



R-5 ARCHITECTURAL RECONNAISSANCE SURVEY, ARDJ SEGMENT (SEGMENT 6)



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

June 2016



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

Arkendale to Dahlgren Junction (ARDJ) Segment,
Stafford County



U.S. Department of Transportation
Federal Railroad Administration

**Architectural Reconnaissance Survey for the
Washington, D.C. to Richmond, Virginia
High Speed Rail Project
Arkendale to Dahlgren Junction (ARDJ) Segment
Stafford County
DHR #2014-0666**

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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 Arkendale to Dahlgren Junction (ARDJ) segment of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The proposed Project is being completed under the auspice 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 ARDJ 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 ARDJ segment. All other segments will be discussed in separate 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 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. 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 criterion within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. The results of the archaeological survey are also discussed in separate reports.

In total, the DC2RVA Project Team surveyed 34 historic architectural resources within the architectural APE within the ARDJ segment. Of these, 13 previously recorded and 21 newly recorded historic resources were identified. It is **recommended that all 34 resources are not eligible for listing on 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 Arkendale to Dahlgren Junction (ARDJ) 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 ARDJ 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\Dev\Rail-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



www.DC2RVArail.com



1.1 PROJECT LOCATION

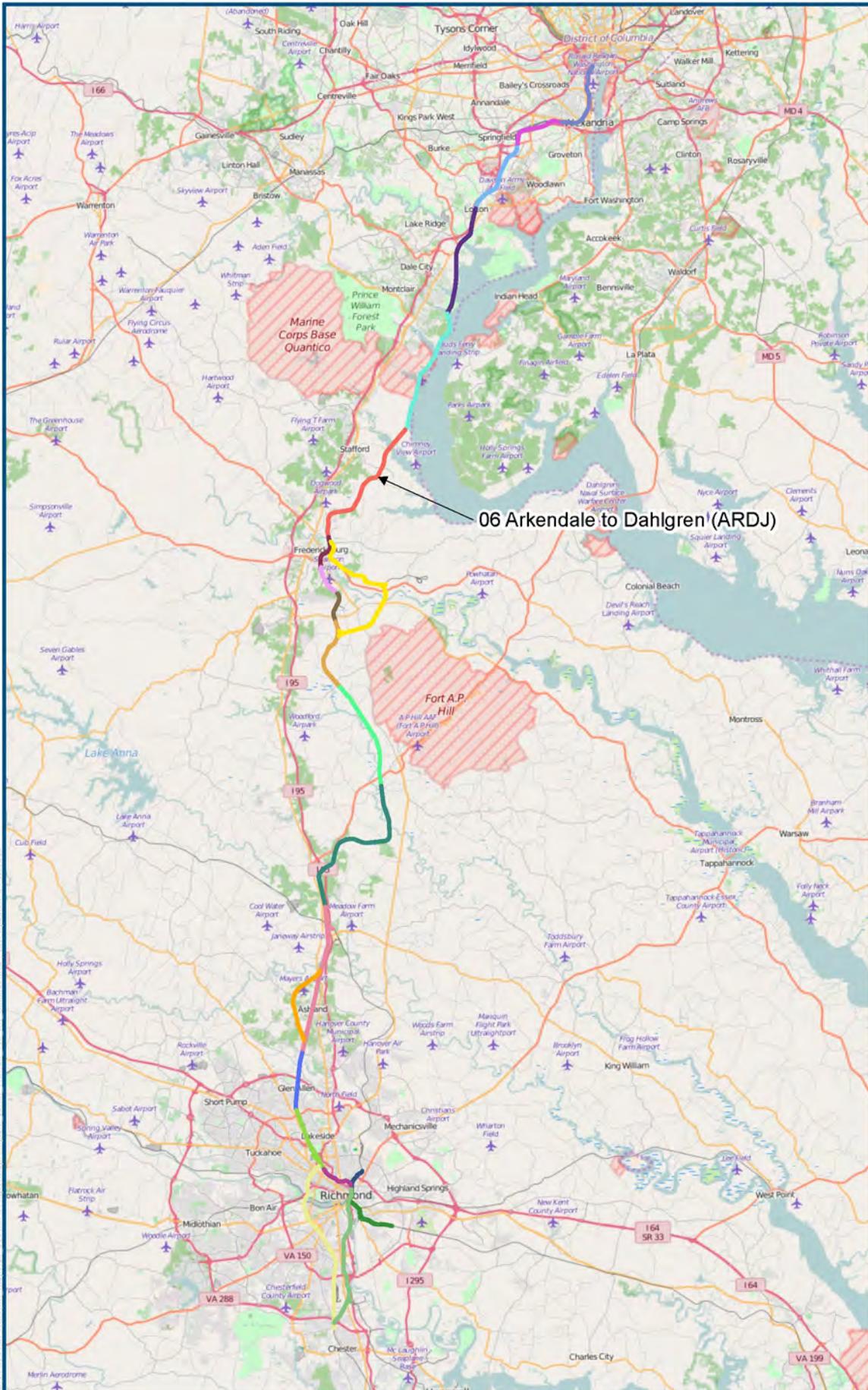
The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the 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.



