



R-4 ARCHITECTURAL RECONNAISSANCE SURVEY, LOPC SEGMENT (SEGMENT 4)



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

Lorton to Powells Creek (LOPC) Segment,
Prince William and Fairfax Counties



U.S. Department of Transportation
Federal Railroad Administration

**Architectural Reconnaissance Survey for the
Washington, D.C. to Richmond, Virginia
High Speed Rail Project
Lorton to Powells Creek (LOPC) Segment
Prince William and Fairfax Counties
DHR #2014-0666**

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June 2016



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June 7, 2016

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ABSTRACT

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

The DC2RVA corridor is divided into 22 segments and this document focuses on the LOPCJ segment only. This report includes background data that will place each recorded resource within context and the results of fieldwork and National Register of Historic Places (NRHP) evaluations for all architectural resources identified within the LOPC segment. All other segments will be discussed in additional reports. For the purposes of the current report, the architectural area of potential effects (APE) is defined as extending 500 feet on either side of the center of the preferred alternative plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the project. This report details the findings of buildings, objects, and districts over 48 years of age within the APE (the age limit was developed to correspond with the anticipated 2017 architectural study completion date). All structures that meet the NRHP 48-year age criteria within the architectural APE of the DC2RVA corridor will be included in one subsequent report. The results of the archaeological survey are also discussed in separate reports.

In total, the DC2RVA Project Team surveyed 223 historic architectural resources within the architectural APE of the LOPC segment. Of these, 10 previously recorded and 213 newly recorded historic resources were identified. Of the 223 total properties, two resources were previously determined potentially eligible/eligible for, or listed in, the NRHP (029-0043 and 029-0953). The DC2RVA Project Team **recommends that they should retain their previous eligibility status**. In addition, as a result of the current survey, one resource, the Hannah P. Clark House (029-5741), **is recommended potentially eligible for the NRHP under Criterion B and Criteria Considerations B and G**. The remaining 220 resources are **recommended not eligible for listing in the NRHP**.

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1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Lorton to Powells Creek (LOPC) segment of the Washington, D.C. to Richmond High Speed Rail (DC2RVA) project. In addition to the reconnaissance-level survey, this project includes a background review and historic context for the LOPC segment. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

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

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

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

\\c:\main\gis_data\GIS\Projects\011545_VA\DevofRails-PublicTransportation\0239056_RAP5-4\1\Dev-ConceptEng\map_docs\mxd\Fig1_SEHSR\Corridor_85x11.mxd | Last Updated: 03.11.2015



0 40 80
Miles
1 inch=80 miles
@ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

-  **Washington D.C. to Richmond**
Tier II EIS
-  **Richmond to Raleigh**
Tier II EIS
-  **Raleigh to Charlotte**
-  **Richmond to Hampton Roads**
Tier I EIS
-  **Charlotte to Atlanta**
Tier I EIS
-  **SEHSR Extended**
Feasibility Studies Complete

Figure 1-1
SEHSR Corridor

1.1 PROJECT LOCATION

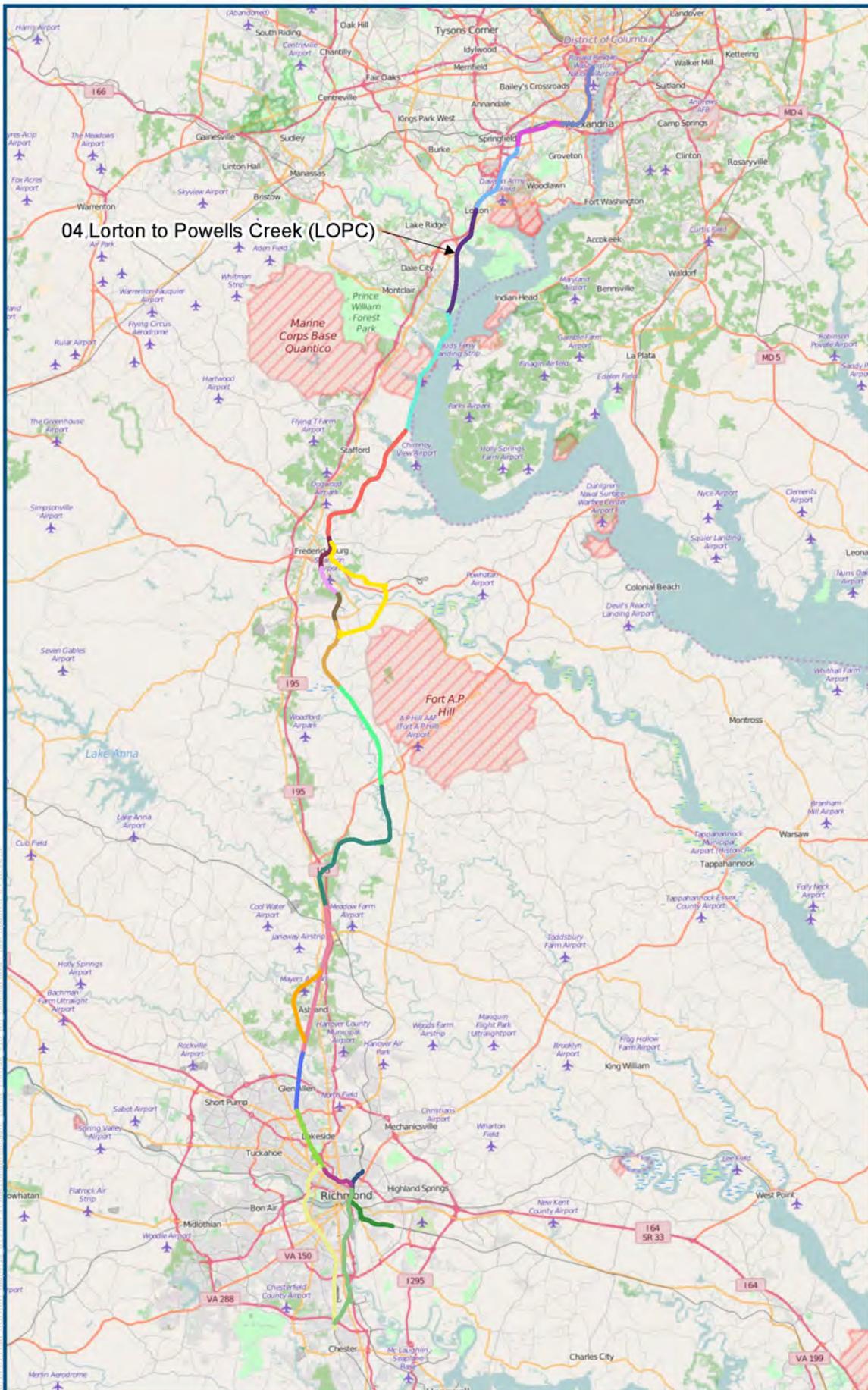
The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the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

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

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

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

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



04 Lorton to Powells Creek (LOPC)



- Legend**
- DC2RVA Project Segments**
- 01 Rosslyn to Alexandria (ROAF)
 - 02 Alexandria to Franconia (AFFR)
 - 03 Franconia to Lorton (FRLO)
 - 04 Lorton to Powells Creek (LOPC)
 - 05 Powells Creek to Arkendale (PCAR)
 - 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)
 - 13 North Doswell to Elmont (NDEL)
 - 14 Elmont to Greendale (ELGN)
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)
 - 19' AM Jct to Fulton Yard (AMFY)
 - 20' Buckingham Branch/Hospital Wye (BBHW)
 - 21 Fredericksburg Bypass (FBBP)
 - 22 Ashland Bypass (ASBP)

**Figure 1-3
DC2RVA Project
Segments
Noting the LOPC (04)
Segment**

05/2016

Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

1.2 PROJECT DESCRIPTION

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

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

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

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

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

1.3 CURRENT STUDY

The current study included a reconnaissance architectural survey of the LOPC segment of the DC2RVA corridor (See Figure 1-3). The architectural survey was conducted to evaluate both previously recorded properties that have not been evaluated for the National Register of Historic Places (NRHP), as well as any unrecorded resource over 48 years in age (the age limit was developed to correspond to the anticipated 2017 architectural survey completion date). Any property in the area of potential effects (APE) that has been previously determined to be eligible, or is listed in, the NRHP was briefly reviewed to assure that the characteristics that rendered the property eligible are still intact.

INTRODUCTION

For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the center of the existing railroad alignment, except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. All structures that meet the NRHP age criteria within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. In addition, the results of the archaeological survey are discussed in separate documents.

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

The area within the Project APE was first reviewed through an architectural and historical background literature and records search at DHR. The APE was then visually inspected through a vehicular and pedestrian reconnaissance to identify buildings, objects, and districts over 48 years in age where a NRHP determination had not been made. Once identified, each resource was evaluated for architectural significance and historic and physical integrity. The resources 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 (V-CRIS) form and to make recommendations on each resource's NRHP potential.

2 HISTORIC CONTEXT

As part of this undertaking, a historic context of each municipality within the APE was compiled. The LOPC segment spans two counties: Fairfax and Prince William. Because this report discusses the architectural component of this project, only the historic period context for Fairfax and Prince William counties is included below. The prehistoric context for this area will appear in subsequent archaeological reports.

The early histories of both counties are similar; thus, they have been combined into a general regional history, presented first. This is followed by a more specific history for each county.

2.1 REGIONAL HISTORY

Although early exploration of modern day Fairfax and Prince William counties began with Captain John Smith's treks up the rivers of the Chesapeake Bay from 1607-1609 (Geddes 1967:7), the roots of their 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.

2.1.1 The Establishment of Fairfax and Prince William Counties

Both Fairfax County and Prince William County were born out of a 5.2-million-acre plat 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, in an area referred to as 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. Stafford County was then created from the northern portion of Westmoreland in 1664 (Netherton and Sweig 1978). In each case, the new county encompassed the area between its southern border and the Potomac River.

On July 9, 1730 the Assembly passed laws that established the area north of the Chopawamsic estuary in what was then Stafford County as a new parish and county, known as Prince William. Fairfax County was created in 1742 from the northern portion of Prince William County. In 1757, the western two-thirds of Fairfax County became Loudoun County. The county was again divided in 1789, when part of Fairfax County was given to the federal government to form Alexandria County of the District of Columbia. Alexandria County was

returned to Virginia in 1846, reduced in size by the secession of the independent city of Alexandria in 1870, and renamed Arlington County in 1920.

2.1.2 Anglo Settlement in Fairfax and Prince William Counties

The first settlers to populate the region 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). Following in the Virginia tradition, the region 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 slave labor for its profitability.

The first settlements were simple warehouses and wharfs located along the rivers and creeks of eastern Fairfax and Prince William counties. 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).

As the waterways of eastern Fairfax and Prince William counties 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 Jefferson Davis Highway/Route 1) connected to the turnpikes and provided an extensive network for travel within northern Virginia (Vitucci and Ruehrwein 1991:24).

2.2 FAIRFAX COUNTY

The earliest settlements in Fairfax County were located along the Potomac River. It is also where some of the county's most prominent families built their homes, which include Mount Vernon, home of George Washington, Belvoir, the home of the William Fairfax family, and Gunston Hall, home of George Mason (Sweig 1995). The first town established in what is now Fairfax County was Colchester, a tobacco port and ferry crossing on the Occoquan River, founded in 1753.

2.2.1 Early Industries and the Revolutionary War

Belmont Bay, Occoquan Bay, and the mouth of Pohick Creek were deep enough to accommodate large sea vessels running goods from tobacco warehouses and ports in the Mason Neck area prior to siltation. Virginia trade was mostly confined to England, and the transport of goods was limited to seagoing vessels until the development of dependable roadways prior to 1750. Early Occoquan merchants relied on the Potomac Path, later called the King's Highway, which ran along ridgetops between Pohick Run and Bull Run. As industry demands grew, the need for a more extensive road network led to the creation of Ox Road, which would become a major north-south thoroughfare of the region (Netherton and Netherton 1992).

As the century turned and the grain, vegetable, flax, and livestock needs of the cities along 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 that relied less on enslaved labor. This transition and the fall of the plantation lifestyle led to economic recession and agricultural

stagnation. During the agricultural collapse in Fairfax County, buying and selling of slaves in and out of the county became a viable economic strategy (Netherton and Sweig 1978:263). These trends, as well as the turmoil and trade embargoes of the War of 1812, brought about significant change; the decennial censuses from 1790 to 1840 showed a decline in population. For the first time since its settlement, Fairfax County oriented itself to the west instead of towards its transatlantic past (Netherton and Netherton 1992).

2.2.2 The Antebellum Years

Lured by cheap farmland and a longer growing season, New York and New England natives migrated south to Fairfax County from the 1830s to the 1850s. Although years of tobacco cultivation left a swath of land destitute and with little agricultural potential, the new agriculturalists used modern nutrient science and farming techniques to make agriculture a sustainable element of the economy in Fairfax County (Netherton and Netherton 1992; Netherton and Sweig 1978:258–263). As the nearby urban cores of Washington, D.C. and Alexandria expanded (combined population of 90,000 in 1860), the proximity of fresh agricultural goods made the agricultural industry in Fairfax County profitable again (Netherton and Netherton 1992:13). Movement of agricultural goods was possible due to the expanding road, rail, and canal systems of northern Virginia.

Northern Virginia's turnpike era lasted from 1795 to the early 1850s and resulted in the construction of a trunk network of roads in the region. The first turnpike in the nation, Little River Turnpike Company, was established in 1795 to combat the deteriorating condition of the roadbeds. Tolls were collected on the turnpike until 1896, when Virginia's network of highways was expanded to include the turnpike (Geddes 1967:19–23). This road construction resulted in the creation of the main Potomac River bridges: Chain Bridge (initial construction in 1797 and rebuilt multiple times); the "Long Bridge" (1809, currently named the Fourteenth Street Bridge); and the Aqueduct Bridge (1843, replaced by the current Key Bridge in 1923). These roads and bridges directed the growth and development of Fairfax County until the 1950s (Netherton and Netherton 1992:8).

In 1802, work was completed on the Pawtomack Canal, the first element of a greater network to the west centered on canal and river movement along the Potomac. Although hailed as the foremost engineering achievement in North America at the time (Netherton and Netherton 1992:9), the project did not ensure financial success for its backers. Its end came in 1828, when the Chesapeake and Ohio Canal Company was organized to build a canal on the Maryland side of the river, capable of operating at extremely high and low water levels—a downfall of the Pawtomack Canal (Netherton and Netherton 1992).

Northern Virginia efforts to compete in the railroad boom of the mid-nineteenth century failed. Earlier efforts in Maryland (Baltimore and Ohio Railroad, circa 1828) had connected Winchester and Baltimore, Maryland. Fairfax County entered the competitive railroad industry in 1852 with the Alexandria, Loudon, and Hampshire Railroad, intended to link Washington, D.C. and the coal fields in the west (Netherton and Netherton 1992). This effort came too late and competition from across the river kept expansion minimal.

2.2.3 The Civil War in Fairfax County

With its close proximity to the nation's capital and strategic location between the great powers of the north and south, Fairfax County played an important role during the American Civil War. Two significant battles took place within the bounds of the county: the Battle of Dranesville (December 1861) and the Battle of Chantilly (September 1862, also known as Ox Hill).

The Battle of Dranesville (site located at the intersection of Route 7 and Reston Avenue) was a psychological victory for the Union, occurring after two disappointing engagements at Bull Run and Ball's Bluff. The conflict was brief, lasting just the day of December 20, 1861. Led by Brigadier General Edward Ord, Union infantry engaged Confederate infantry troops at the small crossroads town and inflicted a disproportionate number of casualties. Brigadier General J.E.B. Stuart's Confederate troops lost 194 personnel, while the federal presence only incurred 71 losses (Besch and Bako 1993; National Park Service 2002a).

The Battle of Chantilly (site located north of Interstate 66 and south of Route 50) was an inconclusive engagement that occurred in the immediate shadow of the Second Battle of Bull Run on September 1, 1862. As Union troops retreated from Bull Run, Confederate Major General Thomas "Stonewall" Jackson ordered his troops to engage against two divisions of federal troops, led by Major Generals Philip Kearny and Isaac Stevens. Confederate personnel killed both Union generals and forced Major General George McClellan to assume command of the Federal troops located around the nation's capital. The Union army incurred 1,300 losses, while Confederate forces lost 800 soldiers (National Park Service 2002b).

Fairfax County's quick reconstruction following the Civil War was due in part to the availability of materials for rebuilding. Stockpiles of military supplies were salvaged or auctioned off at reduced rates, making the reconstruction of physical infrastructure relatively inexpensive compared to other counties in the state. In addition, an influx of new citizens from the North and Midwest (similar to the population boom of the 1830s-1840s) brought "new energy, capital, and enterprise" (Netherton and Netherton 1992:9). This mixture of population worked to prevent extremism and keep politics within moderate bounds.

Agricultural production after the Civil War boomed as the need for agricultural goods and services grew. Just as it had occurred in antebellum Fairfax County, Washington, D.C.'s population growth and increasing urbanization allowed the agriculturalists of Fairfax to provide fresh vegetables, fruit, and hay to the growing urban elite. Fairfax also became an emerging leader in the dairy industry, with an increasing 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 (Netherton and Netherton 1992:10).

