harbors. However, the success of Dumfries would quickly run dry; by 1800, silt clogged the channels and limited the access of large ships into the port (Ratcliffe 1978:43).

### ***Colony to Nation (1751–1789)***

Following in the Virginia tradition, eastern Prince William County and what would become Manassas relied on monoculture tobacco cultivation and the associated slave trade as a primary source of income throughout the eighteenth century. Tobacco cultivation required intensive labor and relied on enslaved labor for its profitability.

As the waterways of Prince William County became impassable to larger ships, the Native American footpaths were quickly transitioned into roadbeds and toll roads. The Potomac Path, which ran along the Potomac River, connected Alexandria to Fredericksburg and provided for north–south travel over land. The Potomac Path (now known as Richmond Highway/Route 1) connected to the turnpikes of Fairfax County and provided an extensive network for travel within northern Virginia (Vitucci and Ruehrwein 1991:24).

### ***Early National Period (1790–1829)***

As the century turned and the grain, vegetable, flax, and livestock needs of the cities of the eastern seaboard took over the economic hold that tobacco had kept for nearly a century, old family estates broke up—giving way to smaller farmsteads and requiring fewer slaves. This transition and the fall of the plantation system led to economic recession and agricultural stagnation. Agricultural stagnation, a failing trade industry, and the silting waterways led to the decline of port cities like Dumfries and Occoquan. Prince William County looked to new settlers for agricultural and economic revival (Bedell 2004; Historic Dumfries, Virginia 2021).

A century of tobacco production left a swath of destitute farmland, with little nutrient value and eroded top soils. Native settlers grew tired as newcomers, excited by a longer growing season and cheap farmland, came from New York, New Jersey, and New England with new techniques and crops. Instead of raising and trading tobacco, new agriculturalists produced the fresh vegetables and staple crops needed by the growing urban centers along the eastern mid-Atlantic. They brought with them a new knowledge of agriculture, including the chemistry of fertilizers and the technique of crop rotation. These trends, as well as the turmoil and trade embargoes of the War of 1812, brought about significant change in the economy of Virginia, and especially northern Virginia (Bedell 2004; Historic Dumfries, Virginia 2021).

### *Antebellum Period (1830–1860)*

Religious and cultural change occurred as the influx of individuals from the north continued into the mid-nineteenth century. Many of the new settlers were Quakers, who brought with them abolitionist attitudes and solidified the failing slave trade and transitional agricultural market (Scheel 2000).

As the nearby urban cores of Washington, D.C. and Alexandria, Virginia expanded (combined population of 90,000 in 1860), the proximity of fresh agricultural goods made the agricultural industry in northern Virginia profitable again (Netherton and Netherton 1992:13). Movement of agricultural goods was possible due to the growing road, rail, and canal systems of northern Virginia. The city of Manassas was founded due to this growth in rail travel. In 1853, the Manassas Gap railroad and Orange and Alexandria Railroads met at Manassas Junction, and a town was established at their juncture (Encyclopedia Britannica n.d.). The town incorporated two decades later (Encyclopedia Britannica n.d.). The undeveloped project area is shown on the North Eastern Virginia and Vicinity of Washington Map from 1862 (Figure 4) (United States War Department of Engineers 1862).

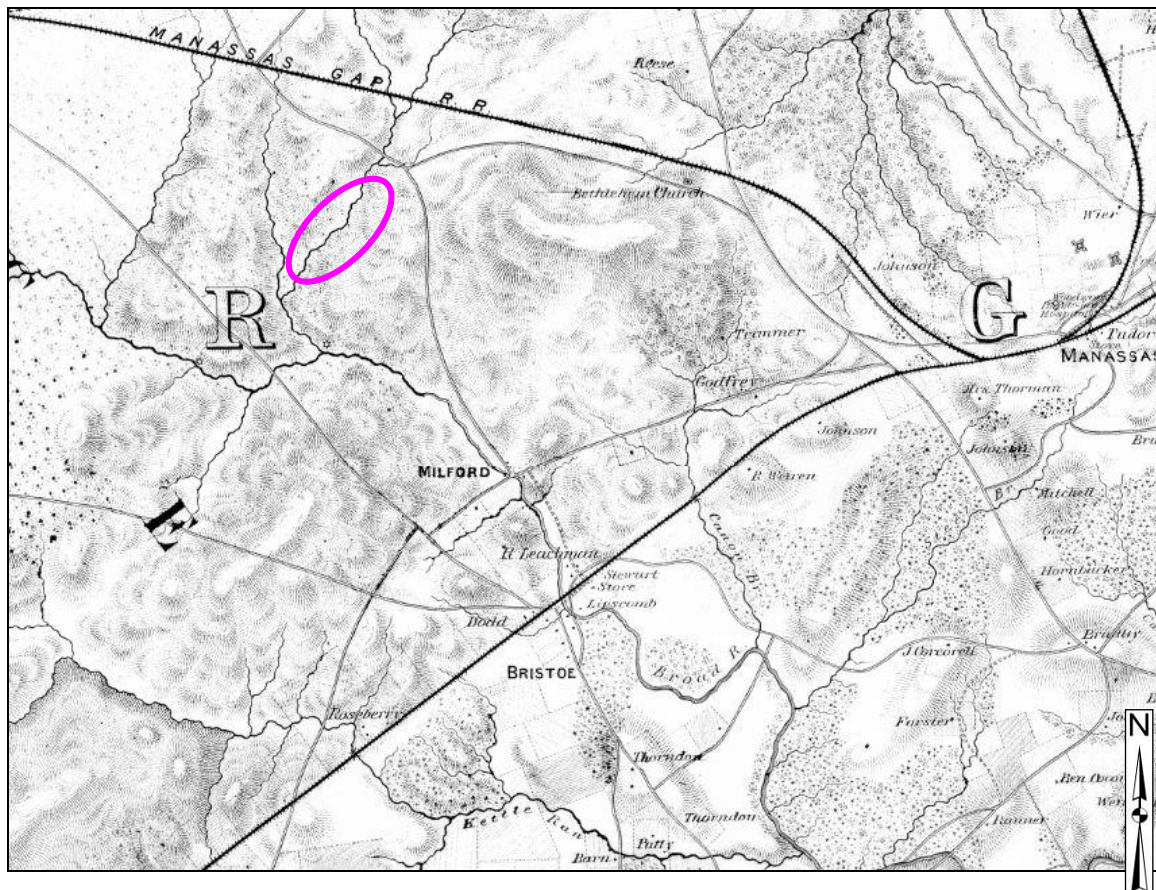


Figure 4: Detail of “Map of N Eastern Virginia and Vicinity of Washington” (United States War Department Engineers 1862). Pink circle marks approximate location of project area. Not to scale.

### *The Civil War (1860–1865)*

Five major battles took place within Prince William County and Manassas Junction, which would become the city of Manassas after the Civil War: the First Battle of Manassas (July 1861, also known as First Bull Run); the Second Battle of Manassas (August 1862, also known as Second Bull Run or Groveton); the Manassas Station Operations (August 1862), the Battle of Thoroughfare Gap (August 1862), and the Battle of Bristoe Station (October 1863). First Manassas was the first major land battle of the armies in Virginia. On July 16, 1861, Union Brigadier General Irvin McDowell marched an unskilled army from Washington against the Confederate army, which was behind Bull Run beyond Centreville. The day-long engagement required Confederate forces to retreat back to Henry Hill. Relying on the railroad system of Prince William County, southern reinforcements arrived from the Shenandoah Valley by train and assisted Brigadier Generals Joseph E. Johnston and P.G.T. Beauregard in defeating the federal troops. Over 60,000 troops were engaged in the fight; Union casualties numbered 2,950, while the Confederates lost 1,750 troops (National Park Service [NPS] 2002a; Ratcliffe 1978:112).

The Second Battle of Manassas (August 26–28, 1862) and the engagements at Manassas Station (August 25–27, 1862) and Thoroughfare Gap (August 28, 1862) were the culminating efforts of an offensive campaign waged by Confederate General Robert E. Lee and Major General Thomas “Stonewall” Jackson against the Army of Virginia, led by Major General John Pope (Figure 5–Figure 6, pp. 19–20). By securing Richmond earlier in the year, the Confederate leadership chose to confront Pope and push him further into northern territory. Pope attempted an uncoordinated attack on the first day of battle and was unsuccessful at pushing Jackson from his defensive position. On the following day Lee allowed Pope to fully engage with Confederate troops, while other southern forces, led by Longstreet, were able to envelope Pope. Union forces were overwhelmed and retreated towards Washington, D.C. (NPS 2002b; Ratcliffe 1978:113). This successful battle allowed “Stonewall” Jackson to make his way to Bristoe Station and destroy the Union supply depot located at Manassas Junction (NPS 2002c).

It was during the Second Battle of Manassas on the morning of August 29<sup>th</sup> that Colonel Rosser moved his regiment to the left of the Manassas-Gainesville Road (Wellington Road) to engage the enemy (United States War Department 1889). In order to convince the enemy that the confederate force was stronger than it really was, Rosser was instructed to have his men drag brush up and down the road. This left traces very similar to that of a large army marching down the road, a ruse which Porter’s report shows was a success (United States War Department 1889).

Meanwhile, a small skirmish had ensued at Thoroughfare Gap, where Union Brigadier General James Rickett unsuccessfully tried to advance toward Manassas. Rickett’s loss enabled Confederate Lieutenant General James Longstreet to join other Confederate forces in Northern Virginia and engage at Manassas. Total losses at Thoroughfare Gap were less than 100 (NPS 2002d).

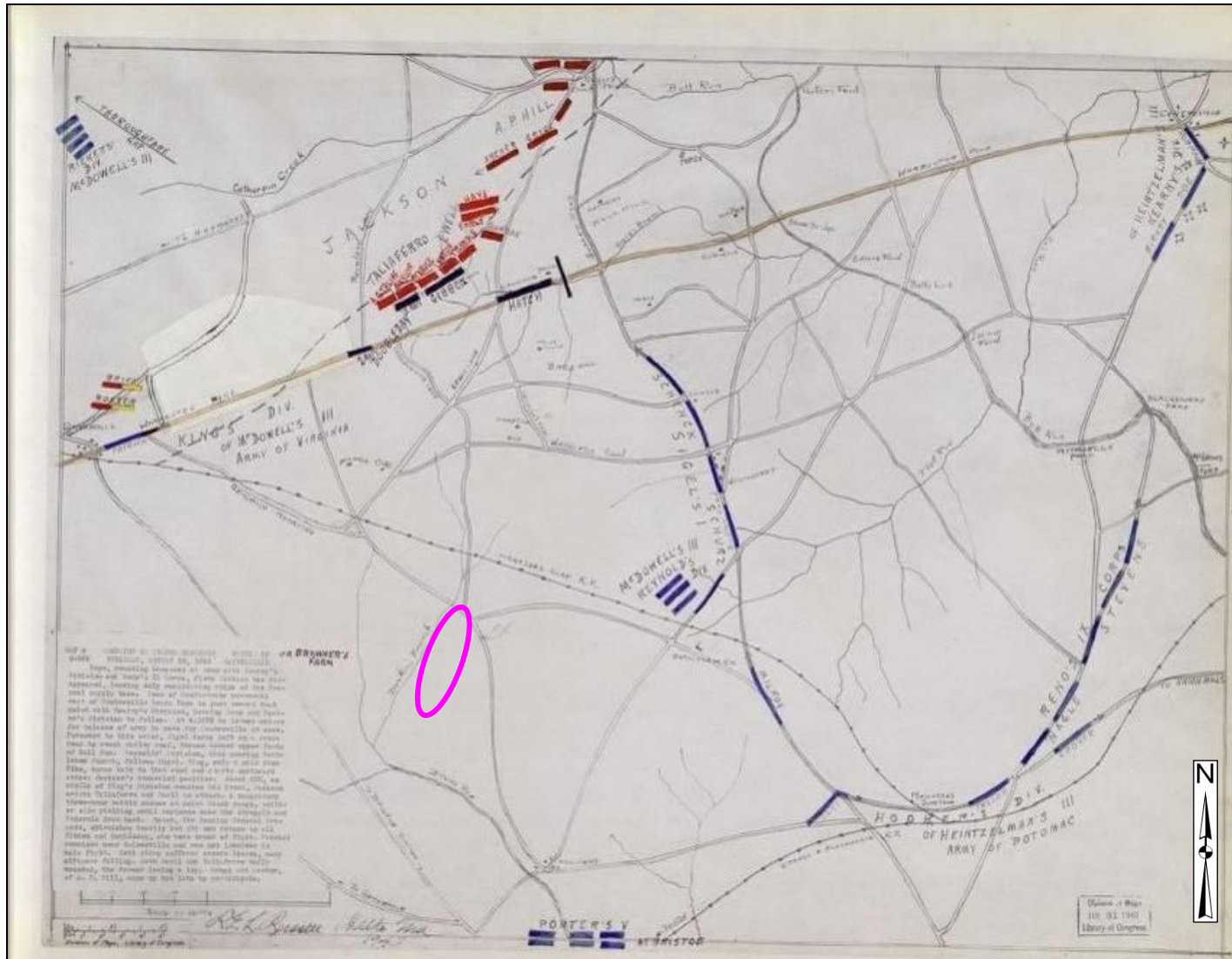


Figure 5: Second Manassas Annotated Map on August 28, 1862, with Approximate Project Area Circled in Pink (Russell 1943).  
Not to scale.