- ### 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 ARDJ (06)
Segment

05/2016

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

1.2 PROJECT DESCRIPTION

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

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

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

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

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

1.3 CURRENT STUDY

The current study included a reconnaissance architectural survey of the ARDJ 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. For the purposes of the current report,

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the architectural APE is defined as extending 500 feet on either side of the centerline 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 ARDJ segment spans one county: Stafford County. Because this report discusses the architectural component of this project, only the historic period for Stafford County is included below. The prehistoric context for this area will appear in subsequent archaeological reports.

2.1 STAFFORD COUNTY

While some sources state that Europeans explored the area around Stafford County as early as 1570 (Alvey 1978:1), it was John Smith who left the first written record of his visit in his *Generall Historie of Virginia* (Smith 1966), originally published in 1624. Smith described his 1608 explorations along both the Rappahannock and Potomac rivers while he was looking for trading opportunities and other resources. During his travels in the area, Smith and his companions met members of the powerful and widespread Patawomeke tribe, and visited what was believed to be their principal village to trade corn (Blanton 1999). This site is located on what is today Marlborough Point.

2.1.1 Anglo Settlement and the Establishment of Stafford

From 1608 to the 1640s, European settlement in what became Stafford County was rare. Giles Brent, a Catholic from Maryland, moved into Stafford County in 1647 along Aquia Creek. His sisters Margaret and Mary soon joined him, and a small community developed at the Brent settlement. In 1664, Stafford County was formed from the western part of Westmoreland County. Originally, Stafford included what are today Prince William, Fairfax, Fauquier, Loudoun, Arlington, and parts of King George Counties (Netherton et al. 2004). The first courthouse was located on Potomac Creek, but it moved to Marlborough Point in 1692. By this time, the point had become a thriving port community built on top of the old Native American village.

During the last decades of the seventeenth century, the population of Stafford gradually increased as settlers moved into the region to work the fertile lands and take advantage of the numerous water resources. Among the families who established plantations at this time were the Fitzhughs whose Eagle's Nest Plantation was one of the largest landholdings in the general region. Most plantation owners and small farmers relied on tobacco as their primary cash crop. The plant took very well to the Virginia soils. Due to new tariffs and regulations established by Lieutenant Governor Alexander Spotswood in 1712, planters could be assured of a fair price despite the growing Virginia political climate (Havighurst 1967). Along with an increase in agricultural production, Stafford planters brought in more and more enslaved Africans to work

the land. Like most of Virginia, slavery quickly took over the indentured servant system in the first decades of the eighteenth century.

In 1718, the courthouse at Marlborough Point was destroyed by fire, and the court complex moved to Stoneman's Landing. It remained at Stoneman's for the next 60 years, finally moving to its present site in 1783 (Goolrick 1976). In addition to the new settlement at Stoneman's Landing, another new and prosperous port founded within the first decades of the eighteenth century was Falmouth, located along the Rappahannock River. An act of the Virginia Assembly in 1728 directed the laying out of the town of Falmouth, along with Fredericksburg and other prospective urban centers (Eby 1997).

2.1.2 Early Industries and the Revolutionary War

In addition to agriculture, other industries thrived in the county during the third quarter of the eighteenth century. Accokeek Iron Mine was founded along Accokeek Creek, and Hunter's Iron Works was founded in Falmouth. During the Revolutionary War, Hunter's produced pots, camp kettles, anchors, muskets, bayonets, pistols, shovels, and other materials for the Army (Eby 1997:308–311; Writer's Program of Virginia 1992:349). A British customs officer who traveled through Falmouth during the war called the enterprise "the greatest ironworks that is upon the Continent" (quoted in Conner 2003:207).

A second thriving industry was stone quarrying. Although the presence of high-quality sandstone was known at the beginning of the eighteenth century (i.e., Barile 2004), it wasn't until the last decades of the century that the stone was quarried for large-scale building projects. One of the most successful sandstone quarries belonged to William Robertson (Eby 1997:139). He established his quarry along the northern branch of Austin Run and soon moved his family to a site adjacent to the quarry. Stone from his quarry and nearby Government Island was used to build the White House in Washington, D.C.

The post-Revolutionary War years brought about numerous changes in Stafford's economy. By this time, tobacco had depleted most of the soils and the majority of area farmers had moved to the production of grains. With the new crop came new production needs. Port towns like Falmouth became the economic and social centers of the county, as farmers used the growing number of mills and warehouses to process and store their crops (Johnson 1996, 1997).