2.2.4 Into the Twentieth Century

By 1906, a sophisticated trolley system was in place, stretching from the inner neighborhoods of Washington, D.C. to Vienna and the City of Fairfax. This trolley system allowed residents of Falls Church, Vienna, and Fairfax to ride into Washington, Georgetown, or Alexandria and do business in the city (Netherton and Netherton 1992:22). This pattern of expansion allowed urban citizens the opportunity to escape to the country, find land, and use the services of the county. Similar patterns of expansion and suburbanization based on the development of the trolley system are found within the major urban centers along the east coast.

2.2.5 World War I to World War II (1917–1945)

The expansion of utilities during the 1920s allowed substantial subdivisions to develop and urbanization to occur within Fairfax County (Netherton and Netherton 1992). In 1928, ordinances were employed that required subdivision plats to be approved by the county engineer, set a minimum street width, and mandated construction of connector roads within the county. These early planning tools, in addition to the expanded services offered by utility companies, allowed Fairfax County to claim a high status within quality of life surveys of the early twentieth century (Netherton and Netherton 1992:25).

The depression of the 1930s only moderately affected the population of the greater Washington, D.C. region. The region was less vulnerable to the effects of the depression than other regions because of its lack of dependency on industry and its relationship with government and a growing service-based industry. The ‘New Deal’ projects of the Roosevelt Administration increased the size of the civil servant corps within the region and provided substantial numbers of jobs (Netherton and Netherton 1992:24). Fairfax County’s contemporary status within Northern Virginia was predicted early by a Chamber of Commerce publication released in 1928 (Netherton and Netherton 1992:25):

To a great extent the future of Fairfax County is written in the future of the United States and its National Capital ... There is no question that the Nation’s Capital will grow in population and size as the United States increases in wealth, population, and world importance. As the southwestern arc of Greater Washington, Fairfax County is destined to develop into one of Washington’s most charming environs.

This symbiotic relationship between the federal government in the District of Columbia and Fairfax County continued from the 1930s to the present day, as Fairfax County defines itself as a residential community of government workers and a home for government contractors and technology firms.

2.2.6 The New Dominion to Present

The years after World War II were crucial in defining the current landscape for the entire Northern Virginia region. 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).

The Fairfax County town of Falls Church became an independent city in 1948 and the town of Fairfax became an independent city in 1961 (Netherton and Sweig 1978). The population of Fairfax County has continued to increase exponentially. Today, the county is “the most populous jurisdiction in both Virginia and the Washington, D.C. metropolitan area” (Fairfax County 2015).

2.3 PRINCE WILLIAM COUNTY

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).

2.3.1 Early Industries and the Revolutionary War

As in Fairfax County, the turn of the century saw the tobacco monoculture of the region lessen its grip and transition into smaller farmsteads and a more diverse agricultural economy that catered to the needs of the cities along the eastern seaboard. 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.

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.

2.3.2 The Antebellum Years

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.

As the nearby urban cores of Washington, D.C. and Alexandria 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.

2.3.3 The Civil War in Prince William County

With its close proximity to the nation's capital, strategic location within northern Virginia, and major railroad connections, Prince William County played an important role during the American Civil War. Four significant battles took place within the bounds of the county: 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 Battle of Manassas Station (August 1862, also known as Bristoe Station or Kettle Run) (Ratcliffe 1978:111), and the Battle of Thoroughfare Gap (August 1862).

The First Battle of 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 Confederate troops lost 1,750 personnel (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. 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 the 29th that Colonel Rosser moved his regiment to the left of the Manassas-Gainesville Road (Wellington Road) to engage the enemy (Official Records 1862). 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 (Official Records 1862).

At the same time, 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).

The Town of Dumfries, though it was spared from any major battles during the Civil War, was not devoid of military activity, especially in the first two years of the war. Two of the notable events that took place during the war in and around Dumfries were the attempted blockade of the Potomac by the Confederate forces and Stuart’s raid on Dumfries. The Confederate blockade of the Potomac began around late April 1861 with Confederate cannons being placed upon the bluffs overlooking the river in order to prevent Union boat traffic (NPS 2008). One of the batteries was placed at Possum Nose, located at the confluence of Quantico Creek and the Potomac just a few miles east of Dumfries (Salmon 2001:12). On the morning of November 14, 1861 the battery at Cockpit Point, just north of Possum Nose, engaged and disabled a Union schooner with no loss of life on either side (Salmon 2001:13–14).

Stuart’s raid on Dumfries took place from December 26–28, 1862. This was preceded by three smaller raids led by Wade Hampton earlier that month that captured hundreds of Union soldiers and supplies in and around Dumfries (NPS 2008). Stuart’s raid consisted of 1800

cavalrymen but did not meet with the luck of previous raids. While the Confederate force was able to capture some supplies and men it was not equal to what had been done in previous weeks. Stuart was able to raid past the Town of Occoquan to only 12 miles outside of Washington, D.C. before returning south and crossing back over the Rappahannock River (NPS 2008).

These engagements represented the growing strength of the Confederate forces during the first half of the Civil War. Prince William County's location and control of railroads, turnpikes, and roadways made transportation a key strategic concern for both forces. Post-war reconstruction and growth was made possible by a growing economy in the western half of Prince William.

2.3.4 Into the Twentieth Century

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 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 stagnate. 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).

2.3.5 World War I to World War II (1917–1945)

As the United States grew closer to participation in World War I, the 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 South America), training conditions

and bases needed to be modified (Blumenthal 2003:7). In 1917, Marine officers leased a plot of 5,300 acres 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 CIA (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).

2.3.6 The New Dominion to Present

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.

The population of Prince William County has continued to increase at an exponential rate. It is currently the fourth fastest growing county and the second most populous county in the state, after Fairfax (Prince William County 2014).

3

METHODOLOGY

The architectural survey was conducted to evaluate any historic buildings, objects, or districts over 48 years in age for NRHP eligibility. Each resource was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; and Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

A background literature and records review of the APE at the DHR was conducted prior to any fieldwork. This included an inspection of previous cultural resource surveys within the architectural APE and the notation of previously recorded architectural properties both within the APE and within a 0.5-mile radius of the APE to establish an area resource context.

Once the background review was complete, field recordation commenced. For previously recorded resources that were previously determined eligible for or listed in the NRHP within the architectural APE, the DC2RVA team briefly examined these properties to assure that they retain the characteristics that rendered them eligible for the NRHP, but in-depth studies were not completed on these resources.

During the architectural survey of both newly recorded and previously identified resources, the project's architectural APE was surveyed through a combination of a vehicular and pedestrian reconnaissance. Above-ground properties meeting the age criteria of the NRHP were documented through photographs, written notes, and mapping. This includes buildings, objects, and districts that are within the project boundaries and in the viewshed of the project area. Digital photos were taken of each property documenting the primary elevation, oblique angles, and general setting.

After the architectural field survey was completed, the Project Team prepared separate Virginia Cultural Resource Inventory System (V-CRIS) forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy black & white photographs, and a CD of digital photos for each property. The hard copy and electronic versions of the photographs were labeled and prepared according to DHR standards.

4 BACKGROUND REVIEW

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

4.1 PREVIOUS SURVEYS

Eighteen previous cultural resource surveys have been conducted within the current project's architectural APE in the LOPC segment.

In 1980, the Fairfax County Archaeological Survey (FCAS) conducted a Phase I survey for the Route 1 Occoquan River Bridge project in Fairfax and Prince William Counties. One partially disturbed historic and prehistoric site (44FX0245) was identified. Quartz lithics, nineteenth and twentieth century ceramics, and one grave stone dating to 1870 were observed. FCAS recommended that the undisturbed portion of the site be subjected to a Phase II investigation before any construction activity was allowed (Johnson 1980).

In 1982, Thunderbird Research Corporation (Thunderbird) conducted a prehistoric cultural resources reconnaissance of Neabsco and Powells Creeks in Prince William County. Seventy-seven new prehistoric archaeological sites were located and were classified as base camps, tool manufacturing stations, or lithic scatters. Base camps were concentrated on the shores of the estuaries while the tool manufacturing sites were found in uplands near ancient cobble deposits. A possible Middle Archaic Component and Early through Late Woodland components were identified. Thunderbird concluded that the estuarine portions of the two Creeks and immediately adjacent uplands could be considered as an NRHP archaeological district due to the sufficient range and density of sites present (Barse and Gardner 1982).

Karell Archeological Services (KAS) performed a Phase I cultural resource reconnaissance survey in 1987 for the Interstate 95 (I-95) High Occupancy Vehicle (HOV) Lane project in Fairfax and Prince William Counties between Edsall Road and Route 219. KAS recorded 32 archaeological sites in the project corridor and recommended 23 of them not eligible for NRHP listing. The other nine sites were recommended potentially eligible, requiring Phase II investigations before definitive determinations of eligibility could be made (Koski-Karell and Ortiz 1987).

BACKGROUND REVIEW

The James Madison University Archeological Research Center (JMUARC) completed a Phase I cultural resource survey in 1989 for the proposed widening of Route 642 in Fairfax County. Previously recorded prehistoric site 44FX0028 was relocated and four new archaeological sites (44FX1605-44FX1608) were recorded. JMUARC recommended site 44FX0028 for Phase II evaluation and no further work would be necessary for the other four sites. No architectural resources were identified that JMUARC felt required further study, although it was noted that an overpass over the Richmond, Fredericksburg & Potomac railroad tracks and the bridge over Pohick Creek would be impacted by the construction (Hunter and Cromwell 1989). JMUARC conducted the Phase II evaluation of site 44FX0028 later in 1989. Due to the shallowness of the site, the mixing of cultural deposits, and the diagnostic artifacts' lack of uniqueness to the area, the site was recommended not eligible for NRHP nomination (Cromwell and Jefferson 1989).

In 1994, Kemron Environmental Services, Inc. (KES) conducted Phase I archaeological investigations on four sections (Areas 1-4) of the proposed 325-acre Belmont Center development in Woodbridge. A house foundation and associated well (44PW0852) were recorded in the Franconia to Lorton segment of the DC2RVA project. The foundation was tentatively identified having been built by Thomas Opp on part of his Deep Hole Farm property between 1830 and 1840. KES recommended additional work prior to commencement of construction activities on this site. Two prehistoric archaeological sites, 44PW0853 and 44PW0854, were identified in the LOPC segment. Three pieces of Potomac Creek pottery are part of the artifact assemblage for site 44PW0853, dating the site to the Late Woodland period. Two Piscataway projectile points recovered from site 44PW0854 date this site to the Middle Woodland period. KES determined that both sites lacked vertical integrity and recommended that no further work was required (Pfanstiehl et al. 1994).

John Milner Associates, Inc. (JMA) undertook a Phase I archaeological survey for the proposed Lorton Pumpover Project in Fairfax County in 1996. Shovel testing, predominantly at 50-foot (15.2-m) intervals, resulted in the identification of 11 archaeological sites and five isolated finds. JMA recommended prehistoric sites 44FX2183, 44FX2184, 44FX2188, 44FX2191, and 44FX2192, as well as multi-component site 44FX2189, not eligible for NRHP listing. Five other prehistoric sites of moderate size and artifact density with diagnostic artifacts in the assemblages were recommended potentially eligible for inclusion on the NRHP by JMA, requiring avoidance or Phase II investigations. Isolated finds are not eligible for the NRHP by definition (Fiedel 1996).

In 1998, the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA) conducted an archaeological survey and historic structure assessment for a 150-acre tract on the grounds of the District of Columbia Detention Center (DCDC) at Lorton. Four previously identified prehistoric archaeological sites (44FX1040, 44FX1041, 44FX1044, and 44FX1045) were relocated by LBA and recommended for no further work. LBA also recorded one new severely disturbed historic site (44FX2284) requiring no further investigation. Eight architectural resources were identified. LBA considered none of these resources to be individually significant. However, all were considered contributing elements to the District of Columbia Workhouse and Reformatory Historic District (Eddins and Griffiths 1998).

Also in 1998, Dames & Moore completed a Phase I archaeological survey for Legends Properties, Inc. for a portion of a proposed multi-purpose development on the Cherry Hill Peninsula between Powells and Quantico Creeks. At the time of report production, 48 study

units had been investigated, resulting in the identification of prehistoric, historic, multi-component and potential earthworks sites. Dames & Moore recommended most of the sites for Phase II investigation to evaluate integrity, significance, and NRHP eligibility (Pfanstiehl et al. 1998).

Coastal Carolina Research, Inc. (CCR) conducted three Phase I cultural resource identification surveys in 2001 along the corridor designated for proposed improvements to U.S. Route 1. These surveys were referred to as Projects A, B, and C. Project A surveyed an 11.7-mile (18.8-km) corridor between the Stafford County line and Route 123. Fifty-nine architectural resources were recorded or revisited. William's Ordinary (212-0001) is listed in the NRHP. CCR recommended the other 58 resources as not eligible for NRHP inclusion. Eight new archaeological sites were recorded during the survey as well as 14 isolated finds. Two previously recorded sites in the project corridor were revisited. Previously recorded site 44PW0855 has been determined eligible for NRHP listing. Three newly recorded sites (44PW1226, 44PW1227, and 44PW1229), in addition to previously recorded site 44PW0231, were recommended potentially eligible for the NRHP by CCR. The remaining five newly recorded sites (44PW1223-44PW1225, 44PW1228, and 44PW1230) were recommended not eligible by CCR for inclusion on the NRHP (Hall et al. 2001).

CCR's 2001 Project B consisted of a cultural resource survey of a 3.7-mile (6-km) section of U.S. Route 1 between Route 123 and Route 642. Nine new architectural resources were recorded and one previously recorded resource, the Richmond, Fredericksburg & Potomac Railroad (076-0301), was revisited. The railroad bridge over U.S. Route 1, a contributing resource to 076-0301, was recommended not eligible for the NRHP. CCR also recommended the nine new architectural resources not eligible. Four new archaeological sites were identified during the survey and one of these, 44FX2542, was recommended potentially eligible for listing on the NRHP. The other three were recommended not eligible by CCR. The 1870 cemetery component of one previously recorded site, 44FX0245, was relocated. However, the prehistoric component was not evident in CCR's STPs or surface collecting. CCR recommended the cemetery not eligible for NRHP inclusion but stated that proper state statutes should be followed if the cemetery was to be impacted by the proposed road improvements (Cooke et al. 2001).

As part of a road-widening project along U.S. Route 1, in 2001, CCR completed Project C, consisting of a Phase I survey of cultural resources between Route 611 and Huntington Avenue. The survey for architecture identified five properties previously listed or determined eligible/potentially eligible for listing in the NRHP, as well as three resources that had been previously surveyed and determined not eligible by DHR. As part of the survey, CCR identified 46 newly surveyed resources within the project area, all dating to the first half of the twentieth century and none of which were recommended eligible for the NRHP. One previously recorded archaeological site, 44FX0213, was not relocated and was apparently destroyed by development. No new archaeological sites were identified in the portion of the project corridor that could be surveyed during that survey effort. However, an area of the corridor was located on Fort Belvoir property and had not yet been surveyed at the time of report production as an Archaeological Resources Protection Act (ARPA) permit was required to access Fort Belvoir property (Lautzenheiser et al. 2001).

BACKGROUND REVIEW

The Ottery Group, Inc. (Ottery) conducted a Phase I archaeological identification survey in 2002 of an approximately 12-acre (4.9-ha) portion of the proposed Riverside Station Residential Subdivision in Woodbridge. A historic artifact scatter noted on exposed ground surfaces was judged by Ottery to be the result of grading refuse piles rather than historic property use. Four of 50 STPs excavated during the survey produced artifacts. However, radial STPs were negative and no archaeological sites were recorded. Ottery recommended that no additional cultural resource investigations were needed the project area (Torp 2003).

In 2005, the James River Institute for Archaeology, Inc. (JRIA) undertook a Phase I cultural resources survey of the proposed Rivergate development located approximately midway between I-95 and U.S. Route 1 on the south side of the Occoquan River in Prince William County. No archaeological sites were identified during the survey. A concrete storage silo, conveyor system concrete footings, and an earthen ramp associated with the Woodbridge Clay Products Company's circa 1939-1959 brick manufacturing operations were recorded as components of architectural resource 076-0332, also associated with the brick manufacturing facility. JRIA recommended these three structures not eligible for NRHP inclusion (Laird 2005)

Virginia Water and Wetlands, Inc. (VWW) completed a Phase I archaeological survey in 2006 at the Ez Cruz Marina project area on Neabsco Creek. Two standing dwellings, one built in 1960 and the other in 1990, were present in the project area. However, no historic artifacts that may have been associated with these buildings or prehistoric artifacts were recovered during the survey. The buildings were not evaluated architecturally. VWW stated that much of the project area was on a steep slope down to the creek, had been disturbed by railroad construction, and no further work was recommended (Poplar-Jeffers and Ward 2006).

In 2006 and 2007, Thunderbird, by then a division of Wetland Studies and Solutions, Inc., undertook a Phase I archaeological survey for the 36-mile (57.9-km) long I-95/395 HOV/Bus/HOT Lanes Project in northern Virginia between Eads Street in Arlington County and Garrisonville Road in Stafford County. Twenty-one previously recorded archaeological sites and two architectural resources were at least partially located within the project corridor. Resource 000-5772, the Fairlington Historic District, is considered potentially eligible for inclusion in the NRHP and was to be directly impacted. Thunderbird recommended evaluation of this impact in consultation with the DHR. Resource 029-5470, the WA & FC Electric Railway, was destroyed and recommended not eligible; this resource was within the project corridor. Fifteen of the previously recorded sites had already been destroyed at the time of this survey and their recorded locations were under I-95. The other six previously recorded sites crossed by the project corridor were recommended not eligible for NRHP consideration. Thunderbird recorded 20 new archaeological sites during the survey and recommended 18 of these not eligible. The remaining two sites, a stratified prehistoric camp (44ST0909) dating from at least the Early Woodland period, and a late-eighteenth to early-nineteenth century "relatively materially impoverished" landholding or tenant occupation (44ST0911). Thunderbird recommended both of these sites potentially eligible for NRHP inclusion, requiring Phase II archaeological evaluation if avoidance was not possible (Buchanan et al. 2007).