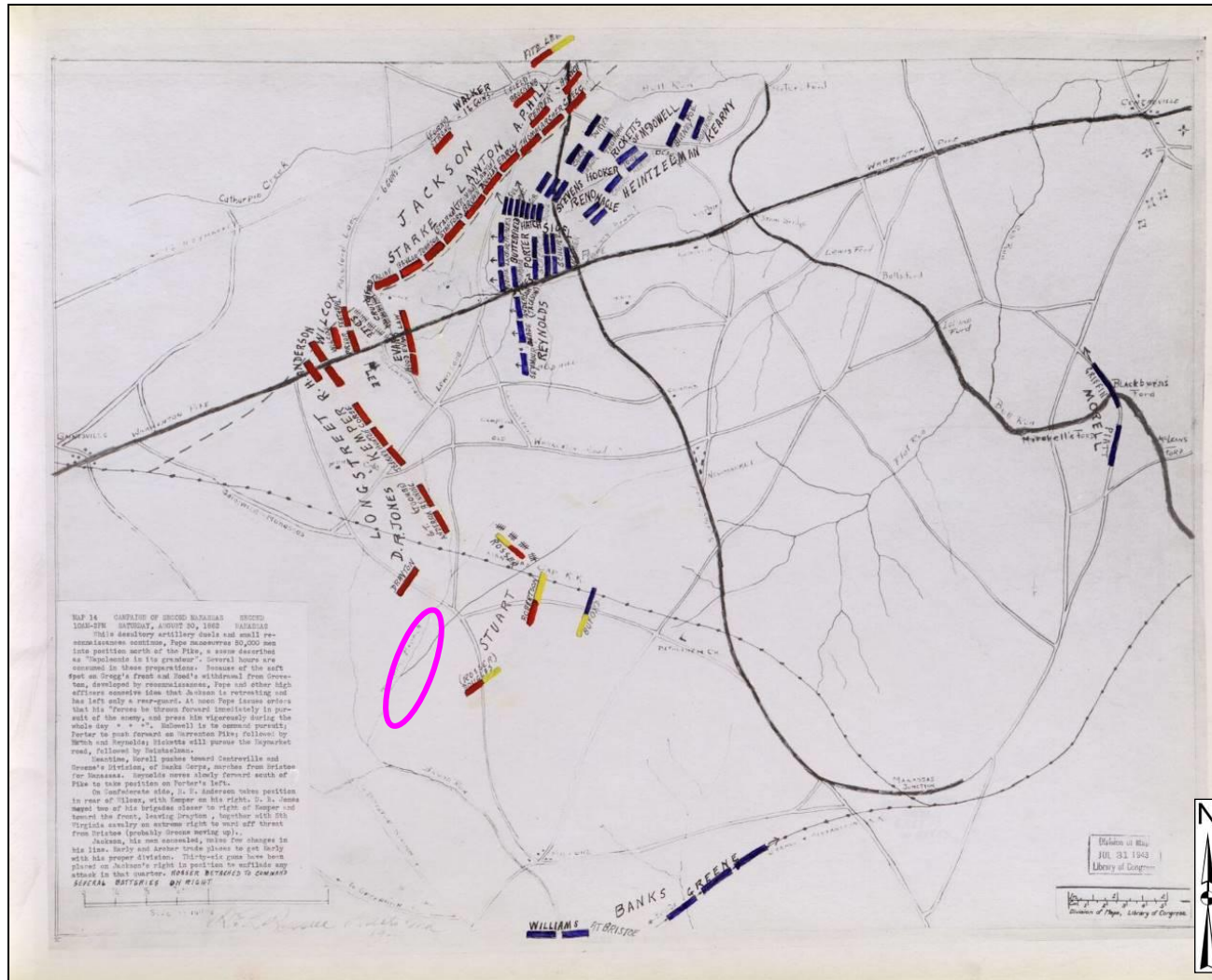


Figure 6: Second Manassas Annotated Map on August 30, 1862, with Approximate Project Area Circled in Pink (Russell 1943). Not to scale.

In October 1863, Union Major General George Meade was withdrawing his army toward Centreville to avoid exposing his flank to Lee's Confederates. Union Major Gen. Gouverneur K. Warren's II Corps followed. On October 14, Confederate General A.P. Hill's Third Corps harassed the rear of the Union V Corps at Bristoe Station. Hill was unaware of the movement of Warren's II Corps, who caught his army by surprise. Hill was unable to halt the movement of the Union troops, who continued their withdrawal to Centreville, effectively ending Lee's attempted offensive against the Army of the Potomac (NPS 2002e).

As shown on the two prior maps, the project area is within the vicinity of the action which took place during the Second Manassas (see Figure 5 and Figure 6, pp. 19–20) (Russell 1943). However, there were no resources depicted within the project area at that time.

### ***Reconstruction and Growth (1866–1916)***

The most notable difference in Prince William County after the war was the rise to prominence of the town that grew at the former railroad junction of Manassas in the west-central part of the county (Evans 1989:48). Early railroad systems began appearing in northern Virginia before the Civil War (Evans 1989:47), but the full value was not realized until Confederate and Union leadership placed strategic value on the control of the rail lines within and leaving the county. Manassas grew as a railroad terminal, shipping goods to the Shenandoah Valley in the west and to the growing urban centers of Alexandria, Virginia and Washington, D.C. in the east. Manassas was chartered as a town by the state legislature in 1873 and became the county seat in 1892.

In contrast to the growing importance of the railways in the western part of the county, the eastern half of the county—which had relied on waterways and overland roads for transportation—continued to falter and became economically stagnant. Not until the development of war projects and the interstate corridor would the eastern portion of the county be revived.

County-wide, education took a more important role; praiseworthy efforts to establish colleges were made, but failed. At the elementary and secondary levels, George Carr Round established Manassas Academy, which eventually became a public high school. George Round also encouraged Jennie Dean, an early African American leader, to establish Manassas Vocational Industrial School for Colored Youth (Evans 1989:48).

Agricultural production after the Civil War boomed as the need for agricultural goods and services grew. Just as had occurred in antebellum Prince William County, Washington, D.C.'s population growth and growing urbanization allowed the agriculturalists of Prince William to provide fresh vegetables, fruit, and hay to the growing urban elite. The region also became an emerging leader in the dairy industry, increasing the number of dairy operations in the county and developing "milk routes" and services to serve the row houses of the cities of the mid-Atlantic (Evans 1989:76). In 1920, 120 farmers in Prince William were members of the Milk Producer's Association (Evans 1989:77). The Brown map from 1901 depicts the project area with Devlin Road constructed but no additional resources or landowners (Figure 7, p. 22) (Brown 1901).

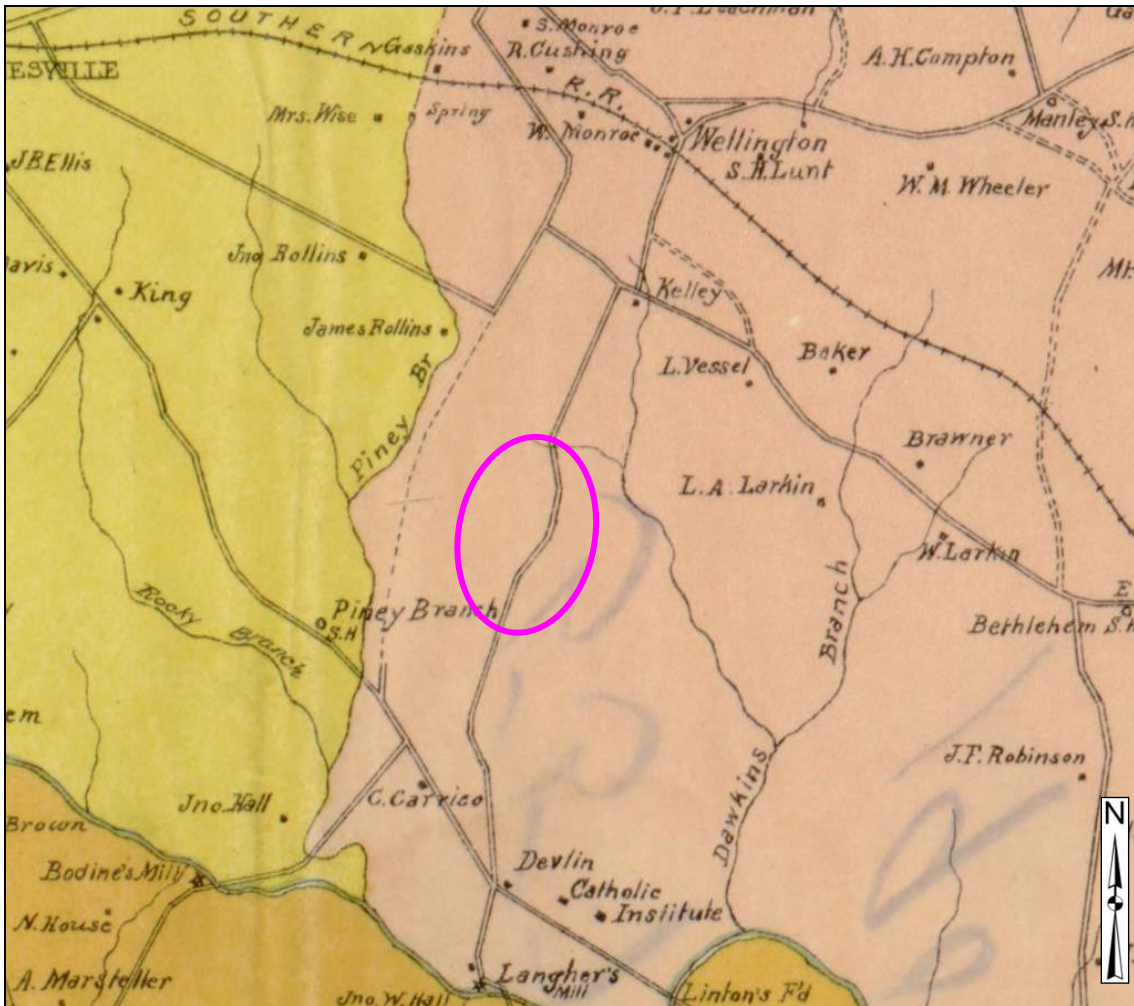


Figure 7: Detail of “Map of Prince William County, Virginia: compiled from U.S. Geological Survey and other data and corrected with the assistance of reliable residents of the county” (Brown 1901). Pink circle marks approximate location of project area. Not to scale.