Milling began in Stafford County as early as the late-seventeenth century but experienced its biggest growth during early- to mid-nineteenth century. In 1861, at the height of the industry's development, there were at least sixteen known mills operating in Stafford County (Eby 1997:145–152). As Stafford County's milling industry steadily emerged, various subsidiary businesses also rapidly developed to house, feed, and entertain those who came to town to process their goods. Because of this, Falmouth was at the height of its commercial prosperity from the 1780s through the 1810s (Eby 1997; Goolrick 1976).

2.1.3 The Antebellum Years

Because of a dramatic shift in transportation routes and a gradually diminished need for grain flour, Stafford County and Falmouth underwent a decline during the Antebellum period. This downturn in the town's fortune was probably intensified by the gradual silting up of the river. Steamboats now traveled to small ports on Potomac and Aquia creeks to retrieve goods and

passengers, and the Potomac, Fredericksburg, and Richmond Railroad was established between Aquia Creek and Richmond in 1842 (Netherton et al. 2004:43).

Despite a declining economy, stone quarrying continued to be a successful venture. In 1820, 90 'quarriers' were listed in the county-wide census. Continued building efforts in the capital city, along with a steady supply of slave labor and northern financial backing provided the local industry with necessary resources. Substantial quarrying continued until the stone quality diminished.

2.1.4 The Civil War in Stafford County

Stafford County is situated between the capitals of the Union and Confederacy and became the crossroads of military activity during the Civil War. After the fighting in the winter of 1862 the Federal Army of the Potomac went into winter camp, and numerous Federal units bivouacked in southern Stafford County over the next eight months (Carter 1997; Civil War Sites Advisory Committee [CWSAC] 1999; Musselman 1995).

During the Fredericksburg-Chancellorsville campaigns, from November 1862 through June 1863, Stafford County was occupied by 130,000 troops, of the Federal Army of the Potomac, and its military encampments occupied thousands of acres from Aquia Creek south to the Rappahannock River. With a force numbering 130,000 troops the effect of the army's presence was devastating. Troops traveled over almost all of the roads established in the county at that time, and many properties were used as encampments. These camps, especially winter encampments, completely obliterated the landscape of a once-pristine countryside. Soldiers dug hut holes for their winter housing in agricultural fields, woods, and in the yards of the area's residents. Nearly every tree in sight was cut down for their huts, for firewood, and in some cases for corduroy roads. Soldiers looted dwellings for supplies, took down fences, and removed windows.

The Civil War decimated the physical and cultural fabric of Stafford County. Despite the destruction, area inhabitants remained in town and were determined to rebuild their lives and their homes. According to author and Stafford resident Homer Musselman (1995:vii, 77-86), "No county in the United States felt the war so harshly as Stafford." When the war ended Stafford was utterly devoid of stock, food, and forage and the soil had gone down or grown up in brush. Hundreds of homes had been burned, the records at Stafford Court House had been half destroyed and those that remained were damaged.

In addition to the Union occupation of Falmouth and large-scale troop movement activity, Stafford County was the site of one Civil War battle. The Battle of Aquia Creek was part of the Chesapeake Bay blockade that occurred between May 29 and June 1, 1861. During the battle, Confederate batteries under the direction of Colonel Daniel Ruggles at the mouth of Aquia Creek were bombarded by three Union ships, led by Commander James H. Ward. Despite a feared land attack by Union troops, the landing never materialized. The results of the battle were inconclusive (Carter 1997; CWSAC 1999). Confederate batteries and depots along Aquia Creek were later withdrawn.

2.1.5 Into the Twentieth Century

By the turn of the century, the population began to return to their pre-war numbers. One of the most famous new residents of the county in the early-twentieth century was artist Gari

Melchers. Melchers purchased Belmont—the frame mansion house on the western edge of Falmouth (circa 1761)—and added a large studio wing to the house. He spent the rest of his life at Belmont painting vernacular landscapes of Falmouth and the surrounding area (Writer’s Program of Virginia 1992:349).

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

In the first decades of the twentieth century, Stafford County’s transportation networks continued to grow, particularly its roadways after the formal establishment of the state’s Department of Highways in 1927 (Virginia Department of Transportation [VDOT] 2006:30). That same year, an important route through Stafford County was established; “after over 25 years of consideration, newspaper editorials, town meetings, financial discussions and legislative debate the Jefferson Davis Highway, also known as the Washington-Richmond Highway or US Highway No. 1, was fully paved and open for business” (Schricker 2014).

Area waterways continued to provide transportation to both passengers and goods in this period, though the oyster and fishing industry was on a decline from its peak in the late-nineteenth century after decades of over fishing depleted resources (Conner 2003:212). Railroads remained an important form of transportation and reinforced growth of the local economy as the Richmond, Fredericksburg, and Potomac Railroad had expanded to a double-track by 1907 and continued to upgrade area bridges and other rail-related facilities into the 1940s (Conner 2003:205). The lumber industry also profited from increased transportation options in Stafford County, aided by the popular use of cordwood in railroad ties (Conner 2003:213).