In 2008, Thunderbird conducted a Phase I survey as part of a third addendum to the I-95/395 HOV/Bus/HOT Lanes Project in northern Virginia. The study, which looked at 20 expanded areas, identified five previously surveyed above-ground resources. No new above-ground

BACKGROUND REVIEW

resources were identified. One previously identified resource, Neabsco Mills Ironworks (076-0265/44PW0629), was previously determined by DHR to be eligible for the NRHP. Including site 44PW0629, four previously recorded archaeological sites were encountered. Also, two new archaeological sites, both small lithic scatters, were identified (44PW1040 and 44PW1828). Thunderbird recommended these two sites not eligible for listing in the NRHP with no further study needed (Hutson and Mullen 2008).

In 2009, DHR enlisted historian Robert A. Selig to conduct a historical and architectural survey of Revolutionary War land and water routes, campsites, and related resources traveled and occupied by the Continental Army in Virginia, 1781-1782. The report identified 162 new resources and/or sites and 65 previously surveyed resources/sites. Two resources discussed in the report are located within the architectural APE for the current project. In Prince William County, one previously identified resource was included in the survey: the Colchester Ferry Site and a circa-1700 section of a historic road (076-0011) that leads up a steep hill from the ferry site along the bank of the Occoquan River. This resource has not been evaluated for the NRHP. In Fairfax County, one resource included in the survey is located within 0.5 mile of the architectural APE for the current project. The Fairfax Arms Tavern (029-0043) at 10712 Old Colchester Road, also known as Colchester Arms, is a circa-1775, one-and-a-half-story residence originally built as a tavern. The resource, which sits on a bluff overlooking the ford across the Occoquan River, was listed on the VLR in 1978 and on the NRHP in 1979 (Selig 2009).

Cultural Resources, Inc. (CRI) completed a Phase I architectural survey in 2010 for the proposed improvements along Routes 1 and 123 between Easy Street and Annapolis Way, including the intersections of U.S. Route 1 and Route 123 and Occoquan Road, in Prince William County. CRI identified 17 new resources and revisited seven previously recorded resources. All 24 total resources were recommended not eligible for NRHP listing as individual resources by CRI due to compromised setting resulting from recent adjacent development, structural alterations, deterioration, or demolition (DeChard and Brady 2010).

In 2011-2012, CCR conducted an architectural survey of cultural resources as part of improvements to the Route 1 Corridor at Fort Belvoir. The survey identified 64 previously recorded above-ground resources and 35 newly recorded resources. Six of the previously recorded resources were listed in the NRHP and five had been previously determined eligible for the NRHP, one of which, the Fort Belvoir Golf Course (029-5432), was found to be no longer extant. The report provided updated information on 11 of the previously recorded resources, noting that in addition to the Fort Belvoir Golf Course, seven additional resources were no longer extant, none of which had been previously determined eligible. One previously identified resource, the William Herris Gravemarker (029-0562), was recommended by CCR as potentially eligible as an individual resource. CCR recommended the Fort Belvoir Military Railroad Track Bed (029-5648) as having sufficient integrity to contribute to the eligibility of the overall linear resource. CCR also identified 23 newly recorded resources associated with the historic Village of Accotink and 12 additional resources located outside of the village. The resources located within the Village of Accotink were evaluated together as a potential historic district; however, CCR determined that the village did not meet the criteria for an NRHP-eligible historic district. None of the 12 resources located within the village that were located within the project APE were recommended to be individually eligible. Two resources located outside of the village were within the Woodlawn Historic District (029-5181) but had not been

individually surveyed. CCR recommended the Otis T. Mason House (029-5181-0006) not individually eligible but did recommend it as contributing to the historic district. The other property, the Sharpe Stable Complex (029-5181-0005), consisted of five resources. One was recommended potentially individually eligible for the NRHP, two were recommended not individually eligible but contributing elements to the Woodlawn Historic District, and two were recommended not individually eligible and not contributing to the Woodlawn Historic District (van den Hurk et al. 2012).

In 2014, a historic structure assessment was prepared for the Hannah P. Clark House (029-5741) at 10605 Furnace Road in Lorton (Peebles 2014). The circa-1876 Hannah P. Clark House, also known as the Enyedi House, is a two-and-a-half-story, cross-gable, vernacular, wood-frame farmhouse. Although the report recommended the resource eligible for listing in the NRHP under Criteria A, C, and D and as a contributing resource to the Colchester Town Historic District (029-0042), it has not been formerly evaluated for the NRHP by DHR staff.

4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

A total of 51 architectural properties have been previously recorded within 0.5 miles of the project corridor in the LOPC segment (See Appendix A for a complete listing of these resources). Three resources (5.9 percent) have been listed on both the NRHP and the Virginia Landmark Register (VLR). Colchester Arms/Fairfax Arms Tavern (029-0043) at 10712 Old Colchester Road was listed on the VLR in 1978 and on the NRHP the following year. The DC Workhouse and Reformatory Historic District/Lorton Prison Historic District (029-0947) in Fairfax County was listed on the VLR in 2005 and on the NRHP in 2006. Leesylvania Archaeological Site (076-0045), which includes the ruins of a circa-1750 dwelling, was listed on the VLR and the NRHP in 1984. Two additional resources (3.9 percent) have been determined eligible/potentially eligible for the NRHP. The RF&P (076-0301) was determined eligible by DHR staff in 2010, and Old Colchester Road/Potomac Path (029-0953), a historic road trace, was determined by DHR staff to be eligible in 1995.

Thirty-five resources (68.6 percent) located within 0.5 miles of the APE have been determined by DHR staff to be not eligible for the NRHP, at least one of which is no longer extant (076-0309). The resources include Gunston Road (029-0954), a late-seventeenth-century road trace, as well as one early-nineteenth-century dwelling (029-5279). The remaining resources all date to the early- to mid-twentieth century and include the Occoquan Brickworks (076-0332), three bridges, eight commercial buildings, one garage, 15 single-family dwellings, and four single-family dwellings that have been converted to commercial use.

The remaining resources (n=11, 21.5 percent) located within 0.5 miles of the APE for the LOPC segment have not been given a formal NRHP eligibility determination. At least one of these resources, the circa-1759 Metzger House (029-0045), is no longer extant. Other resources include the Colchester Town Archaeological Site (029-0042), the Colchester Ferry Site and an associated historic road trace (076-0011), the circa-1825 Fairfax House Site (076-0074), the eighteenth-century Occoquan Cemetery (029-0044), two late-nineteenth-century dwellings (029-5741 and 029-5763) and four early-twentieth-century, single-family dwellings (029-5017, 029-5019, 029-5020, and 076-0310).

5 RESULTS

The architectural investigation of the LOPC segment of the DC2RVA project involved a field survey of all buildings, objects, and districts over 48 years of age within the architectural APE (the age limit was developed to correspond with the 2017 architectural survey completion date). Both previously recorded properties and newly recorded resources were included as part of the current evaluation to achieve cultural resource compliance. The current survey identified 23 previously recorded resources (only 10 of which were resurveyed) and 213 newly recorded resources, for a total of 223 surveyed resources.

5.1 PREVIOUSLY RECORDED RESOURCES

This survey identified 23 previously recorded buildings, objects, and districts within the architectural APE; however, 13 of those resources were determined not eligible for listing on the NRHP by the DHR within the last five years and thus were not resurveyed by Dovetail and are excluded from Table 5-1. All previously recorded structures within the APE will be included in a subsequent report. Therefore, 10 previously recorded resources were surveyed as part of the survey of the LOPC segment (Table 5-1, Figures 5-1 through 5-3).

Of those 10 previously recorded resources included in current survey, two have been previously listed in or determined potentially eligible/eligible for the NRHP. Five of the previously recorded resources were determined not eligible for the NRHP more than five years ago; as such they were re-evaluated during the current survey. The remaining three previously recorded resources had not been formally evaluated for the NRHP.

Table 5-1 lists the 10 previously recorded resources resurveyed by Dovetail, along with Dovetail’s eligibility determination. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP), while cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-0042	Colchester Town, 10725 Old Colchester Road	Fairfax County	ca. 1753	Not Eligible
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	Remains Listed
029-0953	Old Colchester Road,	Fairfax County	ca. 1664	Remains Eligible

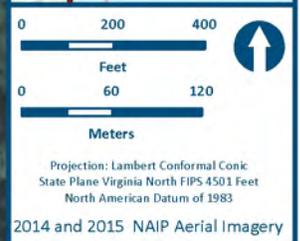
RESULTS

TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
	Potomac Path, King's Highway			
029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1876	Potentially Eligible
076-0011	Colchester Ferry Site and Historic Road Section, Railroad Avenue	Prince William County	ca. 1700	Not Eligible
076-5068	House, 13221 Railroad Avenue	Prince William County	ca. 1920	Not Eligible
076-5069	House, 13219 Railroad Avenue	Prince William County	ca. 1920	Not Eligible
076-5070	House, 13217 Railroad Avenue	Prince William County	1913	Not Eligible
076-5071	House, 13215 Railroad Avenue	Prince William County	1901	Not Eligible
076-5072	House, 13209 Railroad Avenue	Prince William County	1910	Not Eligible

Source: Dovetail, 2015.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.



- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 5-3
Previously Recorded
Resources

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5.1.1 Previously Recommended Potentially Eligible/Eligible for, or Listed in, the NRHP

Two of the 10 previously recorded resources included in this survey have been determined potentially eligible/eligible for the NRHP by DHR staff or have been listed in the NRHP. This includes an eighteenth-century tavern (029-0043) and a seventeenth-century road trace (029-0953). A brief description of each is listed below.

Colchester Arms (029-0043), also known as Fairfax Arms, located at 10712 Old Colchester Road, is a one-and-a-half story, four-bay tavern constructed around 1756 with an irregular, four-room plan (Figure 5-4). It was listed in the NRHP on May 21, 1979 under Criteria A and C. Additionally, this resource was included in the VLR on December 19, 1978 and is associated with the Revolutionary War Route and Transportation Survey (Selig 2009). The integrity of the building is intact and its current condition does not warrant a change to its NHRP-listed status. Therefore, it is **recommended that the resource at 10712 Old Colchester Road remains listed in the NRHP under Criteria A and C.**



FIGURE 5-4: COLCHESTER ARMS (029-0043)

Old Colchester Road (029-0953), historically known as the Potomac Path, and later as King's Highway, was an important commerce and trade route that dated the seventeenth century. Currently, the path is made up of a two-lane asphalt road that runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton (Figure 5-5). The landscape through which it travels is semi-rural and is filled with undeveloped land, forest, farmland, and residential buildings. The area near where the road ends, near the Occoquan River, is the site of the eighteenth-century town of Colchester and the Colchester ferry. Although the historic road infrastructure is largely gone, Old Colchester Road played an important role in the

RESULTS

county's early transportation history. In 1995, DHR determined that Old Colchester Road is eligible for the NRHP under Criterion A. Following the current survey, Dovetail recommends that the resource retains significance in the areas that made it eligible for the NRHP in 1995. In sum, it is **recommended that this resource remains eligible for listing in the NRHP under Criterion A.**



FIGURE 5-5: OLD COLCHESTER ROAD (029-0953)

5.1.2 Previously Determined Not Eligible

Five of the 10 previously recorded resources within the LOPC segment were previously determined not eligible by DHR staff in October 2001 (076-5068, 076-5069, 076-5070, 076-5071, and 076-5072). Because they received an eligibility determination more than five years ago, they were revisited during the current survey. These resources are situated on Railroad Avenue in Prince William County and are single-family dwellings that range in date to the first quarter of the twentieth century. It is **recommended that these resources remain not eligible for the NRHP.**

5.1.3 Previously Not Evaluated

Of the 10 previously recorded resources, three had not received a formal eligibility determination from DHR at the time of the survey. Of those, Dovetail recommended that one, a late-nineteenth-century dwelling (029-5741), should be considered potentially eligible for the NRHP. A brief description of the resource is provided below. The remaining two resources are recommended not eligible for the NRHP and are summarized at the end of this section.

5.1.3.1 Previously Not Evaluated Resources Recommended Potentially Eligible

The Hannah P. Clark House (029-5741) at 10605 Furnace Road, also known as the Enyedi House, is a circa-1876, two-story, three-bay house built in a style that was vernacular for the era and location in which it was constructed (Figure 5-6). According to the 2012 survey, this house is associated with the notable Potter and Clark families (DHR 2015). Additionally, in 1986 artist Janos Enyedi purchased the property and lived and worked there until his death in 2011. The *Washington Post* (2011) described Enyedi as “an internationally known artist whose paintings, sculpture and drawings celebrated his fascination with industrial landscapes and ports in the United States and Europe.” Although, according to the current owner, the building was relocated to this site in the 1910s, Enyedi’s period of significance took place much later and is non-contiguous, thus meeting the National Register consideration criterion for moved buildings and for those that achieved significance within the last 50 years. The resource’s association with significant people, such as the Potter and Clark families, as well as Janos Enyedi, merits further research and, therefore, it is recommended potentially eligible for the NRHP under Criterion B. It has no known association with any significant event and therefore is recommended not eligible for the NRHP under Criterion A. Multiple alterations made during the late-twentieth century have compromised the resource’s architectural integrity; therefore, the resource is recommended not eligible for the NRHP under Criterion C. As an architectural resource, this property was not evaluated under Criterion D. In sum, this resource is **recommended potentially eligible under Criterion B and Criteria Considerations B and G and not eligible for listing in the NRHP under Criteria A and C.**



FIGURE 5-6: HANNAH P. CLARK HOUSE (029-5741)

5.1.3.2 Previously Not Evaluated Resources Recommended Not Eligible

Of the three previously recorded resources that had not formally received an eligibility determination from DHR, two are recommended not eligible. Colchester Town (029-0042) was platted in the mid-eighteenth century and through its success as a port along the Potomac, the town became a commercial epicenter for the area during the late-eighteenth and early-nineteenth centuries. No known above-ground resources associated with Colchester Town remain. Because it has a loss of historic integrity and architectural significance, it is recommended not eligible for the NRHP under Criteria A, B, and C. As an architectural resource, this property was not evaluated under Criterion D.

The second resource is the circa-1700 Colchester Ferry Site (076-0011) situated near Railroad Avenue. There are no known above-ground remnants of this ferry and the resource has compromised integrity. It has no known association with a historic event or individual. As such, the Colchester Ferry Site is recommended not eligible for individual listing in the NRHP. As an architectural resource, this property was not evaluated under Criterion D.

In sum, both Colchester Town (029-0042) and the Colchester Ferry Site (076-0011) are **recommended not eligible for the NRHP under Criteria A-C.**

5.2 NEWLY RECORDED RESOURCES

Of the 223 above-ground resources recorded in the architectural APE of the LOPC segment during the current project, the DC2RVA Project Team documented 213 newly recorded resources (Table 5-2; Figures 5-7 through 5-18). Many of the resources are located within two previously unsurveyed post-World War II neighborhoods in Prince William County: Marumsco Acres (076-5685) and Featherstone Shores Historic District (076-5684). More than half (n=133, 62.4 percent) of the newly recorded resources are located within the Marumsco Acres Historic District (076-5685). All of these resources are one- to two-story, single-family dwellings constructed styles and forms that were common in this region during the mid-twentieth century. The resources date between 1959 and 1964 and many have undergone some form of alteration, including material replacement or additions. Another 47 resources (22.1 percent) are located within the Featherstone Shores Historic District (076-5684), all of which are single-family dwellings built between 1950 and 1965. A majority (n=26, 86.7 percent) of the remaining 30 resources are single-family dwellings constructed between 1901 and 1962. Some of these buildings are examples of styles and forms that were popular during the second and third quarters of the twentieth century, such as the Colonial Revival, Minimal Traditional, and Ranch styles and the Cape Cod form; however, on a whole, they represent a building type that is vernacular throughout the region. Three commercial buildings, one industrial building, and one church dating, all between 1957 and 1966, were also surveyed.