### ***World War I to World War II (1917–1945)***

As the United States grew closer to participation in World War I, the United States Marine Corps took on a greater role within the armed forces—expanding to be part of the American Expeditionary Force. The Marines had been stationed at naval bases since the Spanish-American War, but had since outgrown the space allotted to them. With a changing role (the Department of State had used the Marine Corps as a guerilla force in Central and Southern America), training conditions and bases needed to be modified (Blumenthal 2003:7). In 1917, Marine officers leased a plot of 5,300 acres (2,144.8 ha) located near Quantico. Later that year, the leasing company fell into hardship and was forced to sell the property to the United States government (Evans 1989:68). The Marine Corps Reservation continued to grow throughout World War II, promoting residential growth in Prince William County. It was not until the completion of the training facilities at Quantico and the full onset of the depression that the eastern half of Prince William County would see the prosperity it saw during the days of early settlement and tobacco cultivation.



Prince William County evolved into a center of federal activity during the economic depression of the 1930s. Large tracts of submarginal land, depleted from the tobacco cultivation of the 1700s and 1800s, were prime for federal programs to use (Evans 1989:104). Recognizing the need for growing urban populations to have recreational opportunities, the Franklin D. Roosevelt Administration set this land aside in the early 1930s as a place for environmental education and recreation. The Civilian Conservation Corps constructed five cabin camps and several small lakes. In 1936, legislation established the area as the Chopawamsic Recreation Demonstration Area (NPS 2005). During World War II the newly constructed cabin camps were used to house and train allied spies for the Office of Strategic Services, the precursor to the Central Intelligence Agency (Evans 1989:118). The park was returned to NPS stewardship after the war and has been named Prince William Forest Park since (Evans 1989:122; NPS 2005). The United States Post Office (USPO) map of Prince William County from 1921 shows one resource within the project area (Figure 8) (USPO 1921).

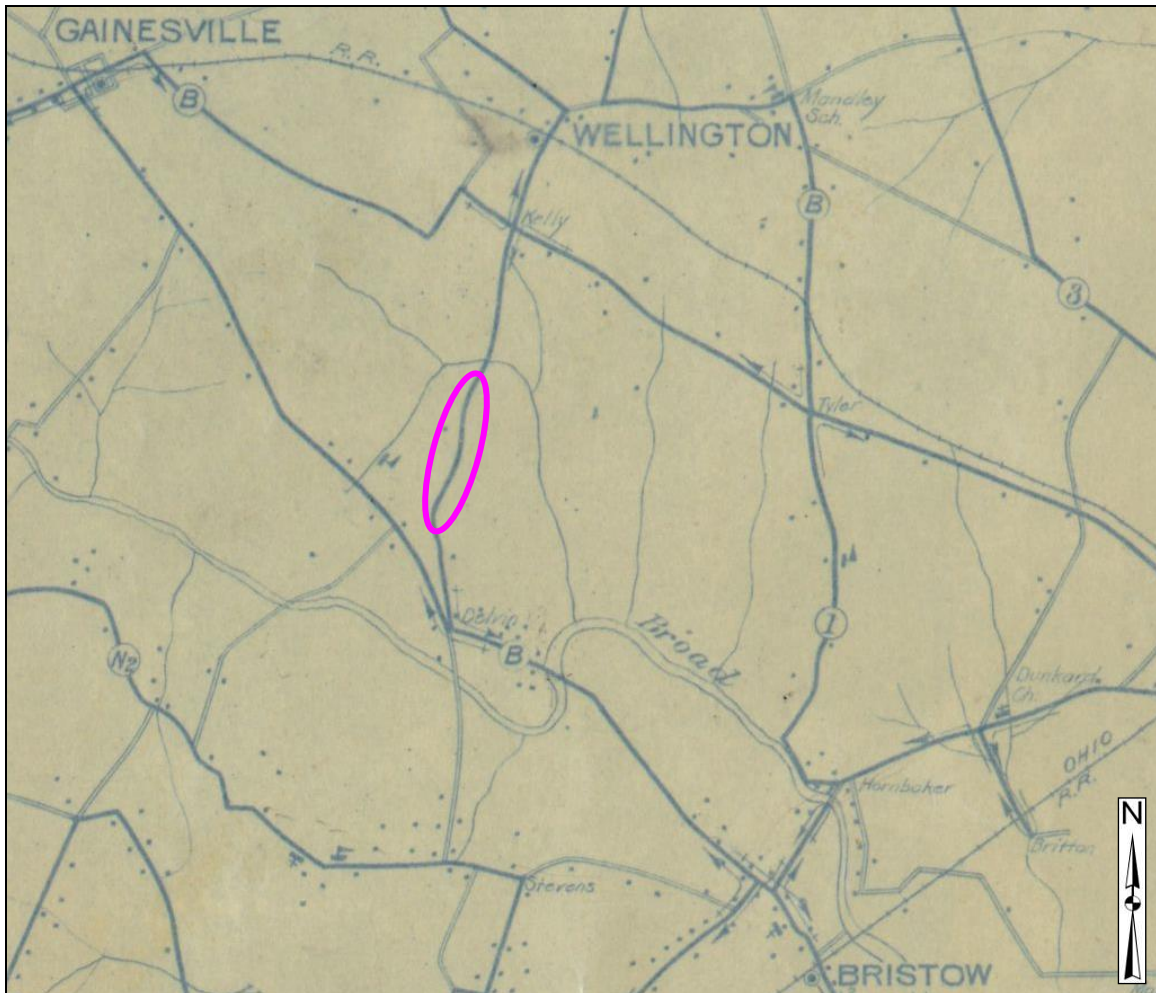


Figure 8: Detail of “Prince William County, Virginia” (USPO 1921). Pink circle marks approximate location of project area. Not to scale.

### *The New Dominion (1946–1991)*

The years after World War II were crucial in defining the landscape of Prince William County today. The federal government expanded, bringing with it lobbying groups and research and development enterprises (Evans 1989:130). The 1956 Highway Act paved the way for Interstate 95, rolling southward from Washington, D.C. This superhighway allowed commuters an easy way to reach their offices within the District of Columbia (Evans 1989:130). Government expansion, returning veterans receiving housing incentives, and the creation of Interstates 95 and 66 allowed development to reach Prince William County by the late 1950s. Historic aerial images from 1952 indicate that this resource was a small farm complex located on a parcel that is now in the Lanier Farm subdivision (Figure 9) (United States Department of Agriculture 1952).

By 1958 the project area was still undeveloped, but Jennell Road had been constructed (Figure 10, p. 25) (United States Geological Survey [USGS] 1958). Ten years later all of the resources within the architectural project area were present as well as some resources along Jennell Road that are no longer extant (Figure 11, p. 26) (USGS 1968).



Figure 9: Detail of “1OP0000020126, Aerial Photography Single Frame” and Approximate Project Area Circled in Pink (United States Department of Agriculture 1952).

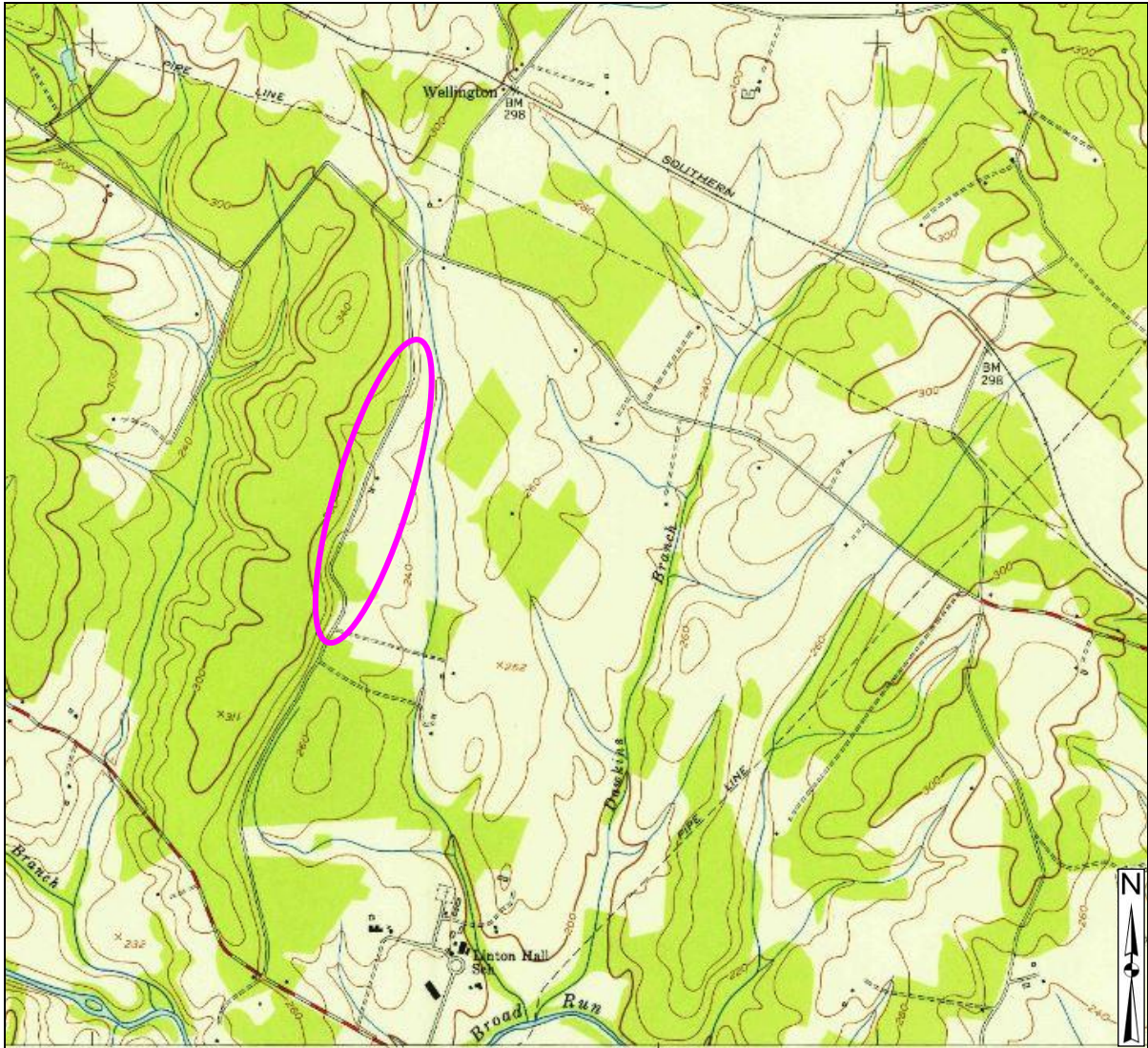


Figure 10: 1958 USGS Topographic Map with Approximate Project Area Circled in Pink (USGS 1958).

The population of Prince William County continued to increase at an exponential rate during this time along with federal, military, and commercial activities. The county's population, which comprised 22,612 persons at the end of World War II, rose to approximately 215,686 people at the end of twentieth century (United States Census Bureau 1995).