During the Great Depression, many New Deal programs affected Stafford County, including several Civilian Conservation Corps (CCC) camps and improvement projects, including soil conservation work planting trees, cutting fire lanes in forested areas, digging drainage ditches, and constructing fences (Conner 2003:215).

The area’s proximity to the nation’s capital and location along the Potomac River made Stafford County a good fit for the burgeoning development of the Marine Corps. 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 in Stafford County. 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 and Stafford counties.

2.1.7 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

HISTORIC CONTEXT

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 Interstate 95 (I-95) allowed development to reach the boundaries of Stafford County by the 1960s.

Over the past several decades, development in Stafford County has reached an all-time high. According to the County, “the built environment of Stafford County is relatively new. Since the construction of Interstate 95 in the 1960’s through the County, population has doubled every 20 years” (Stafford County Planning Commission 2010). New commuter options such as the Virginia Rail Express have led to the creation of new subdivisions near the I-95 corridor.

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 will be taken of each property documenting the primary elevation, oblique angles, and general setting.

After the architectural field project was completed, the project team prepared separate Virginia Cultural Resource Information 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 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

In 1991, the Stafford County Planning Department contracted with Traceries and PMA Consulting Services to conduct a cost-share, comprehensive survey of Stafford County's historic resources and provide the County with an accurate listing and assessment of the area's resources for future development planning (Traceries 1992). This effort included the entirety of Stafford County except for the Quantico Marine Corps Base. The survey resulted in "an inventory of the county's historic resources fifty years or older, a narrative historic context for the resources identified, as well as an analysis of the significance of certain properties and their potential eligibility for placement on the national and state registers" (Traceries 1992:63). The survey identified 288 historical sites in Stafford County and made recommendations on how to establish a county preservation plan to ensure that the necessary actions and strategies are used to achieve the preservation of these resources.

The Virginia Commonwealth University Archaeological Research Center (VCU-ARC) conducted a Phase I cultural resources survey in 1992 of the proposed highway improvements to Route 218 in Stafford County (McLearn et al. 1992). This survey was performed under an agreement with VDOT, whose proposed highway improvements included expansions to the Route 218 and 212 intersection and a new bridge over the railroad and a stream. During this effort, VCU-ARC did not identify any archaeological sites within the project area. However, they determined that four extant historic buildings were located in the indirect APE of the anticipated highway construction while 15 historic buildings were within the direct APE. VCU-ARC recommended the 19 identified historic resources, constructed between the late-nineteenth to the mid-twentieth centuries, within the project area to be not eligible for listing on NRHP and further work would not be necessary (McLearn et al. 1992).

CMSS Architects in conjunction with the County of Stafford prepared a master redevelopment plan for Stafford County in 2009 (Ferland and DeChard 2008). This master plan included two phases of work: a research and program development phase (Phase I) and a concept master redevelopment plan phase (Phase II). As a part of this redevelopment plan, a Phase IA archaeological assessment and Phase I reconnaissance-level architectural survey of the Village of Falmouth was conducted by Cultural Resources, Inc. (CRI) in 2008. A total of 90 previously

identified and 13 newly identified architectural resources were surveyed through this effort and only three of these resources were not included within the boundaries of Falmouth Historic District (089-0067). Ten previously identified archaeological resources were revisited during the project to update their current conditions. Through this effort, CRI recommended that commercial development within Falmouth be restricted to the major roadways within the district such as Cambridge Street/Route 1 and Butler Road/Route 17. CRI also recommends that a Phase I archaeological survey should be conducted of vacant lots within the district in an effort to collect information on buildings related to the development of Falmouth and other areas to be investigated include Falmouth Beach Park, River Road Park, St. Clair Brooks Park, and Falmouth Union Church and Cemetery in order to “aid in the location of the 1675 fort at Falmouth, the original docks, public wharves, warehouses, and ferry houses” (Ferland and DeChard 2008:5).

In 2014, Management Analysis, Incorporated (MAI) conducted an independent assessment and prepared a master interpretive plan for the County of Stafford regarding the Falmouth Historic District (089-0067) located in Stafford County (MAI 2014). This plan was made possible due to sponsorship by Stafford County as well as a grant from VDOT. The purpose of the plan was to preserve the important history of the district, which is composed of 156 contributing cultural resources, while also “considering the opportunities for tourism and economic development” (MIA 2014:5). Through this study, MIA advised that the County set aside land and develop suitable parking specifically devoted to the historic district in order to provide the beginnings of a necessary infrastructure to revive Falmouth a valuable historic center (MIA 2014). MIA also recommended that a Falmouth Historic Monument should be constructed within the park on the bank of the Rappahannock River to provide a “central focal point where the human stories of Falmouth can be connected to the buildings of the historic district.” (MIA 2014:7)