These 213 newly recorded resources have no outstanding architectural merit and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing on the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D. In sum, these 213 newly recorded resources **are recommended not eligible for the NRHP under Criteria A-C.**

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
029-5917	10428 Old Colchester Road	Fairfax County	1914	Not Eligible
029-5918	10430 Old Colchester Road	Fairfax County	ca. 1950	Not Eligible
029-5919	10520 Old Colchester Road	Fairfax County	1947	Not Eligible
029-5920	10624 Old Colchester Road	Fairfax County	1925	Not Eligible
029-5921	10632 Old Colchester Road	Fairfax County	1956	Not Eligible
029-5922	10702 Old Colchester Road	Fairfax County	1949	Not Eligible
029-5923	10716 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5924	10724 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5925	10608 Furnace Road	Fairfax County	1954	Not Eligible
029-5926	10600 Furnace Road	Fairfax County	1939	Not Eligible
029-5927	10301 Richmond Highway	Fairfax County	1939	Not Eligible
029-5928	9920 Richmond Highway	Fairfax County	1966	Not Eligible
029-5929	8100 Mims Street	Fairfax County	1960	Not Eligible
076-5684	Featherstone Shores Historic District	Prince William County	post-1950	Not Eligible
076-5684-0001	1107 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0002	1105 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0003	1104 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0004	1109 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0005	1108 Laurel Street	Prince William County	1960	Not Eligible
076-5684-0006	1107 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0007	1106 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0008	1105 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0009	1104 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0010	1109 Linden Street	Prince William County	1964	Not Eligible
076-5684-0011	1108 Linden Street	Prince William County	1964	Not Eligible
076-5684-0012	1107 Linden Street	Prince William County	1964	Not Eligible
076-5684-0013	1106 Linden Street	Prince William County	1965	Not Eligible
076-5684-0014	1105 Linden Street	Prince William County	1965	Not Eligible
076-5684-0015	1104 Linden Street	Prince William County	1965	Not Eligible
076-5684-0016	1113 Mapleton Street	Prince William County	1950	Not Eligible

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
076-5684-0017	1112 Mapleton Street	Prince William County	1951	Not Eligible
076-5684-0018	1108 Mapleton Street	Prince William County	1963	Not Eligible
076-5684-0019	1107 Mapleton Street	Prince William County	1965	Not Eligible
076-5684-0020	1106 Mapleton Street	Prince William County	1963	Not Eligible
076-5684-0021	1116 Burton Street	Prince William County	1951	Not Eligible
076-5684-0022	1114 Burton Street	Prince William County	1951	Not Eligible
076-5684-0023	1115 Burton Street	Prince William County	1951	Not Eligible
076-5684-0024	1113 Burton Street	Prince William County	1955	Not Eligible
076-5684-0025	1109 Burton Street	Prince William County	1963	Not Eligible
076-5684-0026	14610 Featherstone Road	Prince William County	1959	Not Eligible
076-5684-0027	14612 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0028	14613 Featherstone Road	Prince William County	1960	Not Eligible
076-5684-0029	14614 Featherstone Road	Prince William County	1957	Not Eligible
076-5684-0030	14616 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0031	14618 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0032	14620 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0033	14700 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0034	14702 Featherstone Road	Prince William County	1956	Not Eligible
076-5684-0035	14704 Featherstone Road	Prince William County	1955	Not Eligible
076-5684-0036	14706 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0037	14708 Featherstone Road	Prince William County	1965	Not Eligible
076-5684-0038	14710 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0039	14712 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0040	14714 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0041	14716 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0042	14718 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0043	14720 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0044	14722 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0045	14724 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0046	14726 Featherstone Road	Prince William County	1953	Not Eligible

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
076-5684-0047	14728 Featherstone Road	Prince William County	1953	Not Eligible
076-5685	Marumscos Acres Historic District	Prince William County	Post-1959	Not Eligible
076-5685-0001	1329 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0002	1330 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0003	1328 Saxon Street	Prince William County	1963	Not Eligible
076-5685-0004	1327 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0005	1325 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0006	1323 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0007	1326 Saxon Street	Prince William County	1961	Not Eligible
076-5685-0008	1324 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0009	1322 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0010	1320 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0011	14462 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0012	14463 Meridian Drive	Prince William County	1963	Not Eligible
076-5685-0013	14460 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0014	14458 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0015	14456 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0016	14454 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0017	14461 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0018	14459 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0019	14457 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0020	14429 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0021	14427 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0022	14425 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0023	1202 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0024	1200 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0025	1201 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0026	1203 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0027	1205 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0028	1206 East Longview Drive	Prince William County	1964	Not Eligible

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
076-5685-0029	14410 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0030	1250 Columbia Road	Prince William County	1963	Not Eligible
076-5685-0031	14408 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0032	14406 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0033	14407 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0034	14409 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0035	14411 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0036	14413 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0037	14415 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0038	14417 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0039	14419 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0040	14421 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0041	1252 Columbia Road	Prince William County	1964	Not Eligible
076-5685-0042	14234 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0043	14236 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0044	14238 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0045	14223 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0046	14221 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0047	14219 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0048	14217 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0049	14215 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0050	14213 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0051	14211 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0052	14209 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0053	14235 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0054	14237 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0055	14218 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0056	14216 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0057	14214 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0058	14212 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0059	1203 Riggs Court	Prince William County	1961	Not Eligible

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
076-5685-0060	1202 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0061	14208 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0062	14206 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0063	14204 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0064	14202 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0065	14200 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0066	14207 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0067	14205 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0068	14203 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0069	14201 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0070	14121 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0071	1253 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0072	1254 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0073	1252 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0074	14118 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0075	14116 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0076	14114 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0077	14112 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0078	14110 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0079	14119 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0080	14117 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0081	14115 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0082	14113 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0083	14111 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0084	1253 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0085	1252 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0086	14108 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0087	14106 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0088	14104 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0089	14109 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0090	14107 Mount Pleasant Drive	Prince William County	1960	Not Eligible

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TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

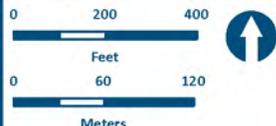
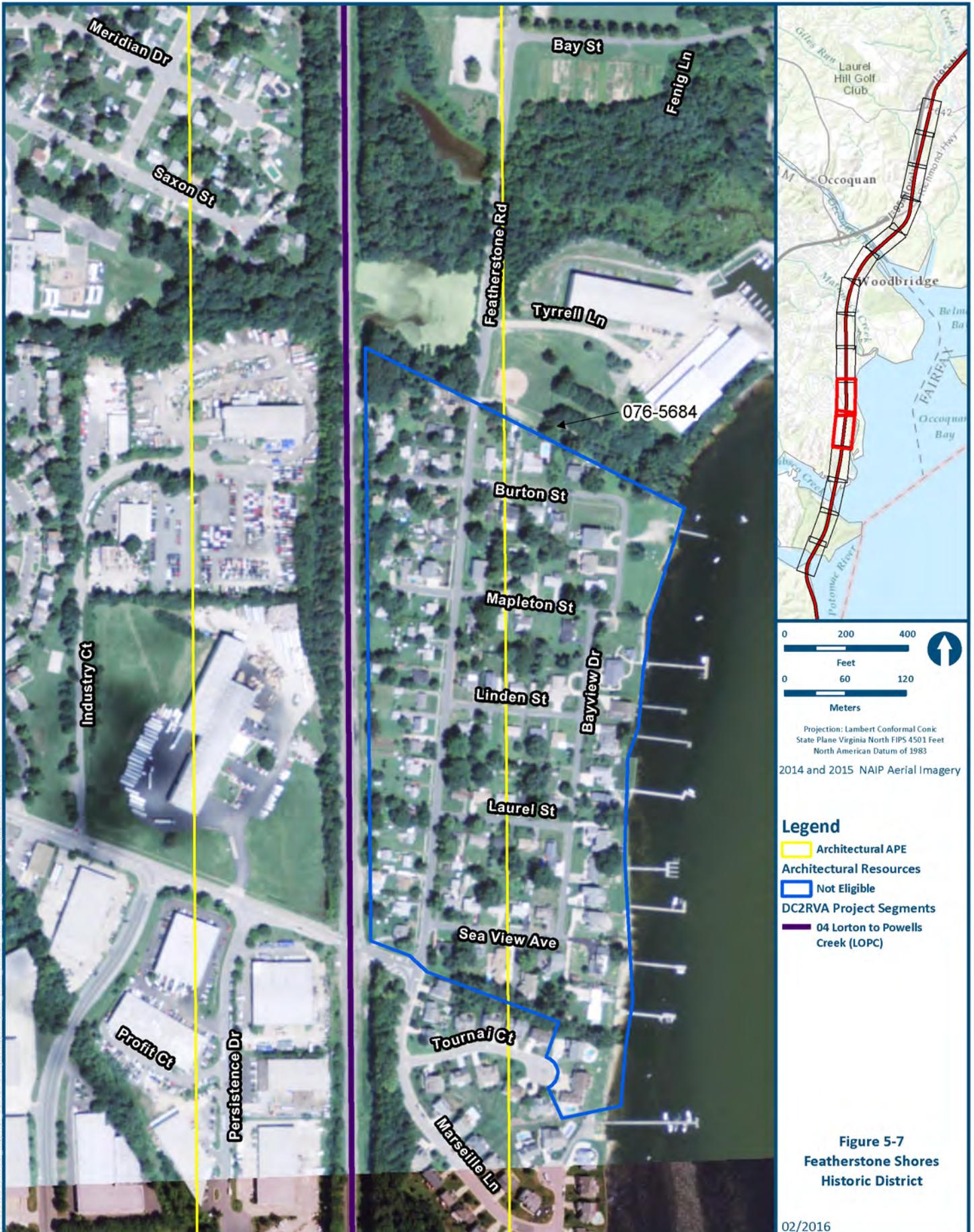
DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
076-5685-0091	14105 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0092	14103 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0093	14101 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0094	14025 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0095	14023 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0096	14021 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0097	14019 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0098	14024 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0099	14022 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0100	14020 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0101	14018 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0102	14016 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0103	14017 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0104	14015 Mount Pleasant Drive	Prince William County	1961	Not Eligible
076-5685-0105	1207 Hale Court	Prince William County	1960	Not Eligible
076-5685-0106	1205 Hale Court	Prince William County	1960	Not Eligible
076-5685-0107	1203 Hale Court	Prince William County	1960	Not Eligible
076-5685-0108	1201 Hale Court	Prince William County	1960	Not Eligible
076-5685-0109	1200 Hale Court	Prince William County	1962	Not Eligible
076-5685-0110	1202 Hale Court	Prince William County	1960	Not Eligible
076-5685-0111	1206 Hale Court	Prince William County	1960	Not Eligible
076-5685-0112	1204 Hale Court	Prince William County	1960	Not Eligible
076-5685-0113	13915 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0114	1205 Rope Court	Prince William County	1960	Not Eligible
076-5685-0115	1203 Rope Court	Prince William County	1960	Not Eligible
076-5685-0116	1201 Rope Court	Prince William County	1960	Not Eligible
076-5685-0117	1200 Rope Court	Prince William County	1960	Not Eligible
076-5685-0118	1202 Rope Court	Prince William County	1960	Not Eligible
076-5685-0119	1204 Rope Court	Prince William County	1960	Not Eligible
076-5685-0120	13912 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0121	13910 Rope Drive	Prince William County	1960	Not Eligible

RESULTS

TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Determination
076-5685-0122	13908 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0123	13906 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0124	13904 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0125	13902 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0126	13900 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0127	13901 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0128	13903 Rope Drive	Prince William County	1959	Not Eligible
076-5685-0129	13905 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0131	14414 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0132	14418 Melbourne Avenue	Prince William County	1962	Not Eligible
076-5685-0133	14420 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0134	1249 Columbia Road	Prince William County	1963	Not Eligible
076-5686	16244 Neabsco Road	Prince William County	1962	Not Eligible
076-5687	16247 Neabsco Road	Prince William County	1950	Not Eligible
076-5688	16248 Neabsco Road	Prince William County	1964	Not Eligible
076-5689	16250 Neabsco Road	Prince William County	1957	Not Eligible
076-5690	16276 Neabsco Beach Way	Prince William County	1930	Not Eligible
076-5691	13504 Jefferson Davis Highway	Prince William County	1957	Not Eligible
076-5692	911 Burke Drive	Prince William County	1959	Not Eligible
076-5693	908 Burke Drive	Prince William County	1959	Not Eligible
076-5694	906 Burke Drive	Prince William County	1959	Not Eligible
076-5695	13500 Fitzhugh Lane	Prince William County	1959	Not Eligible
076-5696	13501 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5697	13502 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5698	13503 Fitzhugh Lane	Prince William County	1961	Not Eligible
076-5699	13504 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5700	13505 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5701	13506 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5703	13211 Railroad Avenue	Prince William County	1901	Not Eligible
076-5720	13731 Dabney Road	Prince William County	1964	Not Eligible

Source: Dovetail, 2015.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 2014 and 2015 NAIP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 5-7
 Featherstone Shores
 Historic District

02/2016

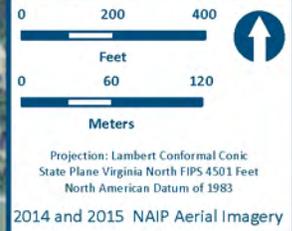
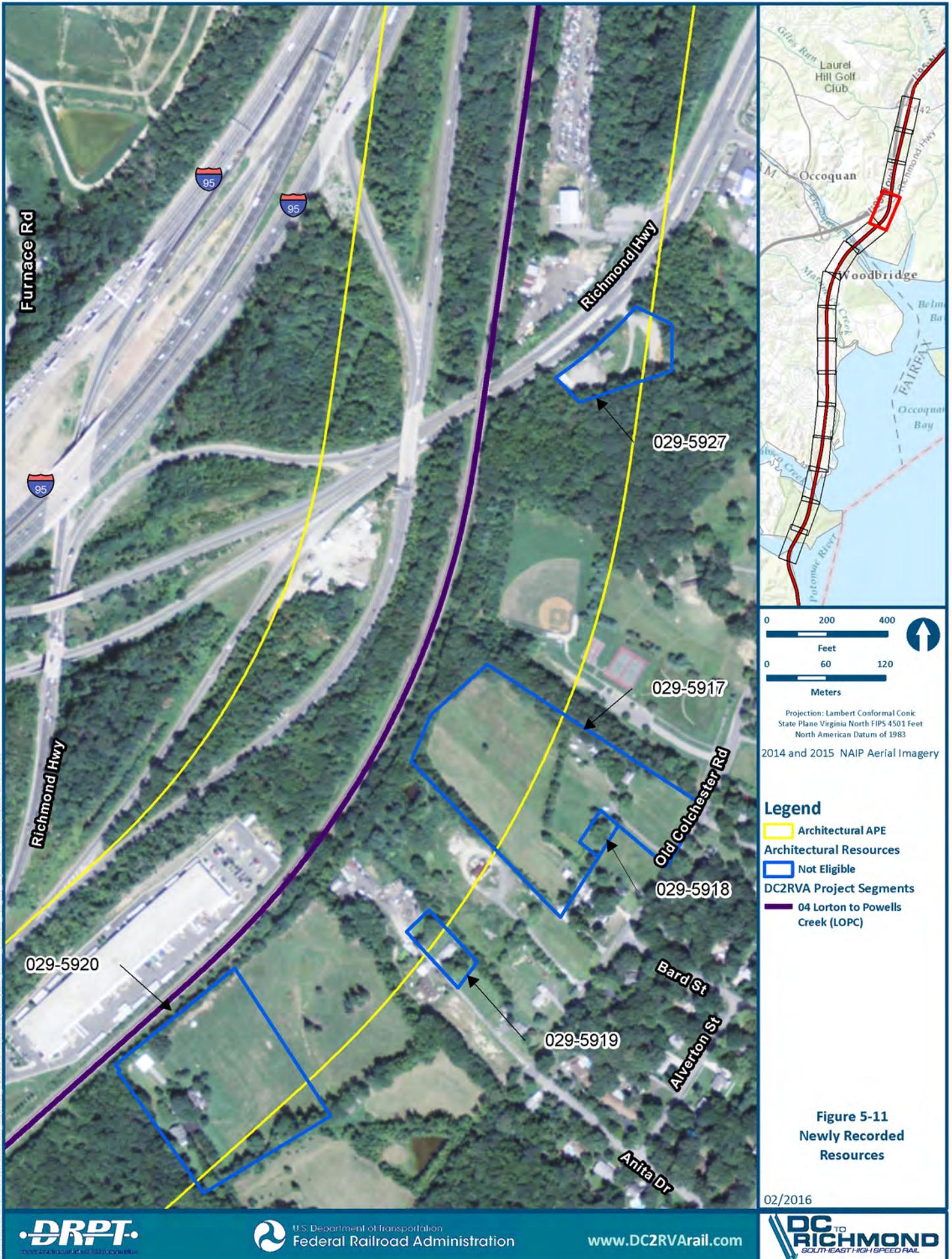
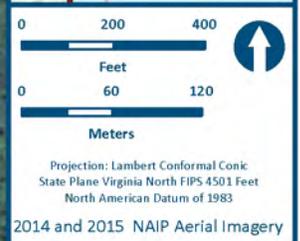
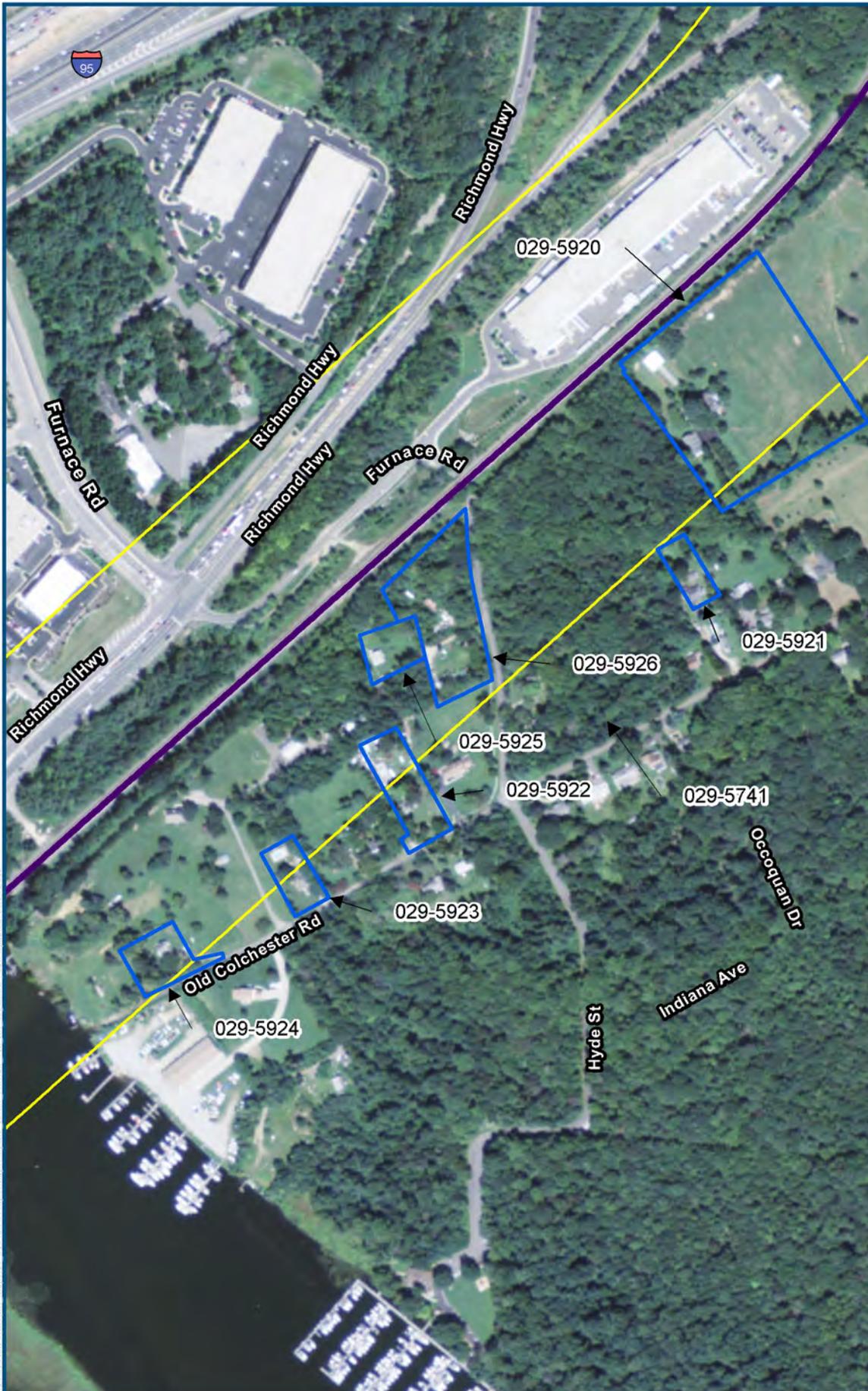