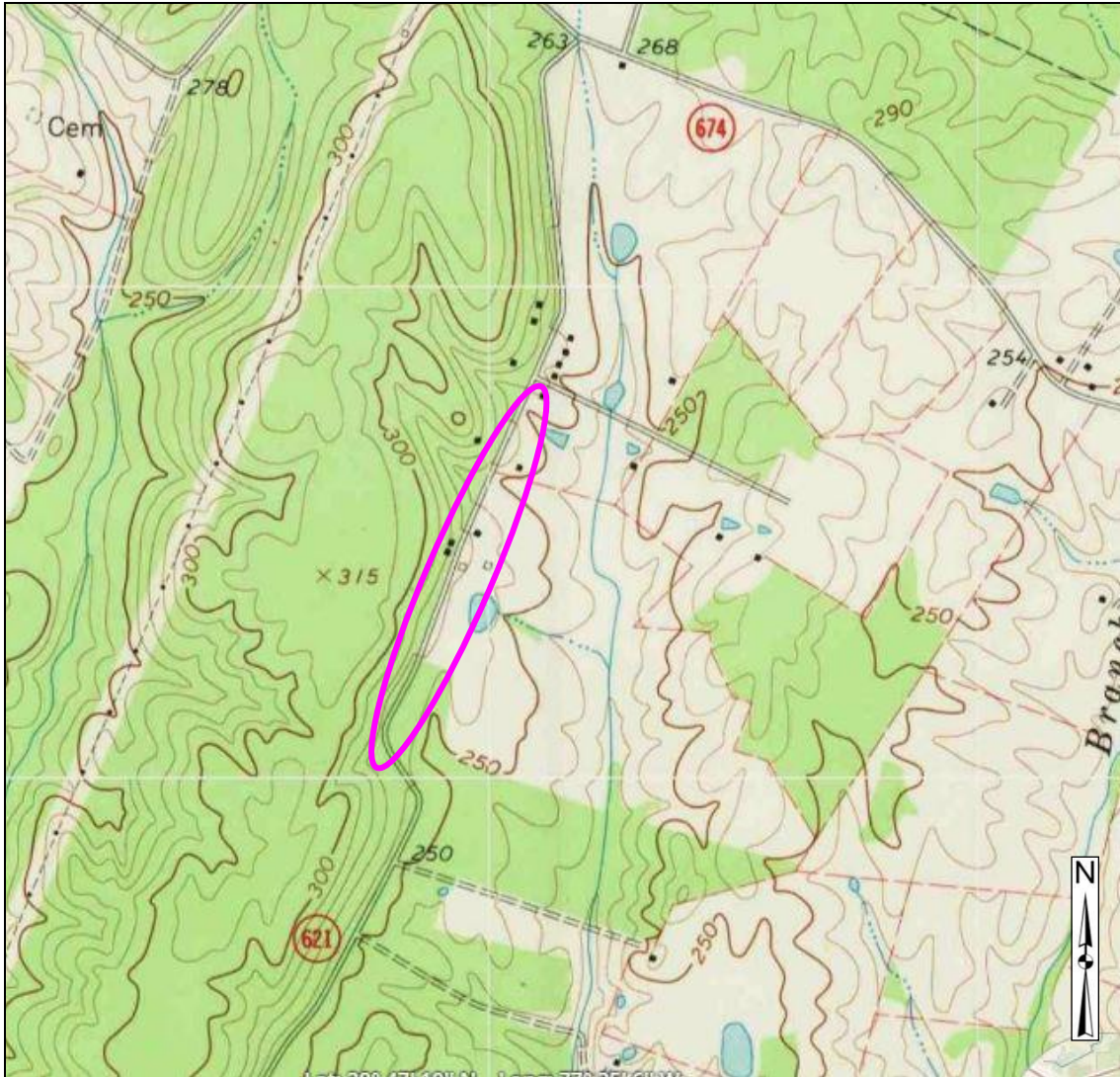


Figure 11: 1969 USGS Topographic Map with Approximate Project Area Circled in Pink (USGS 1968).

***Post Cold War (1992–Present)***

The commercial and residential development continue in the area due to its proximity to Washington, D.C., and the inclusion of a diverse economic base including tech industries and military offices and institutions. The establishment of the regional rail line, Virginia Railway Express (VRE), in 1992 provided another option to Washington, D.C. commuters (Taube 2008). The addition of the VRE and the busy Interstate 95 corridors have led to the creation of more residential subdivisions near those routes. The population of the county was estimated to be 468,011 persons in 2018, rising from 401,997 in 2010 and 280,813 in 2000 (United States Census Bureau 2001, 2019). It is currently the fourth-fastest growing county and the second-most populous county in the state, after Fairfax (Prince William County Government 2014).

# **SURVEY METHODOLOGY**

## **Archaeological Survey**

The archaeological survey consisted of a team of archaeologists conducting pedestrian reconnaissance and shovel test survey of the 11.77-acre (4.76-ha), project area. Pedestrian survey identified disturbed portions of the project area and examined the project area for surface features or artifact deposits. The locations of any features or artifacts noted on the surface were recorded using a handheld Global Positioning System (GPS) with sub-meter accuracy.

Subsurface survey involved the excavation of STPs within the undisturbed portion of the project area. STPs were not excavated in areas of wetlands, known disturbance, or excessive slope. STPs were excavated at 50-foot (15.2-m) intervals. Transects of shovel tests were oriented roughly parallel to the western boundary of the project area. Each transect was given a letter designation (e.g., A, B, C), while STPs along transects were given numerical designations. The provenience information for each STP was thus coded using a binomial system with lettered transects and numbered STPs (i.e., Transect A, STP 1 was designated STP A-1). STPs measured approximately 1.2 feet (38.1 cm) in diameter and were excavated to penetrate at least 0.3 foot (10.2 cm) into sterile subsoil or to the practical limits of excavation. Had cultural materials been recovered, radial shovel tests were to be excavated at 25-foot (7.6-m) intervals in cardinal directions from shovel tests that produced cultural materials.

All soils excavated from STPs were passed through 0.25-inch (0.6-cm) hardware mesh cloth. Distinct soil strata were given sequential stratum designations that increased with depth (e.g., Stratum I, II, III). The STP provenience, level, excavator, date, and material recovered were recorded on field tags for each level. Soil conditions, weather information, and notations on disturbances were recorded within field notes.

## **Architectural Survey**

The architectural survey was conducted within the architectural project area, defined as the planned LOD plus a 350-foot (106.6-m) buffer. During the survey, in accordance with DHR survey guidelines, Dovetail identified and provided NRHP-eligibility recommendations for all previously recorded resources and all previously unrecorded above-ground resources (buildings, districts, objects, or structures) that are 45 years of age or older within the architectural project area. Any previously recorded resource that has received a formal NRHP eligibility evaluation from DHR staff and was surveyed within the last five years was not resurveyed during the current project (DHR 2017).

During the architectural survey, identified resources within the architectural project area were documented through written notes and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource

Information System (VCRIS) form and to make recommendations on each resource's NRHP potential.

Once identified, the historic significance and integrity of each resource was assessed and the property's NRHP eligibility examined. Each resource was evaluated with regard to Criterion A, for any associations with events that have made a significant contribution to the broad patterns of our history; Criterion B, for any associations with people significant in our nation's history; and Criterion C, for embodiment of distinctive characteristics of a type, period, method of construction, or that represent the work of a master and possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for their potential to yield information important in history. Criteria considerations were taken into account only where necessary.

## BACKGROUND RESEARCH

Prior to conducting fieldwork, the potential of the project area to contain significant archaeological resources and NRHP-eligible architectural properties was assessed by searching the DHR site and survey file records, as well as examining the American Battlefield Protection Program (ABPP) and Civil War Sites Advisory Committee (CWSAC) maps for the area. Dovetail conducted a background record review to locate earlier surveys, previously recorded historic architectural properties, and archaeological sites near the project area. The goal of this research was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey. This section of the current document summarizes the findings of the background review only; this background review does not serve as the results of the cultural resource survey which are discussed in the subsequent chapter entitled “Results of Archaeological Survey” (p. 37).

### CWSAC Map Review

According to CWSAC maps, the project area is adjacent to the ABPP-defined Study Areas of six Civil War battlefields: Second Manassas (VA026), Manassas I (VA005), Buckland Mills (VA042), Thoroughfare Gap (VA025), Bristow Station (VA404), and Auburn II (VA041). The boundaries for these battlefields were established by CWSAC, aided by ABPP, in the early 1990s and were revised in 2009. As part of the 2009 revision, the ABPP created a four-tiered system that included such factors as historic significance, current condition, and level of threat to determine preservation priorities among the battlefields (CWSAC 2009). The boundaries for these battles, as currently mapped, include the regions of direct fighting (Core Area), the associated marching routes for soldiers (Study Area), and the potential National Register (PotNR) boundaries of the battlefields. A review of battle maps indicates that while many battles occurred in this region, no activity was recorded within the project area.

Table 2: Distance from Civil War Battlefields in the Vicinity of the Project Area to the Project Area.

Civil War Battlefield	Direction to Project Area	Distance from Project Area to Study Area	Distance from Project Area to PotNR Boundary	Distance from Project Area to Core Area
Second Manassas (VA026)	Southwest	0.17-miles (0.27 km)	1.6 miles (2.41 km)	0.97 mile (1.56 km)
Manassas I (VA005)	Southwest	2.12 miles (3.41 km)	3.75 miles (6.03 km)	2.9 miles (4.67 km)
Buckland Mills (VA042)	East	2.3 miles (3.7 km)	5 miles (8.04 km)	4.25 miles (6.84 km)
Thoroughfare Gap (VA025)	East	4.92 miles (7.92 km)	5 miles (8.04 km)	7.5 miles (12.07 km)
Bristow Station (VA404)	North	2.4 miles (3.86 km)	2.88 miles (4.63 km)	2.45 miles (3.94 km)
Auburn II (VA041)	Northeast	8 miles (12.87 km)	8 miles (12.87 km)	8 miles (12.87 km)

## Previous Surveys

DHR records indicate that 18 previous cultural resource surveys have been undertaken, at least in part, within 1 mile (1.6 km) of the project area (Table 3, p. 31). Seven of these took place within 0.5 mile (0.8 km) of the project area, and these nearest surveys will be the focus of this discussion, although the remaining 11 are included in the comprehensive table below.

Of the nearest surveys, the earliest two both took place in 1988. Engineering Science Inc. conducted a large survey of a gas transmission line through Loudoun and Prince William Counties that roughly paralleled the present project area approximately 1,000 feet (304.8 m) to the west. This survey identified 26 new archaeological sites, however none of them was in the vicinity of the present Devlin Road project area (Engineering-Science Inc. 1988). Virginia Commonwealth University Archaeology Research Center, conducted a survey for the proposed Route 234 Bypass. The southern end of this survey ended on Devlin Road approximately 500 feet (152 m) from the northern end of the current Devlin Road project area. This survey identified five new sites, but again, none of them was located within 1 mile (1.6 km) of the current project area (McLearn and Harbury 1988).

In 2005, Cultural Resources Inc. (CRI) conducted a phase I cultural resources survey over approximately 1,034 acres (414.4 ha) in Prince William County, Virginia. Parts of the 2005 survey overlapped the southern end of the current project area. CRI's survey identified three architectural resources, and 11 archaeological resources. None of the architectural resources are in the vicinity of the current project area. Four of the archaeological resources are within 1 mile (1.6 km) of the current project area. One in particular, 44PW1594, was recommended potentially eligible and will be discussed in more detail in the following section (O'Donnell et al. 2005).