4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

A total of 45 architectural properties has been previously recorded within 0.5 miles of the DC2RVA corridor in the ARDJ segment (See table in Appendix A). Two of these resources (4.4 percent) have been listed in the Virginia Landmark Register (VLR) and the NRHP (DHR 2015). The Falmouth Historic District (089-0067) was listed in the VLR in 1969 and the NRHP in 1970, with updated boundaries and NRHP nomination form completed in 2013. The district has 156 contributing resources, including 134 buildings, 19 archaeological sites, and three structures. The resource is significant under Criterion A due to its contribution to the broad pattern of history in eighteenth-century and early-nineteenth-century commerce and industry in Virginia’s Upper Coastal Plain and Piedmont. It also has significant integrity for its Civil War activities, particularly when it was occupied by Federal forces during the Battles of Fredericksburg and Chancellorsville (Traum 2013). The district is also significant under Criterion C for its integrity of architectural forms representing all periods of Falmouth’s history (Traum 2013).

Another resource listed in the NRHP in 1966 and on VLR in 1973 is the Fredericksburg and Spotsylvania County Battlefields National Military Park and Cemetery (111-0147). The boundaries of the district were expanded in 2010 in an updated NRHP nomination form to include all of the lands within the Fredericksburg National Battlefield, Chancellorsville National Battlefield, Wilderness National Battlefield, and Spotsylvania National Battlefield. There are also some other associated Civil War units, such as the Jackson Shrine. The resource is

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significant under Criteria A and D for its context of Civil War Military Action around the City of Fredericksburg and Spotsylvania County and for its potential to yield archaeological information associated with the battles (Reed et al. 2010).

One property (2.2 percent) of the 45 previously recorded resources within 0.5 miles of the Project has been determined potentially eligible for listing on the NRHP by DHR staff in 2007. The resource, the Battle of Fredericksburg II (1863) (111-5296), is also associated with the Fredericksburg and Spotsylvania County Battlefields National Military Park (111-0147). The resource is considered potentially eligible under Criterion A for its contribution to the broad pattern of Civil War history in the City of Fredericksburg and Spotsylvania County.

Fifteen resources (33.3 percent) located within 0.5 miles of the Project were determined by DHR staff to be not eligible for the NRHP. These resources include nine dwellings, three commercial/industrial buildings, two agricultural complexes, and one structure. A majority of the dwellings were constructed during the early- to mid-twentieth century and include such architectural styles as Colonial Revival and Craftsman, while two dwellings date to the late-nineteenth century. The three commercial/industrial buildings were constructed in the early- to mid-twentieth century and include a post office (089-5032), a saw mill (089-5033), and a store (089-5034). The structure (089-5010) is a concrete, T-beam bridge constructed in 1917. The two agricultural complexes (089-0044 and 089-0048) were both constructed around 1860–1865 and are typical examples of farms located in Stafford County.

The remaining resources (n=27, 60.0 percent) were not given a formal NRHP eligibility determination. Among these resources are the Battle of Fredericksburg I (1862) (111-5295), 13 dwellings, three religious-affiliated buildings, two commercial buildings, two cemeteries, two structures, two railroad section houses, one agricultural complex, and one school.

5 RESULTS

The architectural investigation of the ARDJ segment of the DC2RVA project involved a field survey of all above-ground resources over 48 years in age within the Project's architectural APE. Both previously recorded properties and newly recorded resources were included as part of the current evaluation to achieve cultural resource compliance. The current survey identified 13 previously recorded resources and 21 newly recorded resources, for a total of 34 surveyed resources.

5.1 PREVIOUSLY RECORDED RESOURCES

This survey identified 13 previously recorded buildings, objects, and districts within the architectural APE (Table 5-1, Figures 5-1 through 5-5). Any previously recorded structures within the APE will be included in a subsequent report. Of those 13 resources, none have been previously listed in or determined potentially eligible/eligible for the NRHP. Six resources were determined not eligible for listing in the NRHP by the DHR; however, because the eligibility evaluation occurred over five years ago, these resources were re-evaluated during the current survey. The remaining seven previously recorded resources had not been formally evaluated for the NRHP by DHR. Table 5-1 lists all 13 previously recorded resources, along with the Project Team's eligibility determination.

A majority (n=7) of the previously recorded resources within the ARDJ Segment are no longer extant (089-0039, 089-0167, 089-0172, 089-0296, 089-5034, 089-5035, and 089-5039). Because these resources have a loss of historic integrity and architectural significance, they are recommended not eligible for 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.