Figure 5-11
 Newly Recorded
 Resources

02/2016



- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 5-12
Newly Recorded Resources

02/2016

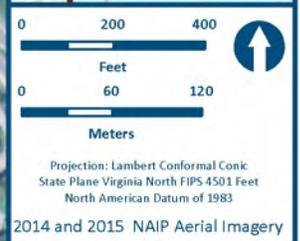
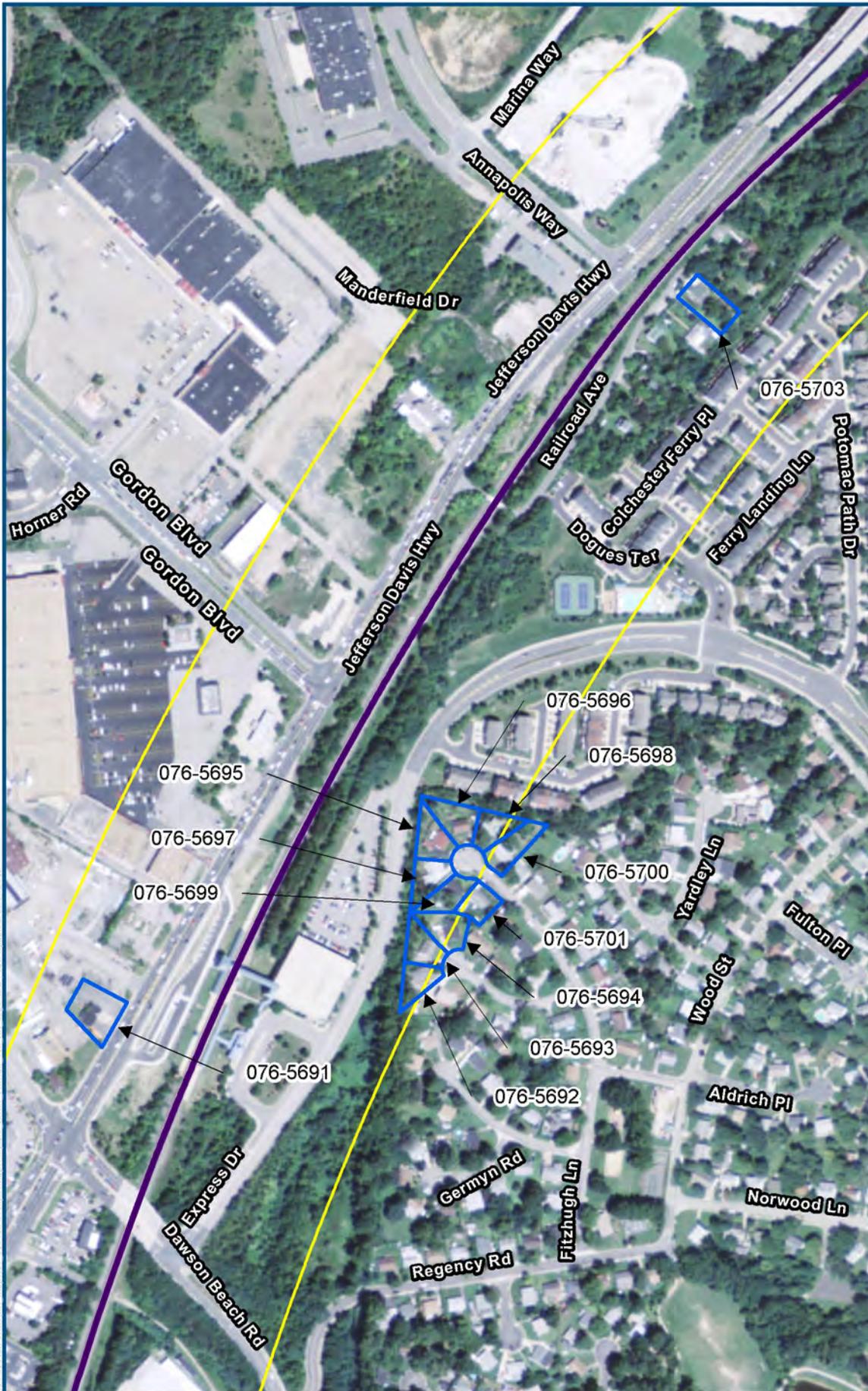
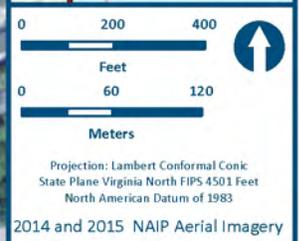
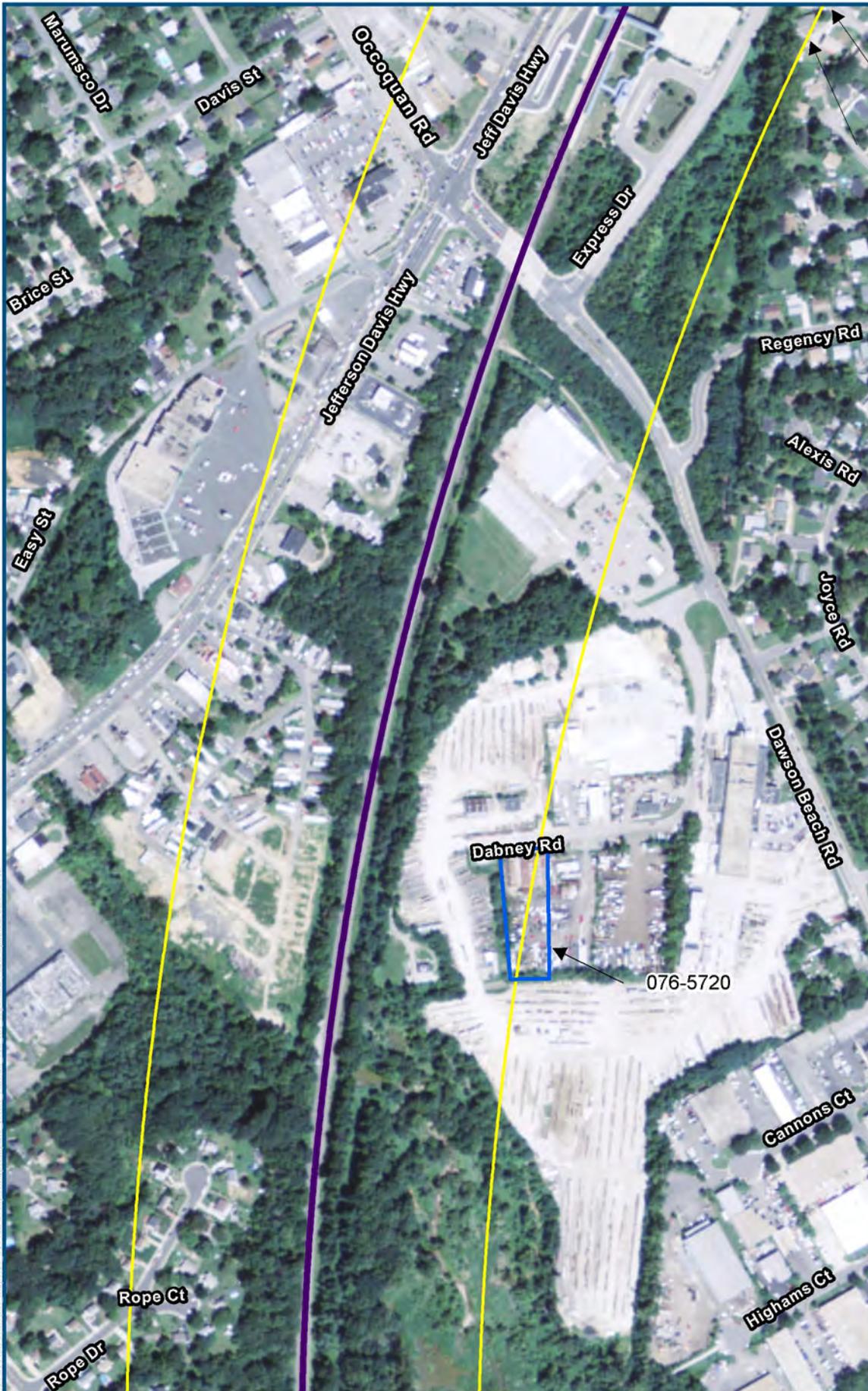


Figure 5-13
Newly Recorded
Resources

02/2016



- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 5-14
Newly Recorded
Resources

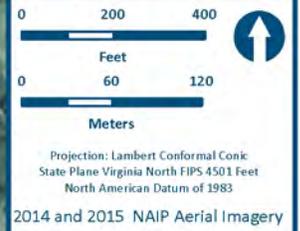
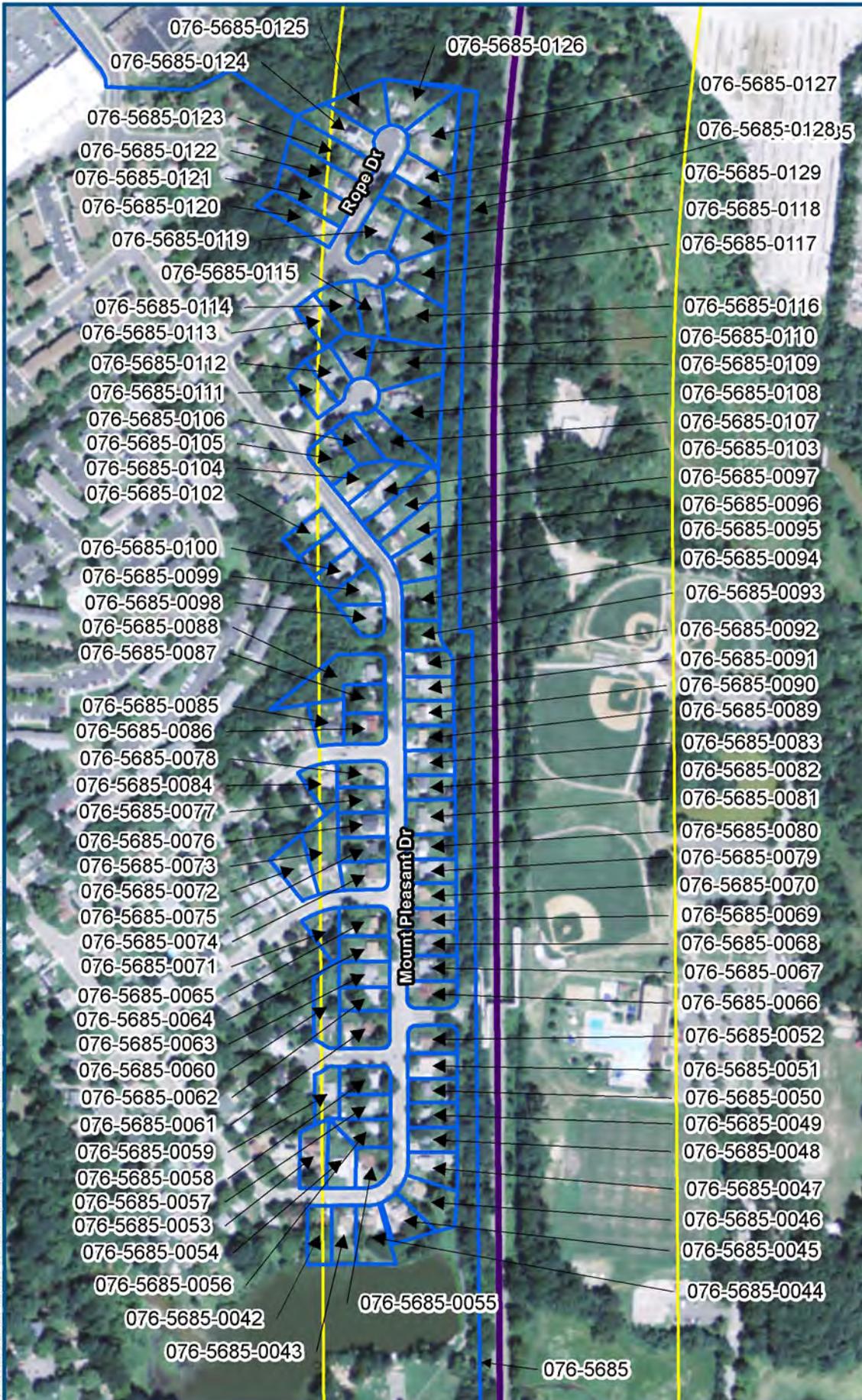
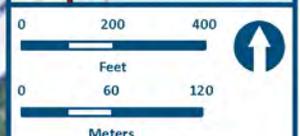


Figure 5-15
 Newly Recorded
 Resources

02/2016



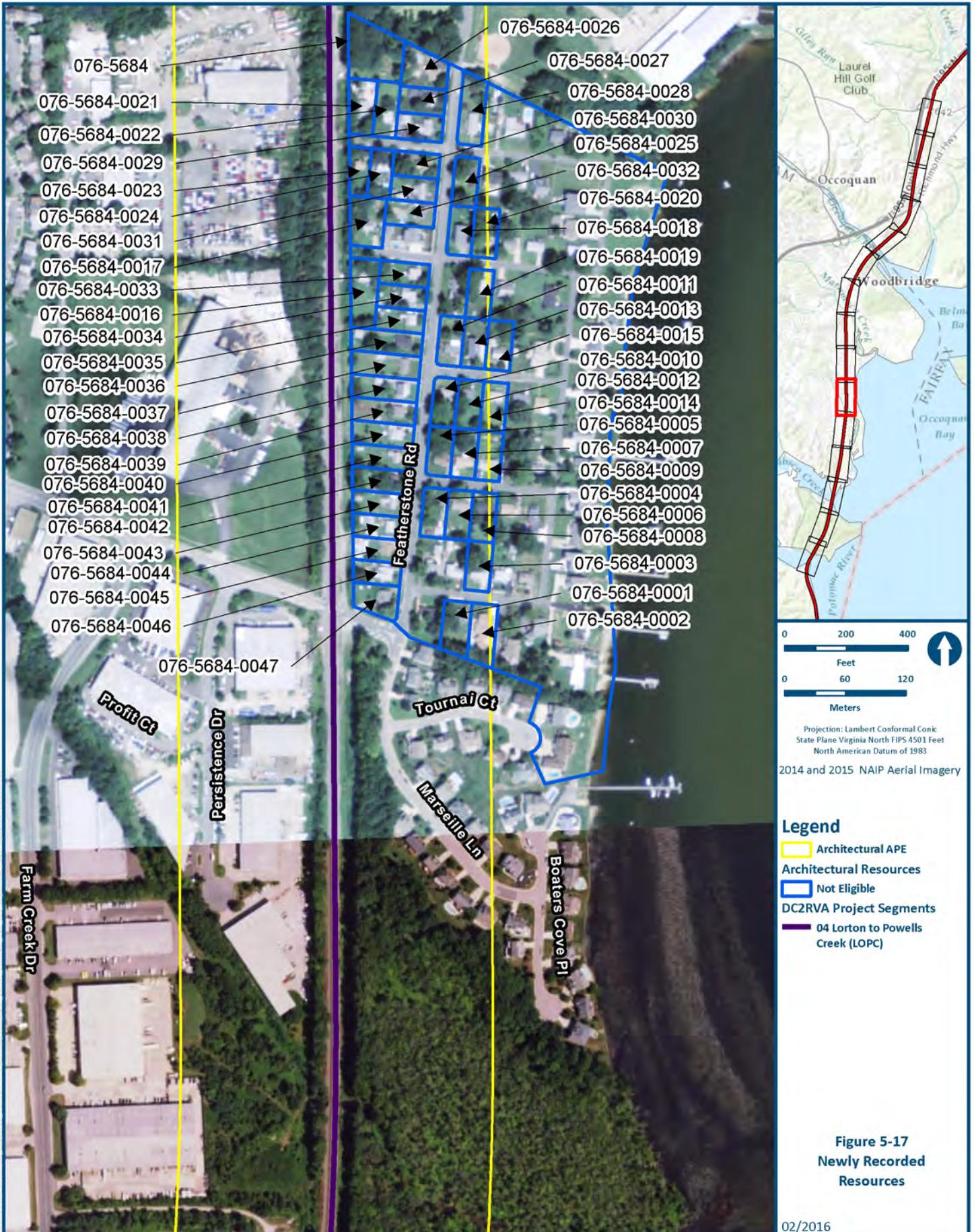
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Legend