The next four surveys took place between 2006 and 2008. The earliest of which was located approximately 2,219 feet (679.4 m) northeast of the current project area. It took place in 2006 and was conducted by the James River Institute for Archaeology (JRIA). The survey was conducted in association with a rezoning application. JRIA did not identify any archaeological sites during the course of their survey (Laird 2006). In 2007, The Louis Berger Group, Inc. (Berger) conducted a survey along a transmission line for Dominion Energy. The survey area ran roughly parallel to the current project area, approximately 1,500 feet (457.2 m) to the west. Berger identified two new archaeological sites and one isolated find, none of which was in the vicinity of the project area (Duplantis et al. 2007). The other two surveys took place in 2008. The first of the two surveys took place in May of 2008 and was conducted by Dovetail. The survey was located approximately 2,082 feet (634.6 m) east of the northern end of the current project area. Dovetail's survey was conducted in advance of proposed development. Both shovel testing and metal detecting surveys were conducted; however, no sites were identified (Schamel-Gonzalez 2008). The second 2008 survey was also conducted by Berger along the same transmission line as their 2007 survey. The survey did not identify any new sites and Berger recommended no additional work (LaBudde et al. 2008).



Table 3: Table of Previous Phase I Surveys within a 1-Mile (1.6-Km) Radius of the Project Area.

<b>Report #</b>	<b>Author(s)</b>	<b>Year</b>	<b>Title</b>
FQ-060	Brad M. Duplantis, Edward Moore, Megan Rupnik	2007	<i>Cultural Resource Survey of the Proposed Bristers-Gainesville 230kV Transmission Line, Fauquier and Prince William Counties, Virginia</i>
LD-058	Engineering-Science Inc.	1988	<i>Consolidated Gas Transmission Corporation Virginia Natural Gas Project, Phase I Archaeological Survey, Loudoun and Prince William Counties, Virginia</i>
PW-019	James R. Cromwell, Jr., Robert McIver, Clarence R. Geier	1985	<i>A Phase I Evaluation of Three Streams in Prince William County, Virginia: Broad Run, Bull Run, and Quantico Creek</i>
PW-040	Richard A. Geidel, et al.	1988	<i>Phase I Archaeological Survey of Northern Virginia Electric Cooperative Properties in Prince William and Fauquier Counties, Virginia</i>
PW-041	Douglas C. McLearn, Katharine E. Harbury	1988	<i>Phase I Cultural Resources Survey of the Proposed Manassas Bypass, Route 234, Prince William County, Virginia</i>
PW-067	Robin L. Ryder, F.T. Barker	1992	<i>Supplemental Phase I Archaeological Survey of Design Changes in Ramps and Cloverleaf in Four Locations Along Rt. 234 in Manassas</i>
PW-148	Eric E. Voigt, Jennifer Schmidt	1998	<i>Archaeological Survey of the Proposed Improvements to Route 619, Prince William County, Virginia</i>
PW-174	Mara Elena Rosenthal, Michael D. Petraglia, Madeleine Pappas, Christopher Martin	1992	<i>Phase I Survey and Phase II Testing Along the CNG Natural Gas Pipeline (TL-465) and Facilities, Prince William and Loudoun Counties, Virginia</i>
PW-317	Gregory J. LaBudde, Brad M. Duplantis, Megan Rupnik	2008	<i>Cultural Resource Survey of the Proposed Bristers-Loudoun 500kV Transmission Line, Fauquier, Loudoun, and Prince William Counties, Virginia</i>
PW-418	David Dutton, Danielle Worthing, Arthur Striker	2013	<i>Phase I Archaeological and Architectural Survey of the Proposed Cannon Branch Substation to Gainesville Junction 230kV Transmission Line, Prince William County, Virginia</i>
PW-442	Kerry Schamel-González	2008	<i>Archaeological Survey of the 22.9 Acre Buckeye Timber, LLC Property, Prince William County, Virginia</i>
PW-531	Matthew R. Laird	2006	<i>Phase I Cultural Resources Survey of Approximately 11 Acres on Wellington Road, Prince William County, Virginia</i>
PW-533	Darby O' Donnell, Kimberly S. Zawacki, Scott Riggsby	2005	<i>A Phase I Cultural Resource Survey of the Atlantic Research Corporation Tract, Prince William County, Virginia</i>
PW-536	Phillip J. Hill, Kelly Cooper	2007	<i>A Phase I Archeological Survey of the Florida Rock Property: A 113-Acre+/- Parcel Located on Ballsford Road and Doane Lane in Prince William County, Virginia</i>

Report #	Author(s)	Year	Title
PW-555	Carol D. Tyrer, Dawn M. Muir	2018	<i>Phase I Cultural Resources Survey of the 2.50-Acre Wellingford Industrial Park Lot 6A, Prince William County, Virginia</i>
PW-560	Jeremy Smith, Thomas Cuthbertson, Vincent Gallacci	2018	<i>Independence Parcels A and B, Prince William County, Virginia, Phase I Cultural Resources Investigation</i>
PW-593	Phillip J. Hill, Cynthia L. Pfanstiehl, Alan F. Greene, Michael P. Roller, Michaela S. Blankfeld	2003	<i>A Phase I Archeological Survey of the Clem (Piney Branch) Property: A 72-Acre Parcel Located on Wellington Road (Route 674) in Prince William County, Virginia</i>
PW-255	O'Donnell, Darby, Kimberly S. Zawacki, Taft Kiser, Josh Lay, Dane T. Magoon, and John P. Cooke	2005	<i>Phase I Cultural Resources Survey of the Hunter Tract Prince William County, Virginia. Cultural Resources, Inc., Fredericksburg, Virginia.</i>

## Previously Recorded Archaeological Sites

Seventeen previously recorded archaeological sites are located within 1 mile (1.6 km) of the project area (Table 4). Of these, two are recorded as pre-contact, while one includes both pre-contact and historic components. One of these sites includes both Early- and Late- Archaic components, while the other two have pre-contact components of indeterminate period. The remaining 14 previously recorded sites are historic and, along with the historic component of the one multi-component site, range temporally from the eighteenth century to the post-Cold War period of the late twentieth century. Two of the historic sites, 44PW1588 and 44PW1594, have been evaluated as potentially eligible for NRHP listing by DHR. Site 44PW1588 is a historic site identified during the previously mentioned 2005 CRI survey, when a trio of partially intact stone foundations were found in association with a mid-nineteenth to early-twentieth-century scatter of domestic artifacts (O'Donnell et al. 2005). Site 44PW1594 was identified during the same survey and consists of a series of ruinous foundations or tumbled walls and a likely cemetery, associated with a nineteenth century artifact scatter. Work beyond the Phase I level has not been undertaken at either of these sites. Seven sites (44PW0573, 44PW0587, 44PW0991, 44PW1589, 44PW1591, 44PW1597, and 44PW2039) have been determined not eligible for NRHP listing by DHR. The remaining sites have not been formally evaluated.

Table 4: Previously Recorded Archaeological Resources Located within a 1-Mile (1.6-km) Radius of the Project Area.

DHR #	Type	Period	DHR Evaluation
44PW0413	Indeterminate	19th Century, 20th Century	Not Evaluated
44PW0416	Indeterminate	Prehistoric/Unknown, 19th Century, 20th Century	Not Evaluated
44PW0420	Indeterminate	Prehistoric/Unknown	Not Evaluated

<b>DHR #</b>	<b>Type</b>	<b>Period</b>	<b>DHR Evaluation</b>
44PW0573	Indeterminate	19th Century	DHR Staff: Not Eligible
44PW0574	Dwelling, single	Not Evaluated	Not Evaluated
44PW0575	Dwelling, single	19th Century: 2nd half, 20th Century: 1st half	Not Evaluated
44PW0587	Indeterminate	19th Century, 20th Century	DHR Staff: Not Eligible
44PW0991	Trash scatter	18th Century, 19th Century, 20th Century	DHR Staff: Not Eligible
44PW1527	Dwelling, single	20th Century	Not Evaluated
44PW1588	Dwelling, single	19th Century: 2nd half, 20th Century: 1st quarter	DHR Staff: Potentially Eligible
44PW1589	Dwelling, single	World War I to World War II, The New Dominion	DHR Staff: Not Eligible
44PW1591	Farmstead	Reconstruction and Growth, World War I to World War II	DHR Staff: Not Eligible
44PW1594	Barn, Cemetery, Dwelling, single, Other	19th Century	DHR Staff: Potentially Eligible
44PW1597	Trash scatter	Early National Period, Antebellum Period, Civil War, Reconstruction and Growth	DHR Staff: Not Eligible
44PW1673	Camp, temporary, Lithic scatter	Early Archaic, Middle Archaic	Not Evaluated
44PW2039	Farmstead	World War I to World War II, The New Dominion, Post-Cold War	DHR Staff: Not Eligible
44PW2053	Artifact scatter	World War I to World War II, The New Dominion	Not Evaluated

## **Previously Recorded Architectural Resources**

There are 16 previously recorded architectural resources within 1 mile (1.6 km) of the project area (Table 5, p. 34). The Bristoe Station Battlefield (076-5036) and Second Battle of Manassas (076-5190/076-5335), and the Manassas Gap Railroad (076-5989) were previously determined by the DHR to be potentially eligible for NRHP inclusion. Ten resources have been determined ineligible by DHR staff and the remaining three resources have not been formally evaluated.

The Bristoe Station Battlefield (076-5036) and the Second Battle of Manassas (076-5190/076-5335) have been discussed earlier in this report (see “The Civil War (1860–1865),” p. 18; “CWSAC Map Review,” p. 29) with regard to their proximity to the project area. These two battlegrounds were determined potentially eligible by DHR due to their relation to

significant events in history and are potentially eligible under Criterion A. The final resource determined potentially eligible by DHR is The Manassas Gap Railroad (076-5989), constructed from 1851–1854, significant under Criterion A. The VCRIS entry for this resource states that during the Civil War the railroad played an important role in several campaigns and events, including carrying troops to the first battle of Manassas in 1861 as well as “Stonewall” Jackson’s Great Locomotive Raid.

Ten resources have been determined not eligible by DHR Staff. Two of the resources (076-0154 and 076-0155) were determined not eligible as they were in poor condition at the time of their survey and did not have any potential under Criteria A or C. Linton Hall, 076-0173, is comprised of a monastery, school, and associated outbuildings. The property is a planned and designed landscape with additional resources and roads radiating off of the monastery. Although it was deemed to have significance under Criterion A, for its role in the growth of Catholicism in Virginia, and C, for its American Benedictine style, it was ultimately determined not eligible by DHR staff in 1999. The three resources along Wellington Road (076-0653, 076-0654, and 076-0655) are all typical in form, style, and construction methods for their construction date, therefore they do not embody any distinct styles or contribute individually to the development of the area and have been determined not eligible by DHR. The Atlantic Research Corporation (076-5833), also on Wellington Road, is composed of 200 resources on 415 acres (167.9 ha); only 44 of them are 50 years or older, meaning that a majority of them are not historic. The company is one of the leading developers and manufacturers of advanced solid rocket propulsion systems. Although the resource is generally reflective of the mid-twentieth century industrial development of Prince William County, the resource lacks direct and/or important associations under Criterion A, B, or C for historical significance necessary for listing on the NRHP. The barn at Brady Farm is the last extant resource for the farm complex; however, it possesses no significant ties to historical trends or architectural style and was, therefore, determined not eligible by DHR. One resource (076-5458) is an example of a Colonial Revival single-family dwelling that does not possess any extraordinary stylistic features and was determined not eligible. One resource was demolished (076-5090) and has been determined not eligible by DHR.

Three resources have not been formally evaluated. Resources 076-0173 and 076-0652 are no longer extant. The final resource, 076-5990, is a mid-century industrial commercial building that is not stylistically exemplarily.

Table 5: Architectural Resources Located within a 1-Mile (1.6-Km) Radius of the Project Area.