Two resources (089-0169 and 089-5041) are single-family dwellings that date to the late-nineteenth century. These houses were constructed in a form and style that was common in Stafford County around the turn of the twentieth century. In addition to the two dwellings, there are two surviving commercial buildings: G&D General Store (089-0195), a circa-1918, two-story, frame store, and a one-story masonry building constructed around 1930 on Brooke Road (089-5033). There is one previously recorded church within the APE: Andrew Chapel (089-0078), which is a one-and-a-half-story, Gothic Revival, frame religious building. On the whole, these five buildings 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 in 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

RESULTS

for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D.

The remaining resource is the Scott Cemetery/Point Myrtle Grove (089-0282). According to the Stafford County Cemetery Committee, this resource is a typical family cemetery with interments ranging from 1809 to 2005. This resource could not be accessed by Dovetail staff during the current survey because access to the property was not permitted (Anita Dodd, personal communication 2015). In lieu of the survey, Dovetail architectural historians worked with the Stafford County Cemetery Committee, who previously documented the cemetery in detail through photographs, site plans, and detailed notes. Based on their data and recommendations, Scott Cemetery/Point Myrtle Grove is recommended not eligible for the NRHP under Criteria A–C and Criteria Consideration D. It is recognized that the resource may be eligible as an archaeological site under Criterion D. It is recommended that the resource be evaluated for its archaeological potential in the future. However, for the DC2RVA project, the cemetery does not fall within the archaeological APE. As such, this property was not evaluated under Criterion D as part of the current undertaking.

In sum, all of the 13 previously recorded resources within the ARDJ segment of the DC2RVA project are recommended not eligible for listing in the NRHP under Criteria A–C. Furthermore, the Scott Cemetery/Point Myrtle Grove is not eligible under Criteria Consideration D.

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

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
089-0039	House, 738 Eskimo Hill Road	Stafford County	ca. 1890	Not Eligible
089-0078	Andrew Chapel	Stafford County	1904	Not Eligible
089-0167	Jones-Lowry House, 1717 Brooke Road	Stafford County	ca. 1890	Not Eligible
089-0169	RF&P House, 223 Andrew Chapel Road	Stafford County	ca. 1890	Not Eligible
089-0172	RF&P Section House	Stafford County	ca. 1870	Not Eligible
089-0195	G&D General Store	Stafford County	ca. 1918	Not Eligible
089-0282	Scott Cemetery/Point Myrtle Grove	Stafford County	1809	Not Eligible
089-0296	Harrison House, 43 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-5033	Block building, 1735 Brooke Road	Stafford County	ca. 1930	Not Eligible
089-5034	Groves Store, Brooke Road	Stafford County	ca. 1925	Not Eligible
089-5035	W. J. Payne House, 1732 Brooke Road	Stafford County	ca. 1938	Not Eligible
089-5039	House, 2082 Courthouse Road	Stafford County	1900	Not Eligible
089-5041	F. Mill House, 2147 Courthouse Road	Stafford County	1894	Not Eligible

Source: Dovetail, 2015.

5.2 NEWLY RECORDED RESOURCES

Of the 34 above-ground resources recorded in the architectural APE of the ARDJ segment during the current project, the DC2RVA Project Team documented 21 newly recorded resources (Table 5-2; Figures 5-6 through 5-10). A majority (n=17) are single-family dwellings constructed between 1935 and 1968. 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 Craftsman, Ranch, and Minimal Traditional styles and the bungalow form; however, on a whole, they represent a building type that is vernacular throughout the region.

Two of the newly recorded resources are commercial buildings located on Thompson Avenue (089-5554 and 089-5555). Both are one-story buildings constructed between 1955 and 1960. Another resource is a circa-1950 fire station located at 222 Andrew Chapel Road (089-5569). This one-story, seven-bay masonry building is covered by a cross-gabled roof and features multiple sectional garage doors. The remaining resource is a one-story, two-bay marina constructed circa 1950 (089-5573). This concrete-block commercial building has a brick veneer on the primary elevation and is covered by a front-gabled roof.

These 21 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 in 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 21 newly recorded resources **are recommended not eligible for the NRHP under Criteria A-C.**