- Architectural APE
- Architectural Resources
- Not Eligible
- DC2RVA Project Segments
- 04 Lorton to Powells Creek (LOPC)

Figure 5-16
Newly Recorded
Resources

02/2016

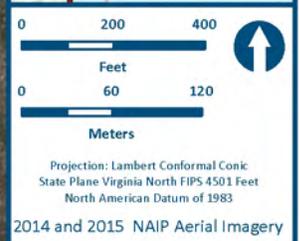


Legend

- Architectural APE
- Architectural Resources
 - Not Eligible
- DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 5-17
Newly Recorded
Resources

02/2016



- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 5-18
Newly Recorded
Resources

02/2016

6 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the LOPC segment of the DC2RVA corridor. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA’s involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, the DC2RVA Project Team surveyed 223 historic architectural resources within the architectural APE within the LOPC segment. Of these, the majority (n=220) do not have any known association with a known historic trend or specific event or a notable person (Table 6-1). Furthermore, they have no outstanding architectural merit and are not known to be the work of a master. As such it is **recommended that 220 of the 223 resources surveyed during the current survey are not eligible for individual listing on the NRHP.**

Two resources were previously determined potentially eligible/eligible for, or listed in, the NRHP, including Colchester Arms (029-0043), a mid-eighteenth-century tavern, and Old Colchester Road (029-0953), a seventeenth-century road trace. Because these two resources have not been greatly altered and continue to possess the same levels of integrity that made them eligible for the NRHP, the DC2RVA Project Team **recommends that they should retain their previous eligibility status.** In addition, as a result of the current survey, one resource (Hannah P. Clark House, 029-5741) **is recommended potentially eligible for the NRHP under Criterion B and Criteria Considerations B and G.**

Table 6-1 summarizes identified resources in the LOPC segment, along with the Project Team’s eligibility recommendations. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP), while cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-0042	Colchester Town, 10725 Old Colchester Road	Fairfax County	ca. 1753	Not Eligible
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	Remains Listed
029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	Remains Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1876	Potentially Eligible Under Criterion B and Criteria Consideration B and G
029-5917	10428 Old Colchester Road	Fairfax County	1914	Not Eligible
029-5918	10430 Old Colchester Road	Fairfax County	ca. 1950	Not Eligible
029-5919	10520 Old Colchester Road	Fairfax County	1947	Not Eligible
029-5920	10624 Old Colchester Road	Fairfax County	1925	Not Eligible
029-5921	10632 Old Colchester Road	Fairfax County	1956	Not Eligible
029-5922	10702 Old Colchester Road	Fairfax County	1949	Not Eligible
029-5923	10716 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5924	10724 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5925	10608 Furnace Road	Fairfax County	1954	Not Eligible
029-5926	10600 Furnace Road	Fairfax County	1939	Not Eligible
029-5927	10301 Richmond Highway	Fairfax County	1939	Not Eligible
029-5928	9920 Richmond Highway	Fairfax County	1966	Not Eligible
029-5929	8100 Mims Street	Fairfax County	1960	Not Eligible
076-0011	Colchester Ferry Site and Historic Road Section, Railroad Avenue	Prince William County	ca. 1700	Not Eligible
076-5068	House, 13221 Railroad Avenue	Prince William County	ca. 1920	Not Eligible
076-5069	House, 13219 Railroad Avenue	Prince William County	ca. 1920	Not Eligible
076-5070	House, 13217 Railroad Avenue	Prince William County	1913	Not Eligible
076-5071	House, 13215 Railroad Avenue	Prince William County	1901	Not Eligible
076-5072	House, 13209 Railroad Avenue	Prince William County	1910	Not Eligible
076-5684	Featherstone Shores Historic District	Prince William County	post-1950	Not Eligible
076-5684-0001	1107 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0002	1105 Sea View Avenue	Prince William County	1964	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0003	1104 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0004	1109 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0005	1108 Laurel Street	Prince William County	1960	Not Eligible
076-5684-0006	1107 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0007	1106 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0008	1105 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0009	1104 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0010	1109 Linden Street	Prince William County	1964	Not Eligible
076-5684-0011	1108 Linden Street	Prince William County	1964	Not Eligible
076-5684-0012	1107 Linden Street	Prince William County	1964	Not Eligible
076-5684-0013	1106 Linden Street	Prince William County	1965	Not Eligible
076-5684-0014	1105 Linden Street	Prince William County	1965	Not Eligible
076-5684-0015	1104 Linden Street	Prince William County	1965	Not Eligible
076-5684-0016	1113 Mapleton Street	Prince William County	1950	Not Eligible
076-5684-0017	1112 Mapleton Street	Prince William County	1951	Not Eligible
076-5684-0018	1108 Mapleton Street	Prince William County	1963	Not Eligible
076-5684-0019	1107 Mapleton Street	Prince William County	1965	Not Eligible
076-5684-0020	1106 Mapleton Street	Prince William County	1963	Not Eligible
076-5684-0021	1116 Burton Street	Prince William County	1951	Not Eligible
076-5684-0022	1114 Burton Street	Prince William County	1951	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0023	1115 Burton Street	Prince William County	1951	Not Eligible
076-5684-0024	1113 Burton Street	Prince William County	1955	Not Eligible
076-5684-0025	1109 Burton Street	Prince William County	1963	Not Eligible
076-5684-0026	14610 Featherstone Road	Prince William County	1959	Not Eligible
076-5684-0027	14612 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0028	14613 Featherstone Road	Prince William County	1960	Not Eligible
076-5684-0029	14614 Featherstone Road	Prince William County	1957	Not Eligible
076-5684-0030	14616 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0031	14618 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0032	14620 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0033	14700 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0034	14702 Featherstone Road	Prince William County	1956	Not Eligible
076-5684-0035	14704 Featherstone Road	Prince William County	1955	Not Eligible
076-5684-0036	14706 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0037	14708 Featherstone Road	Prince William County	1965	Not Eligible
076-5684-0038	14710 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0039	14712 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0040	14714 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0041	14716 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0042	14718 Featherstone Road	Prince William County	1953	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0043	14720 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0044	14722 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0045	14724 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0046	14726 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0047	14728 Featherstone Road	Prince William County	1953	Not Eligible
076-5685	Marumscos Acres Historic District	Prince William County	Post-1959	Not Eligible
076-5685-0001	1329 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0002	1330 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0003	1328 Saxon Street	Prince William County	1963	Not Eligible
076-5685-0004	1327 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0005	1325 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0006	1323 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0007	1326 Saxon Street	Prince William County	1961	Not Eligible
076-5685-0008	1324 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0009	1322 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0010	1320 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0011	14462 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0012	14463 Meridian Drive	Prince William County	1963	Not Eligible
076-5685-0013	14460 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0014	14458 Meridian Drive	Prince William County	1964	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0015	14456 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0016	14454 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0017	14461 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0018	14459 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0019	14457 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0020	14429 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0021	14427 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0022	14425 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0023	1202 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0024	1200 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0025	1201 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0026	1203 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0027	1205 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0028	1206 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0029	14410 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0030	1250 Columbia Road	Prince William County	1963	Not Eligible
076-5685-0031	14408 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0032	14406 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0033	14407 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0034	14409 Melbourne Avenue	Prince William County	1963	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0035	14411 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0036	14413 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0037	14415 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0038	14417 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0039	14419 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0040	14421 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0041	1252 Columbia Road	Prince William County	1964	Not Eligible
076-5685-0042	14234 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0043	14236 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0044	14238 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0045	14223 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0046	14221 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0047	14219 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0048	14217 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0049	14215 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0050	14213 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0051	14211 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0052	14209 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0053	14235 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0054	14237 Fisher Avenue	Prince William County	1963	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0055	14218 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0056	14216 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0057	14214 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0058	14212 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0059	1203 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0060	1202 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0061	14208 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0062	14206 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0063	14204 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0064	14202 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0065	14200 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0066	14207 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0067	14205 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0068	14203 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0069	14201 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0070	14121 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0071	1253 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0072	1254 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0073	1252 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0074	14118 Mount Pleasant Drive	Prince William County	1960	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0075	14116 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0076	14114 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0077	14112 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0078	14110 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0079	14119 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0080	14117 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0081	14115 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0082	14113 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0083	14111 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0084	1253 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0085	1252 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0086	14108 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0087	14106 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0088	14104 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0089	14109 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0090	14107 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0091	14105 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0092	14103 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0093	14101 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0094	14025 Mount Pleasant Drive	Prince William County	1960	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0095	14023 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0096	14021 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0097	14019 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0098	14024 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0099	14022 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0100	14020 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0101	14018 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0102	14016 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0103	14017 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0104	14015 Mount Pleasant Drive	Prince William County	1961	Not Eligible
076-5685-0105	1207 Hale Court	Prince William County	1960	Not Eligible
076-5685-0106	1205 Hale Court	Prince William County	1960	Not Eligible
076-5685-0107	1203 Hale Court	Prince William County	1960	Not Eligible
076-5685-0108	1201 Hale Court	Prince William County	1960	Not Eligible
076-5685-0109	1200 Hale Court	Prince William County	1962	Not Eligible
076-5685-0110	1202 Hale Court	Prince William County	1960	Not Eligible
076-5685-0111	1206 Hale Court	Prince William County	1960	Not Eligible
076-5685-0112	1204 Hale Court	Prince William County	1960	Not Eligible
076-5685-0113	13915 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0114	1205 Rope Court	Prince William County	1960	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0115	1203 Rope Court	Prince William County	1960	Not Eligible
076-5685-0116	1201 Rope Court	Prince William County	1960	Not Eligible
076-5685-0117	1200 Rope Court	Prince William County	1960	Not Eligible
076-5685-0118	1202 Rope Court	Prince William County	1960	Not Eligible
076-5685-0119	1204 Rope Court	Prince William County	1960	Not Eligible
076-5685-0120	13912 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0121	13910 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0122	13908 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0123	13906 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0124	13904 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0125	13902 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0126	13900 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0127	13901 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0128	13903 Rope Drive	Prince William County	1959	Not Eligible
076-5685-0129	13905 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0131	14414 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0132	14418 Melbourne Avenue	Prince William County	1962	Not Eligible
076-5685-0133	14420 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0134	1249 Columbia Road	Prince William County	1963	Not Eligible
076-5686	16244 Neabsco Road	Prince William County	1962	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5687	16247 Neabsco Road	Prince William County	1950	Not Eligible
076-5688	16248 Neabsco Road	Prince William County	1964	Not Eligible
076-5689	16250 Neabsco Road	Prince William County	1957	Not Eligible
076-5690	16276 Neabsco Beach Way	Prince William County	1930	Not Eligible
076-5691	13504 Jefferson Davis Highway	Prince William County	1957	Not Eligible
076-5692	911 Burke Drive	Prince William County	1959	Not Eligible
076-5693	908 Burke Drive	Prince William County	1959	Not Eligible
076-5694	906 Burke Drive	Prince William County	1959	Not Eligible
076-5695	13500 Fitzhugh Lane	Prince William County	1959	Not Eligible
076-5696	13501 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5697	13502 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5698	13503 Fitzhugh Lane	Prince William County	1961	Not Eligible
076-5699	13504 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5700	13505 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5701	13506 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5703	13211 Railroad Avenue	Prince William County	1901	Not Eligible
076-5720	13731 Dabney Road	Prince William County	1964	Not Eligible

Source: Dovetail, 2015.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

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APPENDIX A: BACKGROUND REVIEW TABLE

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
029-0042	Colchester Town	ca. 1753	Not Evaluated	
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	ca. 1756	Listed	VLR 12/19/1978; NRHP 5/21/1979
029-0044	Occoquan Cemetery	1769	Not Evaluated	
029-0045	Metzger House, Henderson House, 10720 Old Colchester Rd	ca. 1759	Not Evaluated; No Longer Extant	
029-0947	DC Workhouse and Reformatory Historic District, Lorton Prison Historic District	ca. 1910	Listed	VLR 12/7/2005; NRHP 2/16/2006
029-0953	Old Colchester Road, Potomac Path, King's Highway	ca. 1664	Eligible	8/30/2012
029-0954	Gunston Road	ca. 1690	Not Eligible	12/14/1995
029-0956	Bridge #6044	1935	Not Eligible	11/1/1995
029-5017	Hall House, 8256 Silverbrook Road	1922	Not Evaluated	
029-5019	8255 Silverbrook Road, Bragg House, House, 8255 Silverbrook Road	ca. 1924	Not Evaluated	
029-5020	Wease House, 8252 Silverbrook Road	1940	Not Evaluated	
029-5167	Shepherd House	1935	Not Eligible	10/17/2001
029-5278	House, 9621 Richmond Highway (Function/Location)	ca. 1934	Not Eligible	6/21/1996
029-5279	House, 9811 Gunston Road, The Oaks	ca. 1828	Not Eligible	7/8/1996
029-5741	Hannah P. Clark House, Enyedi House, 10605 Furnace Rd (Rt 611)	ca. 1876	Not Evaluated	
029-5763	House, 10419 Old Colchester Rd, Minnick House	ca. 1893	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
076-0011	Colchester Ferry Site, Historic Road Section, Railroad Avenue	ca. 1700	Not Evaluated	
076-0045	Leesylvania Archaeological Site, Freestone Point, Lee's Neck	ca. 1750	Listed	VLR 6/19/1984; NRHP 9/13/1984
076-0074	Fairfax House Site	ca. 1825	Not Evaluated	
076-0301	Richmond, Fredericksburg & Potomac Railroad	ca. 1871	Eligible	6/23/2010
076-0309	Marumco Mill Tract, Rawls House, Rolls House, 1237 Easy St	ca. 1858	Not Eligible; No Longer Extant	12/7/2010
076-0310	Metzeger House Site, Mount Pleasant, Thompson House	1937	Not Evaluated	
076-0332	Occoquan Brickworks, Virginia Concrete, Woodbridge Clay Products Company	ca. 1939	Not Eligible	12/7/2010
076-0468	Bridge #6055	ca. 1935	Not Eligible	11/1/1995
076-5063	Mama's Alterations, et al., 13764 Jefferson Davis Highway	1950	Not Eligible	12/7/2010
076-5064	Garage, 13610 Jefferson Davis Highway	1940	Not Eligible	12/7/2010
076-5065	Used Cars of Woodbridge, 13608 Jefferson Davis Highway	1950	Not Eligible	12/7/2010
076-5066	Ridge Limited Company, 13316 Jefferson Davis Highway	1920	Not Eligible	12/7/2010
076-5067	Commonwealth Realty, 13308 Jefferson Davis Highway	1920	Not Eligible	12/7/2010
076-5068	House, 13221 Railroad Avenue	ca. 1920	Not Eligible	10/17/2001
076-5069	House, 13219 Railroad Avenue	ca. 1920	Not Eligible	10/17/2001
076-5070	House, 13217 Railroad Avenue	1913	Not Eligible	10/17/2001
076-5071	House, 13215 Railroad Avenue	1901	Not Eligible	10/17/2001
076-5072	House, 13209 Railroad Avenue	1910	Not Eligible	10/17/2001
076-5206	Bridge, Railroad Avenue	1929	Not Eligible	12/7/2010
076-5207	House, 13410 Occoquan Road	ca. 1940	Not Eligible	12/7/2010
076-5208	House, 13412 Occoquan Road	1940	Not Eligible	12/7/2010
076-5209	House, 13414 Occoquan Road	1940	Not Eligible	12/7/2010
076-5210	House, 13416 Occoquan Road	1948	Not Eligible	12/7/2010

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
076-5211	House, 13418 Occoquan Road	1948	Not Eligible	12/7/2010
076-5212	House, 13426 Occoquan Road	1940	Not Eligible	12/7/2010
076-5213	House, 13428 Occoquan Road	ca. 1930	Not Eligible	12/7/2010
076-5214	House and Car Dealership, 13441 Occoquan Road	1920	Not Eligible	12/7/2010
076-5215	Commercial Building, 13440 Occoquan Road	1962	Not Eligible	12/7/2010
076-5216	Morton's Service Center, 13404 Jefferson Davis Highway	1959	Not Eligible	12/7/2010
076-5217	Commercial Building, 13614 Jefferson Davis Highway	1959	Not Eligible	12/7/2010
076-5218	Commercial Building, 13616 Jefferson Davis Highway	1940	Not Eligible	12/7/2010
076-5219	Woodbridge Auto Sales, 13611 Jefferson Davis Highway	pre-1960	Not Eligible	12/7/2010
076-5220	House, 13621 Jefferson Davis Highway	pre-1960	Not Eligible	12/7/2010
076-5221	Service Station, 13703 Jefferson Davis Highway	1960	Not Eligible	12/7/2010
076-5222	Service Station, Service Station, 13703 Jefferson Davis Highway	1960	Not Eligible	12/7/2010

Source: Dovetail, 2015.