<b>DHR #</b>	<b>Name/ Address</b>	<b>Year</b>	<b>Previous NRHP Eligibility</b>
076-0154	Grassland Canning Company	ca. 1925	DHR Staff: Not Eligible
076-0155	Larkinton	ca. 1875	DHR Staff: Not Eligible
076-0173	Linton Hall	ca. 1962	DHR Staff: Not Eligible

<b>DHR #</b>	<b>Name/ Address</b>	<b>Year</b>	<b>Previous NRHP Eligibility</b>
076-0509	Silo and Ruins, Route 674	1910	Not Formally Evaluated
076-0652	8422 Wilcox Road	ca. 1900	Not Formally Evaluated
076-0653	ATS Allied Trailers Office Building	ca. 1890	DHR Staff: Not Eligible
076-0654	7283 Wellington Road	1958	DHR Staff: Not Eligible
076-0655	7271 Wellington Road	1960	DHR Staff: Not Eligible
076-5036	Bristoe Station Battlefield/ Bull Run Bridge/ Kettle Run Battlefield/ Manassas Station Operations Battlefield/ Union Mills	1862	DHR Staff: Potentially Eligible
076-5090	Carter Northern Neck Land Grant/ Celm Property	ca. 1945	DHR Staff: Not Eligible
076-5190/ 076-0271	Battle of Gainesville/ Brawner's Farm/ Groveton/ Manassas Plains/ Second Battle of Bull Run/ Second Battle of Manassas	1862	DHR Staff: Potentially Eligible
076-5326	Brady Farm, Randolph Ridge Road	ca. 1950	DHR Staff: Not Eligible
076-5458	House, 12014 Balls Ford Road	1946	DHR Staff: Not Eligible
076-5833	Atlantic Research Corporation/ 5945 Wellington Road (177 resources)	ca. 1960	DHR Staff: Not Eligible
076-5989	Manassas Gap Railroad	1851-1854	DHR Staff: Potentially Eligible
076-5990	Commercial Building, 12301 Randolph Ridge Lane	ca. 1965	Not Formally Evaluated

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## RESULTS OF THE ARCHAEOLOGICAL SURVEY

The archaeological survey of the Devlin Road project area included an initial pedestrian inspection of the entire project area to identify any above-ground features or deposits of artifacts visible on the surface, as well as to determine areas suitable and unsuitable for subsurface testing (Photo 4). This was followed by STP survey of portions of the project area deemed suitable for subsurface testing. The STP survey was not conducted in paved or sloping areas, areas containing buried utilities or other disturbances, or in areas of standing water. No sites or features were identified during the archaeological survey, nor were any artifacts recovered.



Photo 4: Typical Setting in Project Area, Looking South.

### **Pedestrian Survey**

A substantial portion of the archaeological project area was disturbed or otherwise not suitable for subsurface testing. In addition to several discrete STP locations that were left unexcavated as a result of slope, large areas unsuitable for subsurface testing were identified during the pedestrian survey (Figure 12 and Figure 13, pp. 38–39). Along the eastern side of Devlin Road, the project area was extremely narrow, and lay entirely within the disturbed grade associated with the road. The stormwater management areas that extended somewhat farther from the road to the east were also largely unsuitable for testing, lying in either paved areas or in sloping grade adjacent to the road. The largest, northernmost of these areas, lying in an inactive horse pasture, appeared to be largely undisturbed and was tested, as discussed

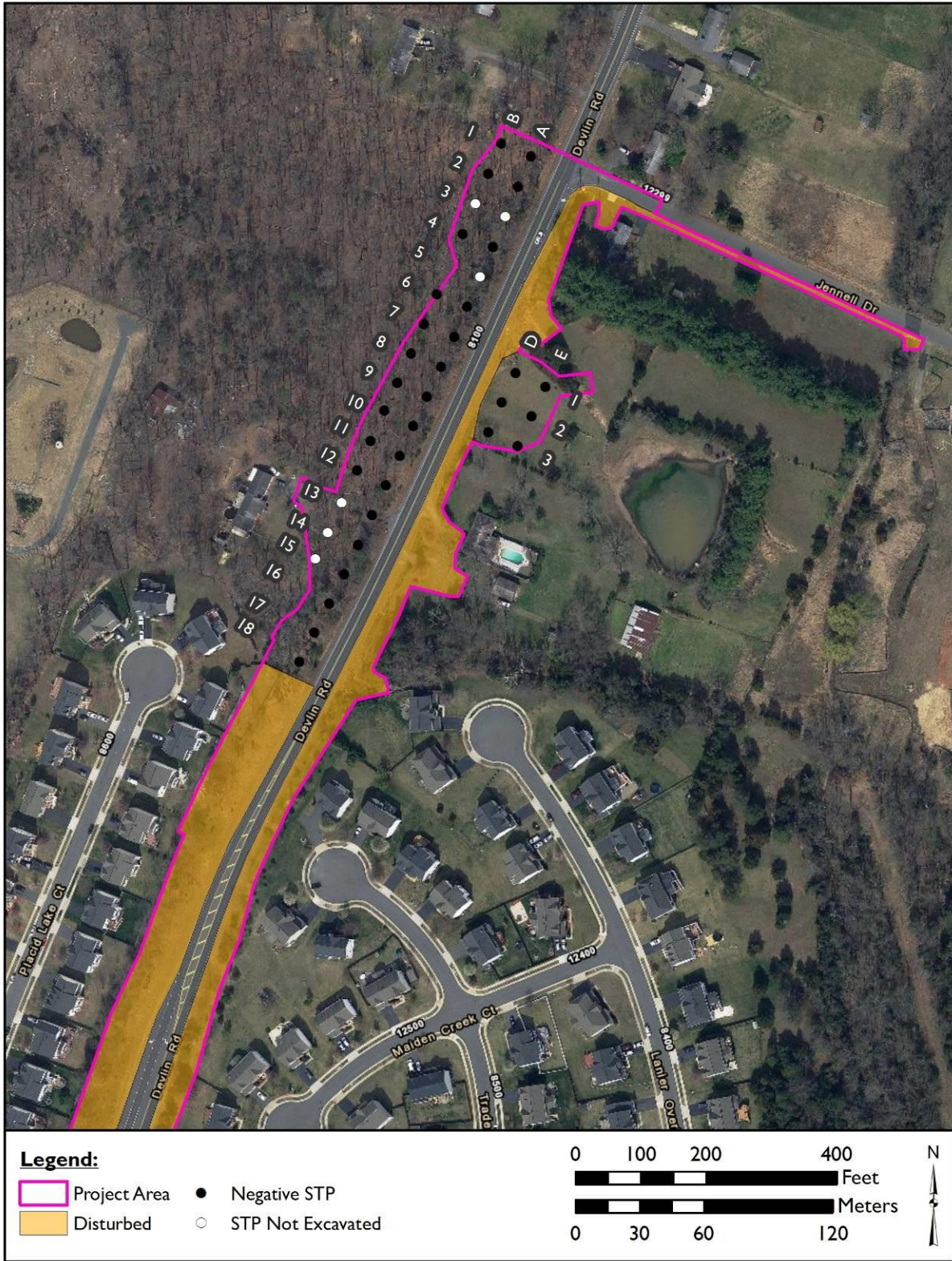


Figure 12: Archaeological Survey Results for Northern Half of Project Area.





Figure 13: Archaeological Survey Results for Southern Half of Project Area.

below. Along the western side of Devlin Road, the project corridor was wide enough to allow for testing in some areas, but in the central part of the project area, near the houses along Placid Lake Court and Night Watch Court, grading from the road and buried utilities precluded testing (Photo 5 and Photo 6). Along Jennell Drive, within the area of the planned sidewalk extension, the project area lies entirely within a drainage ditch along the side of the existing road (Photo 7, p. 41).



Photo 5: Storm Sewer and Steep Grade Along West Side of Devlin Road, Looking North.



Photo 6: Buried Utilities and Grading along East Side of Devlin Road, Looking North.

## Shovel Test Pits

The remaining portion of the project area was tested with a total of 40 STPS aligned along five transects (Photo 8). Transects A and B were placed along the west side of Devlin Road at the northern end of the project area, while transect C was placed along the same side of



Photo 7: Drainage Ditch Occupying Entirety of Project Area Along Jennell Drive, Looking East.



Photo 8: Typical Setting in Tested Portion of Project Area, Looking South.

Devlin Road to the south. Transects D and E were located within the largest, northernmost, of the three stormwater management areas that extended to the east of the main corridor (see Figure 12 and Figure 13, pp. 38–39). STPs excavated in the project area reached an average depth of 1 foot (30.5 cm), and a maximum depth of 1.3 feet (39.6 cm). Topsoil averaged 0.6 feet (18.3 cm) deep, reaching a maximum depth of 0.9 feet (27.4 cm). STP profiles on the sloping, rocky, western side of Devlin Road typically consisted of a thin organic topsoil layer of brown (7.5YR 5/3) silty loam overlying reddish yellow (7.5YR 6/6) silty clay subsoil (Figure 14, p. 42). In the horse pasture on the east, a typical profile consisted of a brown (10YR 5/3) clay loam overlying brownish yellow (10YR 6/6) silty clay subsoil (Figure 15, p. 42).

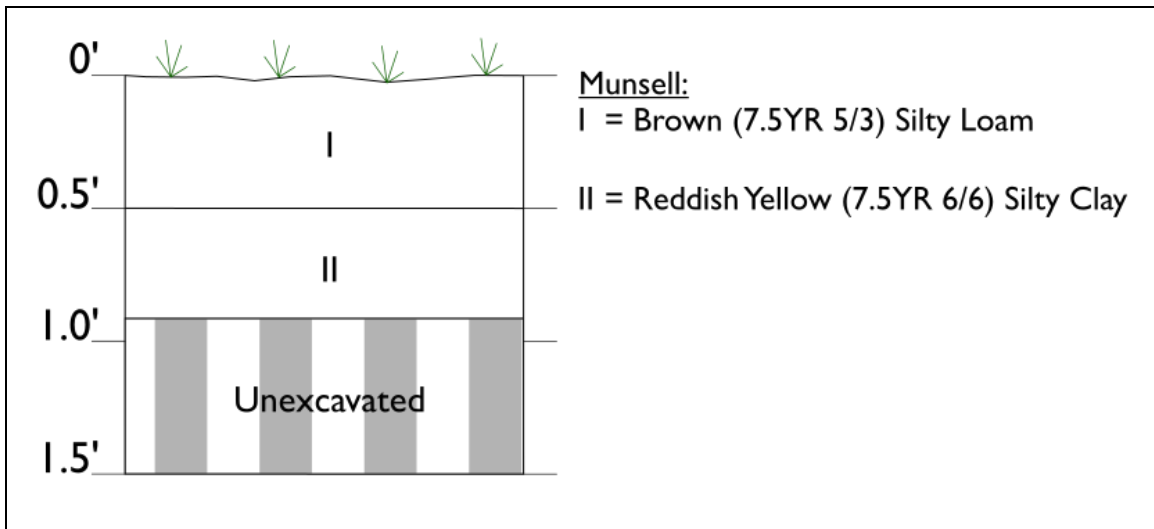


Figure 14: Typical STP Profile Along West Side of Devlin Road.