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

June 7, 2016

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

RE: Resource Eligibility/ Segment 4 (Lorton to Powells Creek)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 4/ Lorton to Powells Creek (LOPC) of the larger Project initiative. Segment 4/LOPC includes the span between Lorton Road on the north and Powells Creek south of Leesylvania State Park on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Lorton to Powells Creek (LOPC) Segment, Prince William and Fairfax Counties*. The report was authored by Heather Dollins Staton, M. Chris Manning, and Adriana Lesiuk with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's

Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified 10 previously recorded resources and 213 newly recorded resources, for a total of 223 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Two of the 10 previously recorded resources included in this survey have been determined potentially eligible/eligible for the NRHP by DHR staff or have been listed in the NRHP. This includes Colchester Arms (029-0043, Criteria A and C) and Old Colchester Road (029-0953, Criterion A). It is recommended that this resource remains eligible for listing in the NRHP. Seven previously recorded resources are recommended not eligible for the NRHP as architectural properties. They include five single-family dwellings on Railroad Avenue (076-5068, 076-5069, 076-5070, 076-5071, and 076-5072), Colchester Town Archaeological Site (029-0042), and the Colchester Ferry Site (076-0011). The remaining previously recorded resource, the Hannah P. Clark House (029-5741) at 10605 Furnace Road (also known as the Enyedi House), had not been formally evaluated for NRHP potential. This resource is recommended potentially eligible under Criterion B and Criteria Considerations B and G and not eligible for listing in the NRHP under Criteria A and C.

The DC2RVA Project Team documented 213 newly recorded resources. More than half (n=133, 62.4 percent) of the newly recorded resources are located within the Marumscro Acres Historic District (076-5685). All of these resources are one- to two-story, single-family dwellings constructed styles and forms that were common in this region during the mid-twentieth century. The resources date between 1959 and 1964 and many have undergone some form of alteration, including material replacement or additions. Another 47 resources (22.1 percent) are located within the Featherstone Shores Historic District (076-5684), all of which are single-family dwellings built between 1950 and 1965. A majority (n=26, 86.7 percent) of the remaining 30 resources are single-family dwellings constructed between 1901 and 1962. On a whole, they represent a building type that is vernacular throughout the region. Three commercial buildings, one industrial building, and one church dating, all between 1957 and 1966, were also surveyed. These 213 newly recorded resources, including the historic districts, have no outstanding architectural merit and are not known to be the work of a master. They have no known association with a significant event or person and are not associated with any broad patterns in history. As such, these 213 newly recorded resources are recommended not eligible for the NRHP under Criteria A–C. Because the districts are recommended not eligible, the individual resources were not evaluated for their contribution to the surrounding districts, per DHR guidelines.



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

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

Sincerely,

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

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

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

The Virginia SHPO concurs that the following resources continue to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segment 4 study (DHR #2014-0666):

029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road (Criteria A & C)
029-0953	Old Colchester Road, Potomac Path, King's Highway (Criterion A)

They further concur that the following resource is potentially eligible for the NRHP:

029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road (Criterion B and Criteria Considerations B and G)
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Lastly, they concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0042	Colchester Town, 10725 Old Colchester Road
029-5917	10428 Old Colchester Road
029-5918	10430 Old Colchester Road
029-5919	10520 Old Colchester Road
029-5920	10624 Old Colchester Road
029-5921	10632 Old Colchester Road
029-5922	10702 Old Colchester Road
029-5923	10716 Old Colchester Road
029-5924	10724 Old Colchester Road
029-5925	10608 Furnace Road
029-5926	10600 Furnace Road
029-5927	10301 Richmond Highway
029-5928	9920 Richmond Highway
029-5929	8100 Mims Street
076-0011	Colchester Ferry Site and Historic Road Section, Railroad Avenue
076-5068	House, 13221 Railroad Avenue
076-5069	House, 13219 Railroad Avenue
076-5070	House, 13217 Railroad Avenue
076-5071	House, 13215 Railroad Avenue
076-5072	House, 13209 Railroad Avenue
076-5684	Featherstone Shores Historic District
076-5684-0001	1107 Sea View Avenue
076-5684-0002	1105 Sea View Avenue
076-5684-0003	1104 Sea View Avenue
076-5684-0004	1109 Laurel Street
076-5684-0005	1108 Laurel Street
076-5684-0006	1107 Laurel Street
076-5684-0007	1106 Laurel Street



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076-5684-0008 1105 Laurel Street
076-5684-0009 1104 Laurel Street
076-5684-0010 1109 Linden Street
076-5684-0011 1108 Linden Street
076-5684-0012 1107 Linden Street
076-5684-0013 1106 Linden Street
076-5684-0014 1105 Linden Street
076-5684-0015 1104 Linden Street
076-5684-0016 1113 Mapleton Street
076-5684-0017 1112 Mapleton Street
076-5684-0018 1108 Mapleton Street
076-5684-0019 1107 Mapleton Street
076-5684-0020 1106 Mapleton Street
076-5684-0021 1116 Burton Street
076-5684-0022 1114 Burton Street
076-5684-0023 1115 Burton Street
076-5684-0024 1113 Burton Street
076-5684-0025 1109 Burton Street
076-5684-0026 14610 Featherstone Road
076-5684-0027 14612 Featherstone Road
076-5684-0028 14613 Featherstone Road
076-5684-0029 14614 Featherstone Road
076-5684-0030 14616 Featherstone Road
076-5684-0031 14618 Featherstone Road
076-5684-0032 14620 Featherstone Road
076-5684-0033 14700 Featherstone Road
076-5684-0034 14702 Featherstone Road
076-5684-0035 14704 Featherstone Road
076-5684-0036 14706 Featherstone Road
076-5684-0037 14708 Featherstone Road
076-5684-0038 14710 Featherstone Road
076-5684-0039 14712 Featherstone Road
076-5684-0040 14714 Featherstone Road
076-5684-0041 14716 Featherstone Road
076-5684-0042 14718 Featherstone Road
076-5684-0043 14720 Featherstone Road
076-5684-0044 14722 Featherstone Road
076-5684-0045 14724 Featherstone Road
076-5684-0046 14726 Featherstone Road
076-5684-0047 14728 Featherstone Road
076-5685 Marumsco Acres Historic District
076-5685-0001 1329 Saxon Street



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

076-5685-0002 1330 Saxon Street
076-5685-0003 1328 Saxon Street
076-5685-0004 1327 Saxon Street
076-5685-0005 1325 Saxon Street
076-5685-0006 1323 Saxon Street
076-5685-0007 1326 Saxon Street
076-5685-0008 1324 Saxon Street
076-5685-0009 1322 Saxon Street
076-5685-0010 1320 Saxon Street
076-5685-0011 14462 Meridian Drive
076-5685-0012 14463 Meridian Drive
076-5685-0013 14460 Meridian Drive
076-5685-0014 14458 Meridian Drive
076-5685-0015 14456 Meridian Drive
076-5685-0016 14454 Meridian Drive
076-5685-0017 14461 Meridian Drive
076-5685-0018 14459 Meridian Drive
076-5685-0019 14457 Meridian Drive
076-5685-0020 14429 Melbourne Avenue
076-5685-0021 14427 Melbourne Avenue
076-5685-0022 14425 Melbourne Avenue
076-5685-0023 1202 East Longview Drive
076-5685-0024 1200 East Longview Drive
076-5685-0025 1201 East Longview Drive
076-5685-0026 1203 East Longview Drive
076-5685-0027 1205 East Longview Drive
076-5685-0028 1206 East Longview Drive
076-5685-0029 14410 Melbourne Avenue
076-5685-0030 1250 Columbia Road
076-5685-0031 14408 Melbourne Avenue
076-5685-0032 14406 Melbourne Avenue
076-5685-0033 14407 Melbourne Avenue
076-5685-0034 14409 Melbourne Avenue
076-5685-0035 14411 Melbourne Avenue
076-5685-0036 14413 Melbourne Avenue
076-5685-0037 14415 Melbourne Avenue
076-5685-0038 14417 Melbourne Avenue
076-5685-0039 14419 Melbourne Avenue
076-5685-0040 14421 Melbourne Avenue
076-5685-0041 1252 Columbia Road
076-5685-0042 14234 Fisher Avenue
076-5685-0043 14236 Fisher Avenue

076-5685-0044 14238 Fisher Avenue
076-5685-0045 14223 Mount Pleasant Drive
076-5685-0046 14221 Mount Pleasant Drive
076-5685-0047 14219 Mount Pleasant Drive
076-5685-0048 14217 Mount Pleasant Drive
076-5685-0049 14215 Mount Pleasant Drive
076-5685-0050 14213 Mount Pleasant Drive
076-5685-0051 14211 Mount Pleasant Drive
076-5685-0052 14209 Mount Pleasant Drive
076-5685-0053 14235 Fisher Avenue
076-5685-0054 14237 Fisher Avenue
076-5685-0055 14218 Mount Pleasant Drive
076-5685-0056 14216 Mount Pleasant Drive
076-5685-0057 14214 Mount Pleasant Drive
076-5685-0058 14212 Mount Pleasant Drive
076-5685-0059 1203 Riggs Court
076-5685-0060 1202 Riggs Court
076-5685-0061 14208 Mount Pleasant Drive
076-5685-0062 14206 Mount Pleasant Drive
076-5685-0063 14204 Mount Pleasant Drive
076-5685-0064 14202 Mount Pleasant Drive
076-5685-0065 14200 Mount Pleasant Drive
076-5685-0066 14207 Mount Pleasant Drive
076-5685-0067 14205 Mount Pleasant Drive
076-5685-0068 14203 Mount Pleasant Drive
076-5685-0069 14201 Mount Pleasant Drive
076-5685-0070 14121 Mount Pleasant Drive
076-5685-0071 1253 Everett Avenue
076-5685-0072 1254 Everett Avenue
076-5685-0073 1252 Everett Avenue
076-5685-0074 14118 Mount Pleasant Drive
076-5685-0075 14116 Mount Pleasant Drive
076-5685-0076 14114 Mount Pleasant Drive
076-5685-0077 14112 Mount Pleasant Drive
076-5685-0078 14110 Mount Pleasant Drive
076-5685-0079 14119 Mount Pleasant Drive
076-5685-0080 14117 Mount Pleasant Drive
076-5685-0081 14115 Mount Pleasant Drive
076-5685-0082 14113 Mount Pleasant Drive
076-5685-0083 14111 Mount Pleasant Drive
076-5685-0084 1253 Cronin Drive
076-5685-0085 1252 Cronin Drive

076-5685-0086 14108 Mount Pleasant Drive
076-5685-0087 14106 Mount Pleasant Drive
076-5685-0088 14104 Mount Pleasant Drive
076-5685-0089 14109 Mount Pleasant Drive
076-5685-0090 14107 Mount Pleasant Drive
076-5685-0091 14105 Mount Pleasant Drive
076-5685-0092 14103 Mount Pleasant Drive
076-5685-0093 14101 Mount Pleasant Drive
076-5685-0094 14025 Mount Pleasant Drive
076-5685-0095 14023 Mount Pleasant Drive
076-5685-0096 14021 Mount Pleasant Drive
076-5685-0097 14019 Mount Pleasant Drive
076-5685-0098 14024 Mount Pleasant Drive
076-5685-0099 14022 Mount Pleasant Drive
076-5685-0100 14020 Mount Pleasant Drive
076-5685-0101 14018 Mount Pleasant Drive
076-5685-0102 14016 Mount Pleasant Drive
076-5685-0103 14017 Mount Pleasant Drive
076-5685-0104 14015 Mount Pleasant Drive
076-5685-0105 1207 Hale Court
076-5685-0106 1205 Hale Court
076-5685-0107 1203 Hale Court
076-5685-0108 1201 Hale Court
076-5685-0109 1200 Hale Court
076-5685-0110 1202 Hale Court
076-5685-0111 1206 Hale Court
076-5685-0112 1204 Hale Court
076-5685-0113 13915 Rope Drive
076-5685-0114 1205 Rope Court
076-5685-0115 1203 Rope Court
076-5685-0116 1201 Rope Court
076-5685-0117 1200 Rope Court
076-5685-0118 1202 Rope Court
076-5685-0119 1204 Rope Court
076-5685-0120 13912 Rope Drive
076-5685-0121 13910 Rope Drive
076-5685-0122 13908 Rope Drive
076-5685-0123 13906 Rope Drive
076-5685-0124 13904 Rope Drive
076-5685-0125 13902 Rope Drive
076-5685-0126 13900 Rope Drive
076-5685-0127 13901 Rope Drive

076-5685-0128 13903 Rope Drive
076-5685-0129 13905 Rope Drive
076-5685-0131 14414 Melbourne Avenue
076-5685-0132 14418 Melbourne Avenue
076-5685-0133 14420 Melbourne Avenue
076-5685-0134 1249 Columbia Road
076-5686 16244 Neabsco Road
076-5687 16247 Neabsco Road
076-5688 16248 Neabsco Road
076-5689 16250 Neabsco Road
076-5690 16276 Neabsco Beach Way
076-5691 13504 Jefferson Davis Highway
076-5692 911 Burke Drive
076-5693 908 Burke Drive
076-5694 906 Burke Drive
076-5695 13500 Fitzhugh Lane
076-5696 13501 Fitzhugh Lane
076-5697 13502 Fitzhugh Lane
076-5698 13503 Fitzhugh Lane
076-5699 13504 Fitzhugh Lane
076-5700 13505 Fitzhugh Lane
076-5701 13506 Fitzhugh Lane
076-5703 13211 Railroad Avenue
076-5720 13731 Dabney Road