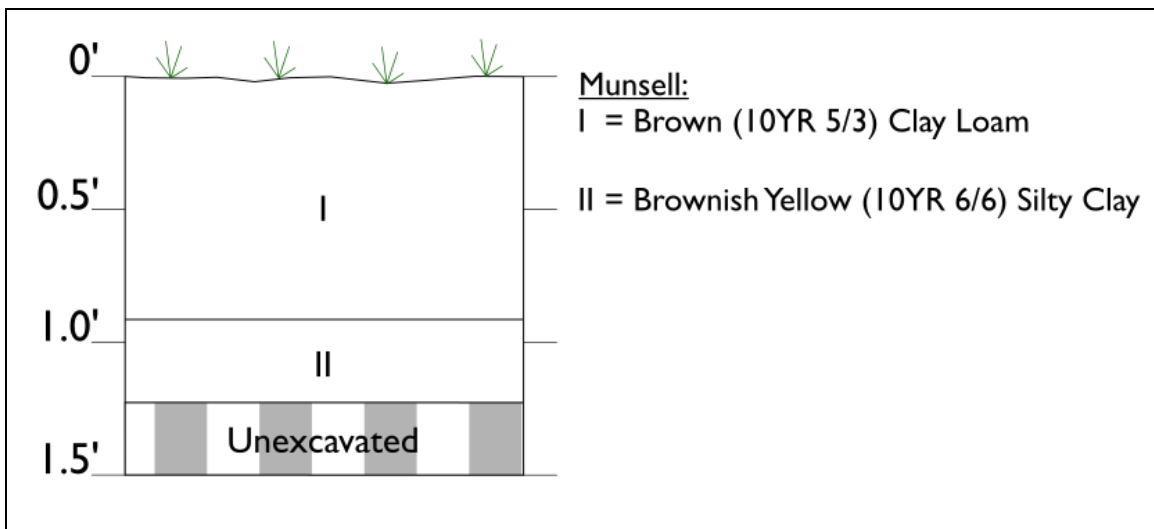


Figure 15: Typical STP Profile in Horse Pasture on East Side of Devlin Road.

## RESULTS OF THE ARCHITECTURAL SURVEY

As part of the current survey, Dovetail identified previously recorded resources and any previously unrecorded resources over 45 years of age within the architectural project area, which was defined as the LOD plus a 350-foot (106.7-m) buffer. During fieldwork, Dovetail identified no previously recorded resources and 11 previously unrecorded resources within the architectural project area.

### Previously Recorded Resources

There are no previously recorded resources within the architectural project area.

### Newly Recorded Resources

All of the 11 identified resources were newly recorded as part of the current survey (Figure 16, p. 44; Table 6, p. 45). The 11 resources were constructed between 1965 and 1973 in the Ranch style, and overall, they appear to retain their original forms with only slight alterations. Typical modifications to the resources include vinyl replacement windows, fiberglass doors, and small one-story additions. The dwellings do not exhibit high artistic value as a work of a master, nor are they an outstanding example of any particular style or property type; therefore, they are **recommended not eligible under Criterion C**. These resources have no known association with an important event or individual; therefore, they are **recommended not eligible for the NRHP under Criteria A and B**. As an architectural resources, these resources were not evaluated under Criterion D.

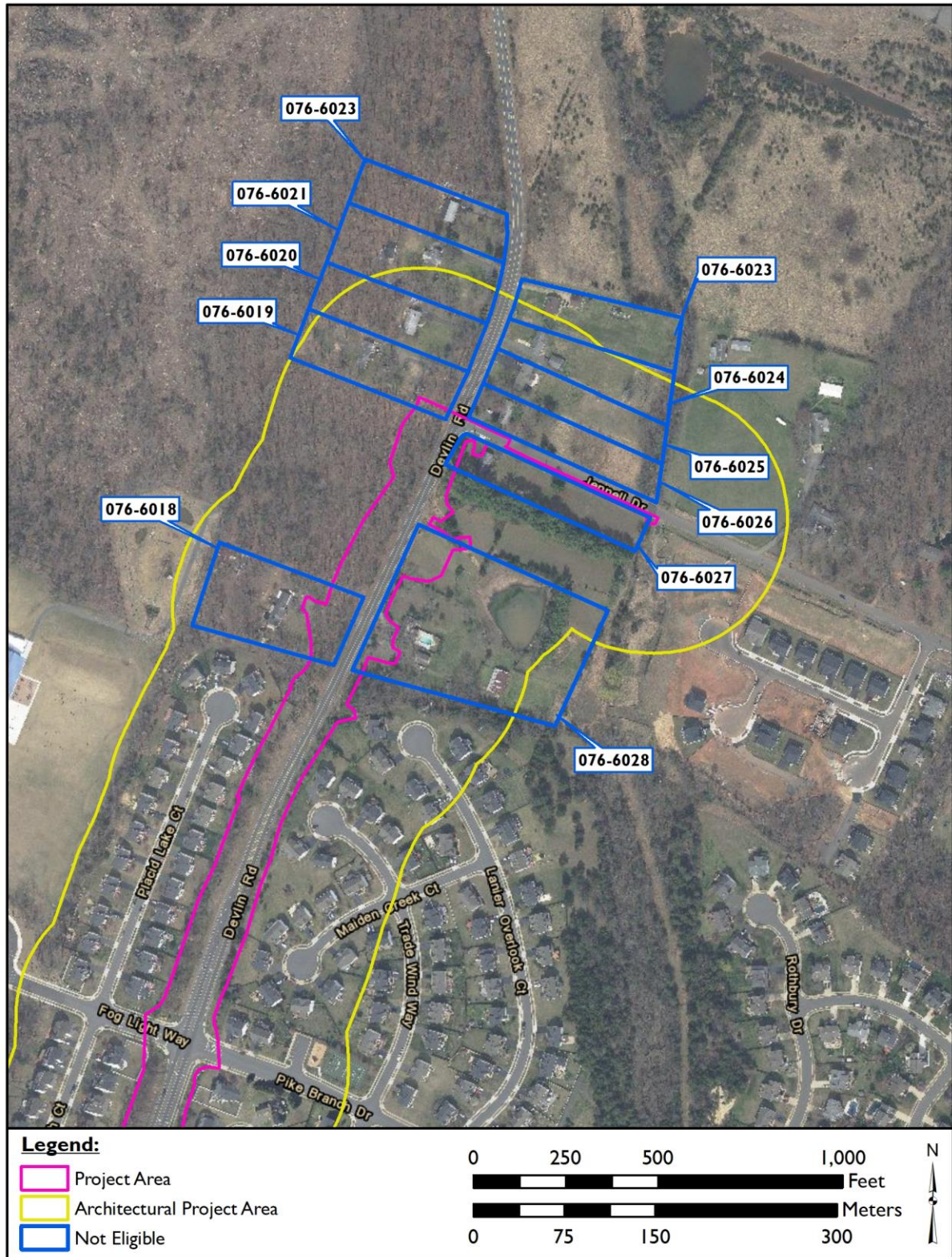





Figure 16: Newly Recorded Architectural Resources Recorded During the Current Survey (VGIN 2017).



Table 6: Newly Recorded Resources Surveyed During the Current Project.

DHR ID	Name/ Address	Date	Eligibility Recommendation	Photograph
076-6018	Single Dwelling, 8112 Devlin Road	ca. 1965	Not Eligible	
076-6019	Single Dwelling, 8032 Devlin Road	ca. 1967	Not Eligible	
076-6020	Single Dwelling, 8030 Devlin Road	ca. 1973	Not Eligible	

DHR ID	Name/ Address	Date	Eligibility Recommendation	Photograph
076-6021	Single Dwelling, 8028 Devlin Road	ca. 1965	Not Eligible	
076-6022	Single Dwelling, 8026 Devlin Road	ca. 1965	Not Eligible	
076-6023	Single Dwelling, 8027 Devlin Road	ca. 1965	Not Eligible	



DHR ID	Name/ Address	Date	Eligibility Recommendation	Photograph
076-6024	Single Dwelling, 8029 Devlin Road	ca. 1965	Not Eligible	
076-6025	Single Dwelling, 8031 Devlin Road	ca. 1965	Not Eligible	
076-6026	Single Dwelling, 8033 Devlin Road	ca. 1965	Not Eligible	

DHR ID	Name/ Address	Date	Eligibility Recommendation	Photograph
076-6027	Single Dwelling, 8105 Devlin Road	1966	Not Eligible	
076-6028	Single Dwelling, 8111 Devlin Road	1966	Not Eligible	

## SUMMARY AND RECOMMENDATIONS

On behalf of Parsons, Dovetail conducted a Phase I cultural resource survey of the Devlin Road project area in Prince William County, Virginia. The County is investigating potential widening and improvements for an approximately 3,200-foot (975.4-m) segment of State Route 621 (Devlin Road), which runs generally north to south, and an extension of a sidewalk on Jennell Drive at that road’s intersection with Devlin Road. The goals of the survey were to identify any cultural resources over 45 years in age within the project area and to make recommendations on the National Register of Historic Places (NRHP) eligibility for all identified resources. This survey complied with Prince William County regulations on archaeological surveys and the DHR *Guidelines for Conducting Cultural Resource Survey in Virginia* (2017).

The archaeological survey was conducted on June 8 and 9, 2021. A pedestrian reconnaissance determined that a substantial portion of the project area was subject to modern disturbance or other conditions making it unsuitable for subsurface testing. STP survey of the remainder of the project area identified no features or sites, and recovered no artifacts.

The architectural survey identified a total of 11 resources in the architectural project area that meet the survey criteria for this project (Table 7). All 11 are newly recorded as part of the current project. **These 11 resources (076-6018 – 076-6028) do not possess high levels of integrity or architectural significance, and they are recommended not eligible for listing in the NRHP.** None of the recorded resources are contributing to any historic districts.

Table 7: Summary of Identified Resources and Recommendations.

DHR ID	Resource Name/Type	Recommendations
076-6018	Single Dwelling, 8112 Devlin Road	Not Eligible
076-6019	Single Dwelling, 8032 Devlin Road	Not Eligible
076-6020	Single Dwelling, 8030 Devlin Road	Not Eligible
076-6021	Single Dwelling, 8028 Devlin Road	Not Eligible
076-6022	Single Dwelling, 8026 Devlin Road	Not Eligible
076-6023	Single Dwelling, 8027 Devlin Road	Not Eligible
076-6024	Single Dwelling, 8029 Devlin Road	Not Eligible
076-6025	Single Dwelling, 8031 Devlin Road	Not Eligible
076-6026	Single Dwelling, 8033 Devlin Road	Not Eligible
076-6027	Single Dwelling, 8105 Devlin Road	Not Eligible
076-6028	Single Dwelling, 8111 Devlin Road	Not Eligible

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Virginia Geographic Information Network (VGIN)

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## **APPENDIX A: STP CATALOG**

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Transect	STP	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
A	1	I	0	0.9	10YR 4/3 brown silty loam	
A	1	II	0.9	1.3	10YR 6/4 light yellowish brown silty clay	
A	2	I	0	0.8	7.5YR 4/3 brown silty loam	
A	2	II	0.8	1.2	5YR 4/4 reddish brown silty clay	
A	3				NOT EXCAVATED	drainage
A	4	I	0	0.8	7.5YR 4/3 brown silty loam	
A	4	II	0.8	1.2	5YR 4/4 reddish brown silty clay	
A	5				NOT EXCAVATED	drainage - marked wetland
A	6	I	0	0.8	7.5YR 4/3 brown clay loam	
A	6	II	0.8	1.2	5YR 4/4 reddish brown silty clay	
A	7	I	0	0.7	10YR 4/3 brown clay loam	
A	7	II	0.7	1.1	7.5YR 6/3 light brown silty clay	
A	8	I	0	0.2	10YR 4/3 brown clay loam	
A	8	II	0.2	0.8	7.5YR 6/3 light brown silty clay	
A	9	I	0	0.6	10YR 4/3 brown clay loam	
A	9	II	0.6	1	7.5YR 6/3 light brown silty clay	
A	10	I	0	0.4	10YR 4/3 brown silty loam	
A	10	II	0.4	0.8	10YR 6/3 pale brown silty clay	
A	11	I	0	0.5	10YR 4/3 brown silty loam	
A	11	II	0.5	0.9	10YR 6/3 pale brown silty clay	
A	12	I	0	0.5	10YR 4/3 brown silty loam	
A	12	II	0.5	0.9	10YR 6/3 pale brown silty clay	
A	13	I	0	0.4	10YR 4/3 brown silty loam	
A	13	II	0.4	0.8	10YR 6/3 pale brown silty clay	
A	14	I	0	0.5	10YR 4/3 brown clay loam	
A	14	II	0.5	0.9	7.5YR 6/3 light brown silty clay	
A	15	I	0	0.4	10YR 4/3 brown clay loam	
A	15	II	0.4	0.8	7.5YR 6/3 light brown silty clay	
A	16	I	0	0.4	10YR 4/3 brown clay loam	
A	16	II	0.4	0.8	7.5YR 6/3 light brown silty clay	
A	17	I	0	0.3	gravel/clay stripped	
A	18	I	0	0.2	gravel/clay stripped	
B	1	I	0	0.8	7.5YR 4/3 brown silty loam	
B	1	II	0.8	1.2	5YR 4/4 reddish brown silty clay	degrading bedrock
B	2	I	0	0.9	7.5YR 4/3 brown silty loam	
B	2	II	0.9	1.3	10YR 6/1 gray sandy clay	
B	3				NOT EXCAVATED	drainage
B	4	I	0	0.8	7.5YR 4/3 brown silty loam	
B	4	II	0.8	1.2	5YR 4/4 reddish brown silty clay	
B	6	I	0	0.8	7.5YR 4/3 brown clay loam	rock impasse