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-0042	Colchester Town, 10725 Old Colchester Road	Fairfax County	ca. 1753	Not Eligible
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	Remains Listed
029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	Remains Eligible
029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1876	Potentially Eligible Under Criterion B and Criteria Considerations B and G
029-5917	10428 Old Colchester Road	Fairfax County	1914	Not Eligible
029-5918	10430 Old Colchester Road	Fairfax County	ca. 1950	Not Eligible
029-5919	10520 Old Colchester Road	Fairfax County	1947	Not Eligible
029-5920	10624 Old Colchester Road	Fairfax County	1925	Not Eligible
029-5921	10632 Old Colchester Road	Fairfax County	1956	Not Eligible
029-5922	10702 Old Colchester Road	Fairfax County	1949	Not Eligible
029-5923	10716 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5924	10724 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5925	10608 Furnace Road	Fairfax County	1954	Not Eligible
029-5926	10600 Furnace Road	Fairfax County	1939	Not Eligible
029-5927	10301 Richmond Highway	Fairfax County	1939	Not Eligible
029-5928	9920 Richmond Highway	Fairfax County	1966	Not Eligible
029-5929	8100 Mims Street	Fairfax County	1960	Not Eligible
076-0011	Colchester Ferry Site and Historic Road Section, Railroad Avenue	Prince William County	ca. 1700	Not Eligible
076-5068	House, 13221 Railroad Avenue	Prince William County	ca. 1920	Not Eligible
076-5069	House, 13219 Railroad Avenue	Prince William County	ca. 1920	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5070	House, 13217 Railroad Avenue	Prince William County	1913	Not Eligible
076-5071	House, 13215 Railroad Avenue	Prince William County	1901	Not Eligible
076-5072	House, 13209 Railroad Avenue	Prince William County	1910	Not Eligible
076-5684	Featherstone Shores Historic District	Prince William County	post-1950	Not Eligible
076-5684-0001	1107 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0002	1105 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0003	1104 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0004	1109 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0005	1108 Laurel Street	Prince William County	1960	Not Eligible
076-5684-0006	1107 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0007	1106 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0008	1105 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0009	1104 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0010	1109 Linden Street	Prince William County	1964	Not Eligible
076-5684-0011	1108 Linden Street	Prince William County	1964	Not Eligible
076-5684-0012	1107 Linden Street	Prince William County	1964	Not Eligible
076-5684-0013	1106 Linden Street	Prince William County	1965	Not Eligible
076-5684-0014	1105 Linden Street	Prince William County	1965	Not Eligible
076-5684-0015	1104 Linden Street	Prince William County	1965	Not Eligible
076-5684-0016	1113 Mapleton Street	Prince William County	1950	Not Eligible
076-5684-0017	1112 Mapleton Street	Prince William County	1951	Not Eligible
076-5684-0018	1108 Mapleton Street	Prince William County	1963	Not Eligible
076-5684-0019	1107 Mapleton Street	Prince William County	1965	Not Eligible
076-5684-0020	1106 Mapleton Street	Prince William County	1963	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0021	1116 Burton Street	Prince William County	1951	Not Eligible
076-5684-0022	1114 Burton Street	Prince William County	1951	Not Eligible
076-5684-0023	1115 Burton Street	Prince William County	1951	Not Eligible
076-5684-0024	1113 Burton Street	Prince William County	1955	Not Eligible
076-5684-0025	1109 Burton Street	Prince William County	1963	Not Eligible
076-5684-0026	14610 Featherstone Road	Prince William County	1959	Not Eligible
076-5684-0027	14612 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0028	14613 Featherstone Road	Prince William County	1960	Not Eligible
076-5684-0029	14614 Featherstone Road	Prince William County	1957	Not Eligible
076-5684-0030	14616 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0031	14618 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0032	14620 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0033	14700 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0034	14702 Featherstone Road	Prince William County	1956	Not Eligible
076-5684-0035	14704 Featherstone Road	Prince William County	1955	Not Eligible
076-5684-0036	14706 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0037	14708 Featherstone Road	Prince William County	1965	Not Eligible
076-5684-0038	14710 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0039	14712 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0040	14714 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0041	14716 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0042	14718 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0043	14720 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0044	14722 Featherstone Road	Prince William County	1953	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0045	14724 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0046	14726 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0047	14728 Featherstone Road	Prince William County	1953	Not Eligible
076-5685	Marumscos Acres Historic District	Prince William County	Post-1959	Not Eligible
076-5685-0001	1329 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0002	1330 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0003	1328 Saxon Street	Prince William County	1963	Not Eligible
076-5685-0004	1327 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0005	1325 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0006	1323 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0007	1326 Saxon Street	Prince William County	1961	Not Eligible
076-5685-0008	1324 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0009	1322 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0010	1320 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0011	14462 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0012	14463 Meridian Drive	Prince William County	1963	Not Eligible
076-5685-0013	14460 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0014	14458 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0015	14456 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0016	14454 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0017	14461 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0018	14459 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0019	14457 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0020	14429 Melbourne Avenue	Prince William County	1964	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0021	14427 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0022	14425 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0023	1202 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0024	1200 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0025	1201 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0026	1203 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0027	1205 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0028	1206 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0029	14410 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0030	1250 Columbia Road	Prince William County	1963	Not Eligible
076-5685-0031	14408 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0032	14406 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0033	14407 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0034	14409 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0035	14411 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0036	14413 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0037	14415 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0038	14417 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0039	14419 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0040	14421 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0041	1252 Columbia Road	Prince William County	1964	Not Eligible
076-5685-0042	14234 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0043	14236 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0044	14238 Fisher Avenue	Prince William County	1961	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0045	14223 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0046	14221 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0047	14219 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0048	14217 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0049	14215 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0050	14213 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0051	14211 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0052	14209 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0053	14235 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0054	14237 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0055	14218 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0056	14216 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0057	14214 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0058	14212 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0059	1203 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0060	1202 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0061	14208 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0062	14206 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0063	14204 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0064	14202 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0065	14200 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0066	14207 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0067	14205 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0068	14203 Mount Pleasant Drive	Prince William County	1962	Not Eligible

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076-5685-0069	14201 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0070	14121 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0071	1253 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0072	1254 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0073	1252 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0074	14118 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0075	14116 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0076	14114 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0077	14112 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0078	14110 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0079	14119 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0080	14117 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0081	14115 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0082	14113 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0083	14111 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0084	1253 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0085	1252 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0086	14108 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0087	14106 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0088	14104 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0089	14109 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0090	14107 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0091	14105 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0092	14103 Mount Pleasant Drive	Prince William County	1960	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0093	14101 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0094	14025 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0095	14023 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0096	14021 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0097	14019 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0098	14024 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0099	14022 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0100	14020 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0101	14018 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0102	14016 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0103	14017 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0104	14015 Mount Pleasant Drive	Prince William County	1961	Not Eligible
076-5685-0105	1207 Hale Court	Prince William County	1960	Not Eligible
076-5685-0106	1205 Hale Court	Prince William County	1960	Not Eligible
076-5685-0107	1203 Hale Court	Prince William County	1960	Not Eligible
076-5685-0108	1201 Hale Court	Prince William County	1960	Not Eligible
076-5685-0109	1200 Hale Court	Prince William County	1962	Not Eligible
076-5685-0110	1202 Hale Court	Prince William County	1960	Not Eligible
076-5685-0111	1206 Hale Court	Prince William County	1960	Not Eligible
076-5685-0112	1204 Hale Court	Prince William County	1960	Not Eligible
076-5685-0113	13915 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0114	1205 Rope Court	Prince William County	1960	Not Eligible
076-5685-0115	1203 Rope Court	Prince William County	1960	Not Eligible
076-5685-0116	1201 Rope Court	Prince William County	1960	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0117	1200 Rope Court	Prince William County	1960	Not Eligible
076-5685-0118	1202 Rope Court	Prince William County	1960	Not Eligible
076-5685-0119	1204 Rope Court	Prince William County	1960	Not Eligible
076-5685-0120	13912 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0121	13910 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0122	13908 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0123	13906 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0124	13904 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0125	13902 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0126	13900 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0127	13901 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0128	13903 Rope Drive	Prince William County	1959	Not Eligible
076-5685-0129	13905 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0131	14414 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0132	14418 Melbourne Avenue	Prince William County	1962	Not Eligible
076-5685-0133	14420 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0134	1249 Columbia Road	Prince William County	1963	Not Eligible
076-5686	16244 Neabsco Road	Prince William County	1962	Not Eligible
076-5687	16247 Neabsco Road	Prince William County	1950	Not Eligible
076-5688	16248 Neabsco Road	Prince William County	1964	Not Eligible
076-5689	16250 Neabsco Road	Prince William County	1957	Not Eligible
076-5690	16276 Neabsco Beach Way	Prince William County	1930	Not Eligible
076-5691	13504 Jefferson Davis Highway	Prince William County	1957	Not Eligible
076-5692	911 Burke Drive	Prince William County	1959	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5693	908 Burke Drive	Prince William County	1959	Not Eligible
076-5694	906 Burke Drive	Prince William County	1959	Not Eligible
076-5695	13500 Fitzhugh Lane	Prince William County	1959	Not Eligible
076-5696	13501 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5697	13502 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5698	13503 Fitzhugh Lane	Prince William County	1961	Not Eligible
076-5699	13504 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5700	13505 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5701	13506 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5703	13211 Railroad Avenue	Prince William County	1901	Not Eligible
076-5720	13731 Dabney Road	Prince William County	1964	Not Eligible

The Virginia SHPO concurs that the following resources continue to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segment 4 study (DHR #2014-0666):

029-0043 Colchester Arms, Fairfax Arms, 10712 Old Colchester Road (Criteria A & C)
029-0953 Old Colchester Road, Potomac Path, King's Highway (Criterion A)

They further concur that the following resource is potentially eligible for the NRHP:

029-5741 Hannah P. Clark House/Enyedi House, 10605 Furnace Road (Criterion B and Criteria Considerations B and G)

Lastly, they concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0042 Colchester Town, 10725 Old Colchester Road
029-5917 10428 Old Colchester Road
029-5918 10430 Old Colchester Road
029-5919 10520 Old Colchester Road
029-5920 10624 Old Colchester Road
029-5921 10632 Old Colchester Road
029-5922 10702 Old Colchester Road
029-5923 10716 Old Colchester Road
029-5924 10724 Old Colchester Road
029-5925 10608 Furnace Road
029-5926 10600 Furnace Road
029-5927 10301 Richmond Highway
029-5928 9920 Richmond Highway
029-5929 8100 Mims Street
076-0011 Colchester Ferry Site and Historic Road Section, Railroad Avenue
076-5068 House, 13221 Railroad Avenue
076-5069 House, 13219 Railroad Avenue
076-5070 House, 13217 Railroad Avenue
076-5071 House, 13215 Railroad Avenue
076-5072 House, 13209 Railroad Avenue
076-5684 Featherstone Shores Historic District
076-5684-0001 1107 Sea View Avenue
076-5684-0002 1105 Sea View Avenue
076-5684-0003 1104 Sea View Avenue
076-5684-0004 1109 Laurel Street
076-5684-0005 1108 Laurel Street
076-5684-0006 1107 Laurel Street
076-5684-0007 1106 Laurel Street

076-5684-0008 1105 Laurel Street
076-5684-0009 1104 Laurel Street
076-5684-0010 1109 Linden Street
076-5684-0011 1108 Linden Street
076-5684-0012 1107 Linden Street
076-5684-0013 1106 Linden Street
076-5684-0014 1105 Linden Street
076-5684-0015 1104 Linden Street
076-5684-0016 1113 Mapleton Street
076-5684-0017 1112 Mapleton Street
076-5684-0018 1108 Mapleton Street
076-5684-0019 1107 Mapleton Street
076-5684-0020 1106 Mapleton Street
076-5684-0021 1116 Burton Street
076-5684-0022 1114 Burton Street
076-5684-0023 1115 Burton Street
076-5684-0024 1113 Burton Street
076-5684-0025 1109 Burton Street
076-5684-0026 14610 Featherstone Road
076-5684-0027 14612 Featherstone Road
076-5684-0028 14613 Featherstone Road
076-5684-0029 14614 Featherstone Road
076-5684-0030 14616 Featherstone Road
076-5684-0031 14618 Featherstone Road
076-5684-0032 14620 Featherstone Road
076-5684-0033 14700 Featherstone Road
076-5684-0034 14702 Featherstone Road
076-5684-0035 14704 Featherstone Road
076-5684-0036 14706 Featherstone Road
076-5684-0037 14708 Featherstone Road
076-5684-0038 14710 Featherstone Road
076-5684-0039 14712 Featherstone Road
076-5684-0040 14714 Featherstone Road
076-5684-0041 14716 Featherstone Road
076-5684-0042 14718 Featherstone Road
076-5684-0043 14720 Featherstone Road
076-5684-0044 14722 Featherstone Road
076-5684-0045 14724 Featherstone Road
076-5684-0046 14726 Featherstone Road
076-5684-0047 14728 Featherstone Road
076-5685 Marumsco Acres Historic District
076-5685-0001 1329 Saxon Street

076-5685-0002 1330 Saxon Street
076-5685-0003 1328 Saxon Street
076-5685-0004 1327 Saxon Street
076-5685-0005 1325 Saxon Street
076-5685-0006 1323 Saxon Street
076-5685-0007 1326 Saxon Street
076-5685-0008 1324 Saxon Street
076-5685-0009 1322 Saxon Street
076-5685-0010 1320 Saxon Street
076-5685-0011 14462 Meridian Drive
076-5685-0012 14463 Meridian Drive
076-5685-0013 14460 Meridian Drive
076-5685-0014 14458 Meridian Drive
076-5685-0015 14456 Meridian Drive
076-5685-0016 14454 Meridian Drive
076-5685-0017 14461 Meridian Drive
076-5685-0018 14459 Meridian Drive
076-5685-0019 14457 Meridian Drive
076-5685-0020 14429 Melbourne Avenue
076-5685-0021 14427 Melbourne Avenue
076-5685-0022 14425 Melbourne Avenue
076-5685-0023 1202 East Longview Drive
076-5685-0024 1200 East Longview Drive
076-5685-0025 1201 East Longview Drive
076-5685-0026 1203 East Longview Drive
076-5685-0027 1205 East Longview Drive
076-5685-0028 1206 East Longview Drive
076-5685-0029 14410 Melbourne Avenue
076-5685-0030 1250 Columbia Road
076-5685-0031 14408 Melbourne Avenue
076-5685-0032 14406 Melbourne Avenue
076-5685-0033 14407 Melbourne Avenue
076-5685-0034 14409 Melbourne Avenue
076-5685-0035 14411 Melbourne Avenue
076-5685-0036 14413 Melbourne Avenue
076-5685-0037 14415 Melbourne Avenue
076-5685-0038 14417 Melbourne Avenue
076-5685-0039 14419 Melbourne Avenue
076-5685-0040 14421 Melbourne Avenue
076-5685-0041 1252 Columbia Road
076-5685-0042 14234 Fisher Avenue
076-5685-0043 14236 Fisher Avenue

076-5685-0044 14238 Fisher Avenue
076-5685-0045 14223 Mount Pleasant Drive
076-5685-0046 14221 Mount Pleasant Drive
076-5685-0047 14219 Mount Pleasant Drive
076-5685-0048 14217 Mount Pleasant Drive
076-5685-0049 14215 Mount Pleasant Drive
076-5685-0050 14213 Mount Pleasant Drive
076-5685-0051 14211 Mount Pleasant Drive
076-5685-0052 14209 Mount Pleasant Drive
076-5685-0053 14235 Fisher Avenue
076-5685-0054 14237 Fisher Avenue
076-5685-0055 14218 Mount Pleasant Drive
076-5685-0056 14216 Mount Pleasant Drive
076-5685-0057 14214 Mount Pleasant Drive
076-5685-0058 14212 Mount Pleasant Drive
076-5685-0059 1203 Riggs Court
076-5685-0060 1202 Riggs Court
076-5685-0061 14208 Mount Pleasant Drive
076-5685-0062 14206 Mount Pleasant Drive
076-5685-0063 14204 Mount Pleasant Drive
076-5685-0064 14202 Mount Pleasant Drive
076-5685-0065 14200 Mount Pleasant Drive
076-5685-0066 14207 Mount Pleasant Drive
076-5685-0067 14205 Mount Pleasant Drive
076-5685-0068 14203 Mount Pleasant Drive
076-5685-0069 14201 Mount Pleasant Drive
076-5685-0070 14121 Mount Pleasant Drive
076-5685-0071 1253 Everett Avenue
076-5685-0072 1254 Everett Avenue
076-5685-0073 1252 Everett Avenue
076-5685-0074 14118 Mount Pleasant Drive
076-5685-0075 14116 Mount Pleasant Drive
076-5685-0076 14114 Mount Pleasant Drive
076-5685-0077 14112 Mount Pleasant Drive
076-5685-0078 14110 Mount Pleasant Drive
076-5685-0079 14119 Mount Pleasant Drive
076-5685-0080 14117 Mount Pleasant Drive
076-5685-0081 14115 Mount Pleasant Drive
076-5685-0082 14113 Mount Pleasant Drive
076-5685-0083 14111 Mount Pleasant Drive
076-5685-0084 1253 Cronin Drive
076-5685-0085 1252 Cronin Drive

076-5685-0086 14108 Mount Pleasant Drive
076-5685-0087 14106 Mount Pleasant Drive
076-5685-0088 14104 Mount Pleasant Drive
076-5685-0089 14109 Mount Pleasant Drive
076-5685-0090 14107 Mount Pleasant Drive
076-5685-0091 14105 Mount Pleasant Drive
076-5685-0092 14103 Mount Pleasant Drive
076-5685-0093 14101 Mount Pleasant Drive
076-5685-0094 14025 Mount Pleasant Drive
076-5685-0095 14023 Mount Pleasant Drive
076-5685-0096 14021 Mount Pleasant Drive
076-5685-0097 14019 Mount Pleasant Drive
076-5685-0098 14024 Mount Pleasant Drive
076-5685-0099 14022 Mount Pleasant Drive
076-5685-0100 14020 Mount Pleasant Drive
076-5685-0101 14018 Mount Pleasant Drive
076-5685-0102 14016 Mount Pleasant Drive
076-5685-0103 14017 Mount Pleasant Drive
076-5685-0104 14015 Mount Pleasant Drive
076-5685-0105 1207 Hale Court
076-5685-0106 1205 Hale Court
076-5685-0107 1203 Hale Court
076-5685-0108 1201 Hale Court
076-5685-0109 1200 Hale Court
076-5685-0110 1202 Hale Court
076-5685-0111 1206 Hale Court
076-5685-0112 1204 Hale Court
076-5685-0113 13915 Rope Drive
076-5685-0114 1205 Rope Court
076-5685-0115 1203 Rope Court
076-5685-0116 1201 Rope Court
076-5685-0117 1200 Rope Court
076-5685-0118 1202 Rope Court
076-5685-0119 1204 Rope Court
076-5685-0120 13912 Rope Drive
076-5685-0121 13910 Rope Drive
076-5685-0122 13908 Rope Drive
076-5685-0123 13906 Rope Drive
076-5685-0124 13904 Rope Drive
076-5685-0125 13902 Rope Drive
076-5685-0126 13900 Rope Drive
076-5685-0127 13901 Rope Drive

076-5685-0128 13903 Rope Drive
076-5685-0129 13905 Rope Drive
076-5685-0131 14414 Melbourne Avenue
076-5685-0132 14418 Melbourne Avenue
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076-5690 16276 Neabsco Beach Way
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076-5693 908 Burke Drive
076-5694 906 Burke Drive
076-5695 13500 Fitzhugh Lane
076-5696 13501 Fitzhugh Lane
076-5697 13502 Fitzhugh Lane
076-5698 13503 Fitzhugh Lane
076-5699 13504 Fitzhugh Lane
076-5700 13505 Fitzhugh Lane
076-5701 13506 Fitzhugh Lane
076-5703 13211 Railroad Avenue
076-5720 13731 Dabney Road



Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer



Date

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