Transect	STP	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
B	7	I	0	0.2	10YR 4/3 brown clay loam	
B	7	II	0.2	1	7.5YR 6/3 light brown silty clay	
B	8	I	0	0.2	10YR 4/3 brown clay loam	
B	8	II	0.2	0.5	7.5YR 6/3 light brown silty clay	rock impasse
B	9	I	0	0.9	10YR 4/3 brown loam	
B	9	II	0.9	1.3	10YR 5/6 yellowish brown silty clay	
B	10	I	0	0.4	10YR 4/3 brown silty loam	
B	10	II	0.4	0.8	10YR 6/3 pale brown silty clay	
B	11	I	0	0.5	10YR 4/3 brown silty loam	
B	11	II	0.5	0.9	10YR 6/3 pale brown silty clay	
B	12	I	0	0.5	10YR 4/3 brown silty loam	
B	12	II	0.5	0.9	10YR 6/3 pale brown silty clay	
B	13				NOT EXCAVATED	slope
B	14				NOT EXCAVATED	slope
B	15				NOT EXCAVATED	slope
C	1	I	0	0.2	10YR 4/3 brown silty loam	
C	1	II	0.2	0.6	10YR 6/4 light yellowish brown silty clay	
C	2	I	0	0.2	10YR 4/3 brown silty loam	
C	2	II	0.2	0.7	10YR 6/4 light yellowish brown silty clay	
C	3	I	0	0.3	7.5YR 5/3 brown silty loam	
C	3	II	0.3	0.8	7.5YR 6/6 reddish yellow silty clay	
C	4	I	0	0.6	7.5YR 3/4 dark brown silty loam	
C	4	II	0.6	1	7.5YR 5/6 strong brown silty clay	
C	5	I	0	0.5	10YR 4/3 brown silty loam	
C	5	II	0.5	0.9	10YR 6/4 light yellowish brown silty clay	
C	6				NOT EXCAVATED	rock outcrop
C	7	I	0	0.4	10YR 4/3 brown silty loam	
C	7	II	0.4	0.9	10YR 6/4 light yellowish brown silty clay	
C	8	I	0	0.5	10YR 5/3 brown clay loam	
C	8	II	0.5	0.9	5YR 6/6 reddish yellow silty clay	
C	9	I	0	0.5	7.5YR 5/3 brown silty loam	
C	9	II	0.5	0.9	7.5YR 6/6 reddish yellow silty clay	
D	1	I	0	0.9	10YR 5/4 yellowish brown clay loam	
D	1	II	0.9	1.3	10YR 6/1 gray silty clay	gley
D	2	I	0	0.9	10YR 5/4 yellowish brown clay loam	
D	2	II	0.9	1.3	10YR 6/3 pale brown silty clay	with mineral inclusions
D	3	I	0	0.9	10YR 5/3 brown clay loam	
D	3	II	0.9	1.3	10YR 6/6 brownish yellow silty clay	
E	1	I	0	0.9	10YR 5/4 yellowish brown clay loam	
E	1	II	0.9	1.3	10YR 6/1 gray silty clay	



Transect	STP	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
E	2	I	0	0.9	10YR 5/4 yellowish brown clay loam	
E	2	II	0.9	1.3	10YR 6/1 gray silty clay	
E	3	I	0	0.9	10YR 5/3 brown clay loam	
E	3	II	0.9	1.3	10YR 6/6 brownish yellow silty clay	

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**APPENDIX B: PRINCIPAL INVESTIGATOR  
QUALIFICATIONS**

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#### YEARS EXPERIENCE

With this firm: 16

With other firms: 12

#### EDUCATION

MA/Anthropology, 1999

BA/Anthropology, 1990

BA/Archeology, 1990

#### REGISTRATIONS/QUALIFICATIONS

Registered Professional Archeologist

Secretary of Interior Standards Qualified as Archeologist

#### PUBLICATIONS/PRESENTATIONS/COMMITTEES

Vice President/Fredericksburg Main Street (2018–present)

Design Chair/Fredericksburg Main Street Committee (2015–2017)

Co-Chair/Council of Virginia Archaeologists Award's Committee (2010–present)

Fredericksburg Riverfront Park Committee (2012–2017)

Native Peoples of the Rappahannock Fall Zone. Paper presented at the Council of Virginia Archaeologists and Archaeological Society of Virginia Annual Meeting (2009)

Tools of Contact. In *Stone Tool Tradition of the Contact Era*, edited by Charles Cobb (2003)

Through the Looking Glass: Standards and Guidelines and the Archaeological Record. Paper presented at the Mid Atlantic Archaeological Conference Annual Meeting (2009)

## MICHAEL CARMODY, MA, RPA

### Vice President/Principal Investigator

#### EXPERIENCE

Mr. Carmody, Vice President of Dovetail, has 28 years of experience in archeology and Cultural Resources Management (CRM). He has directed a wide array of archeological investigations in the region including archeological assessments, Phase I–III investigations, and agency and consulting party consultations. He has extensive experience in complying with federal, state, and local regulations, and has successfully worked with State Historic Preservation Offices to develop work plans and create Memoranda of Agreement (MOA) and Programmatic Agreements (PA) for cultural resources management projects.

#### SAMPLE PROJECTS

*Principal Investigator and Project Manager/Division U Monitoring, Washington, DC (DC Water).* In support of DC Water/Apex, served as Principal Investigator and Project Manager for the archeological monitoring of the installation of the Division U water project. Included extensive coordination with agencies and construction crews on schedules and findings.

*Principal Investigator and Project Manager/Shepherd Park, Washington, D.C. (Baker).* In compliance with Section 106 of the NHPA, led Phase I archeology survey of 2.35 acres for new city park.

*Principal Investigator and Project Manager/Anacostia Streetcar Extension, Washington, D.C. (DDOT/HDR).* Led the Phase I archeological survey and GIS assessment of the Anacostia Streetcar project area. Project involved geoarcheological studies and archival research to augment field findings.

*Project Manager/The Foreign Mission Center (Former Walter Reed Army Medical Center), Washington, D.C. (USA/Gannett Fleming).* In compliance with Section 106 of the NHPA, led Phase I archeology survey for the Foreign Mission building project and worked closely with agencies to assure compliance.

*Principal Investigator and Project Manager/Oregon Avenue Widening, Washington, D.C. (DDOT/Volkert).* In compliance with Section 106 of the NHPA, led Phase I archeology survey for the DDOT project. Included extensive coordination with many agencies on project results and schedules.

*Principal Investigator and Project Manager/AT&T Cable Line Replacement, Potomac River Crossing, Washington D.C., Charles County, MD, and King George, VA (Titan Engineering).* In compliance with Section 106, completed a Phase IA survey of a proposed AT&T fiber optic line replacement.

*Principal Investigator and Project Manager/I-395 High Occupancy Toll Upgrades, Arlington, Alexandria, Prince William, and Stafford Counties, Virginia (VDOT/Parsons).* Served as Principal Investigator for the upgrade to I-95 for the high occupancy toll lanes.

*Principal Investigator and Project Manager/Phase I Survey of 2811 King Street, Alexandria, Virginia (2811 King Street, LLC).* Directed archeological survey of a 1.3-acre parcel within the City of Alexandria for a retirement home project.

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#### YEARS EXPERIENCE

With this firm: 12

With other firms: 2

#### EDUCATION

MHP/Historic Preservation, 2011

MCert/Transportation Systems Management, 2011

BA/Historic Preservation, 2007

#### REGISTRATIONS/QUALIFICATIONS

Secretary of Interior Standards Qualified as  
Architectural Historian and Historian

#### PUBLICATIONS/PRESENTATIONS/COMMITTEES

Shiloh Baptist Church Old Site National Register  
of Historic Places (2015).

East End and Davis Bottom: A Study of the  
Demographic and Landscape Changes of Two  
Neighborhoods in Lexington, Kentucky. Master's  
Thesis (2011).

From Field to Subdivision: The Evolution of  
Elmhurst. *The Journal of Fredericksburg History*  
(2008).

Elmhurst National Register of Historic Places  
(2007).

## HEATHER D. STATON, MHP

### Architectural History Division Manager/Historian

#### EXPERIENCE

Ms. Staton has over 14 years of professional experience in the field of historic research, architectural history, and cultural resource management (CRM). Ms. Staton is an architectural historian for Dovetail and is involved with reconnaissance and intensive architectural history surveys. She is key author on cultural resource reports and has worked on and led several Phase I and II architectural surveys while with Dovetail. Her tasks at Dovetail include primary archival research; windshield-, reconnaissance-, and intensive-level architectural field surveys; National Register of Historic Places Nominations; report production; and data entry into the Virginia Department of Historic Resources Virginia Cultural Resource System.

#### SAMPLE PROJECTS

*Architectural Historian/Southeast High Speed Rail Corridor Study, Raleigh, North Carolina, to Washington D.C.* (DRPT/NCDOT) Cultural resource studies and project effect coordination for 123-mile rail corridor.

*Architectural Historian/Goddard Space Flight Center's Wallops Flight Facility Survey, Accomack County, Virginia* (NASA). Reconnaissance-level survey of 52 above-ground resources on behalf of NASA.

*Architectural Historian & Project Manager/NC 46 Historic Structures Survey Report, Northampton County, North Carolina* (NCDOT). Eligibility evaluation of 14 resources in preparation for road improvements for NCDOT.

*Architectural Historian & Project Manager/Shiloh Baptist Church (Old Site), Fredericksburg, Virginia* (Shiloh Old Site). NRHP nomination of African-American church, constructed in 1890.

*Architectural Historian/1700 G Street, Washington, D.C.* (Consumer Financial Protection Bureau). Determination of Eligibility (DOE) and Memorandum of Agreement on behalf of federal government.

*Architectural Historian & Project Manager /9<sup>th</sup> Street Bridge, Roanoke, Virginia* (WRA/VDOT) Intensive-level archival research and documentation of a 1943 bridge within the American Viscose Corporation Historic District.

*Architectural Historian/Rappahannock River Crossing Project, Stafford and Spotsylvania Counties and City of Fredericksburg, Virginia* (VDOT). Architectural survey and NEPA coordination.

*Architectural Historian & Project Manager/The Settlement Recordation Project, Prince William County, Virginia* (Prince William County). Documented a postbellum and twentieth-century African American enclave through oral histories, intensive-level architectural survey, intensive-level research, and a NRHP nomination.

*Architectural Historian/I-495/I-270 Managed Lanes Project, Montgomery and Prince George's Counties, Maryland* (MDOT SHA). Creation of historic context of modern resources and over 100 intensive-level architectural studies for road widening project.