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

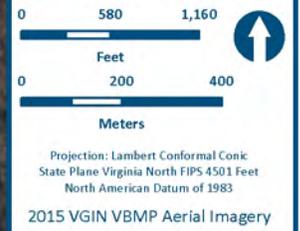
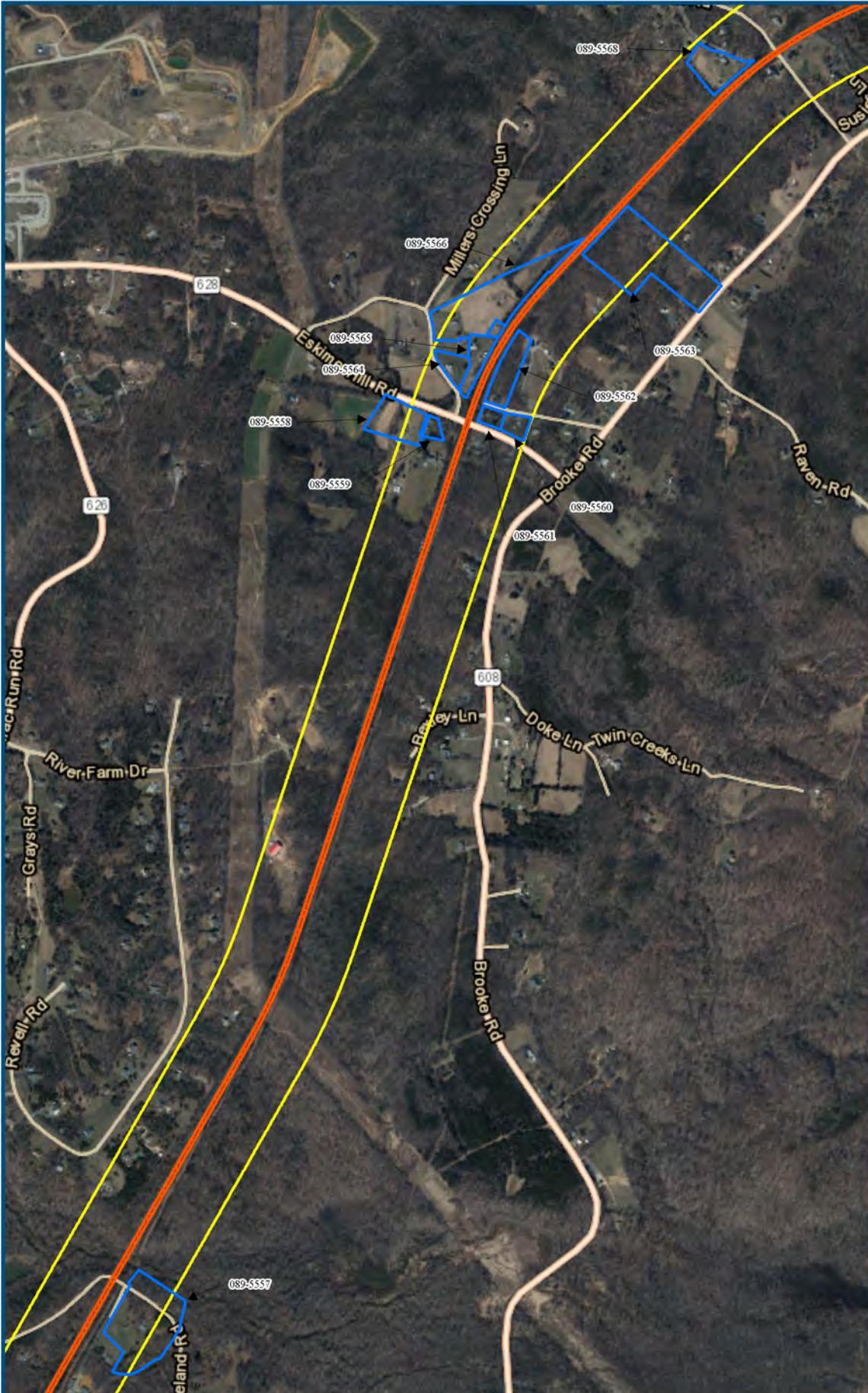
DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
089-5554	Commercial Building, 204 Thompson Avenue	Stafford County	ca. 1955	Not Eligible
089-5555	Commercial Building, 207 Thompson Avenue	Stafford County	ca. 1960	Not Eligible
089-5556	House, 48 Rice Road	Stafford County	ca. 1950	Not Eligible
089-5557	House, 776 Leeland Road	Stafford County	ca. 1965	Not Eligible
089-5558	House, 718 Eskimo Hill Road	Stafford County	ca. 1930	Not Eligible
089-5559	House, 732 Eskimo Hill Road	Stafford County	1948	Not Eligible
089-5560	House, 35 Old Bridge Road	Stafford County	ca. 1945	Not Eligible
089-5561	House, 47 Old Bridge Road	Stafford County	1952	Not Eligible
089-5562	House, 48 Old Bridge Road	Stafford County	1965	Not Eligible
089-5563	House, 1539 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5564	House, 77 Montague Loop	Stafford County	1953	Not Eligible
089-5565	House, 75 Montague Loop	Stafford County	ca. 1950	Not Eligible

RESULTS

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

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
089-5566	House, 57 Montague Loop	Stafford County	ca. 1900	Not Eligible
089-5567	House, 1720 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5568	House, 101 Mount Hope Church Road	Stafford County	ca. 1950	Not Eligible
089-5569	Fire Station, 222 Andrew Chapel Road	Stafford County	ca. 1950	Not Eligible
089-5570	House, 1760 Brooke Road	Stafford County	1961	Not Eligible
089-5571	House, 1779 Brooke Road	Stafford County	1956	Not Eligible
089-5572	House, 59 Inez Way	Stafford County	ca. 1935	Not Eligible
089-5573	Marina, 4 Hope Springs Lane	Stafford County	ca. 1950	Not Eligible
089-5588	House, 2092 Courthouse Road	Stafford County	1968	Not Eligible

Source: Dovetail, 2015.



- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 06 Arkendale to Dahlgren Junction (ARDJ)

Figure 5-8
Newly Recorded Resources

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www.DC2RVArail.com



6 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the ARDJ segment of the DC2RVA corridor. The DC2RVA project is being completed under the auspice 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 34 historic architectural resources within the architectural APE within the ARDJ segment. None of these resources 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 all 34 resources documented during the current survey are recommended not eligible for individual listing on the NHRP.**

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
089-0039	House, 738 Eskimo Hill Road	Stafford County	ca. 1890	Not Eligible
089-0078	Andrew Chapel	Stafford County	1904	Not Eligible
089-0167	Jones-Lowry House, 1717 Brooke Road	Stafford County	ca. 1890	Not Eligible
089-0169	RF&P House, 223 Andrew Chapel Road	Stafford County	ca. 1890	Not Eligible
089-0172	RF&P Section House	Stafford County	ca. 1870	Not Eligible
089-0195	G&D General Store	Stafford County	ca. 1918	Not Eligible
089-0282	Scott Cemetery/Point Myrtle Grove	Stafford County	1809	Not Eligible
089-0296	Harrison House, 43 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-5033	Block building, 1735 Brooke Road	Stafford County	ca. 1930	Not Eligible
089-5034	Groves Store, Brooke Road	Stafford County	ca. 1925	Not Eligible
089-5035	W. J. Payne House, 1732 Brooke Road	Stafford County	ca. 1938	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
089-5039	House, 2082 Courthouse Road	Stafford County	1900	Not Eligible
089-5041	F. Mill House, 2147 Courthouse Road	Stafford County	1894	Not Eligible
089-5554	Commercial Building, 204 Thompson Avenue	Stafford County	ca. 1955	Not Eligible
089-5555	Commercial Building, 207 Thompson Avenue	Stafford County	ca. 1960	Not Eligible
089-5556	House, 48 Rice Road	Stafford County	ca. 1950	Not Eligible
089-5557	House, 776 Leeland Road	Stafford County	ca. 1965	Not Eligible
089-5558	House, 718 Eskimo Hill Road	Stafford County	ca. 1930	Not Eligible
089-5559	House, 732 Eskimo Hill Road	Stafford County	1948	Not Eligible
089-5560	House, 35 Old Bridge Road	Stafford County	ca. 1945	Not Eligible
089-5561	House, 47 Old Bridge Road	Stafford County	1952	Not Eligible
089-5562	House, 48 Old Bridge Road	Stafford County	1965	Not Eligible
089-5563	House, 1539 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5564	House, 77 Montague Loop	Stafford County	1953	Not Eligible
089-5565	House, 75 Montague Loop	Stafford County	ca. 1950	Not Eligible
089-5566	House, 57 Montague Loop	Stafford County	ca. 1900	Not Eligible
089-5567	House, 1720 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5568	House, 101 Mount Hope Church Road	Stafford County	ca. 1950	Not Eligible
089-5569	Fire Station, 222 Andrew Chapel Road	Stafford County	ca. 1950	Not Eligible
089-5570	House, 1760 Brooke Road	Stafford County	1961	Not Eligible
089-5571	House, 1779 Brooke Road	Stafford County	1956	Not Eligible
089-5572	House, 59 Inez Way	Stafford County	ca. 1935	Not Eligible
089-5573	Marina, 4 Hope Springs Lane	Stafford County	ca. 1950	Not Eligible
089-5588	House, 2092 Courthouse Road	Stafford County	1968	Not Eligible

Source: Dovetail, 2015.

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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
089-0004	Crow's Nest Farm (inc. Site, Barn & Cemetery)	ca. 1824	Not Evaluated	
089-0038	House, Rt 608	1875	Not Evaluated	
089-0039	House, Rt 628	ca. 1890	Not Evaluated	
089-0040	House, Rt 619	ca. 18550	Not Evaluated	
089-0044	Leland Farm	ca. 1865	Not Eligible	6/3/2011
089-0045	RF&P Railroad Bridge	n/a	Not Evaluated	
089-0048	Potomac Run Farm, 110 Grays Rd (Rt 626)	ca. 1860	Not Eligible	
089-0055	House, Rt 608	ca. 1890	Not Evaluated	
089-0056	Mount Hope Church	1904	Not Evaluated	
089-0064	House, Rt 1	ca. 1905	Not Evaluated	
089-0067	Falmouth Historic District	1727-1956	NRHP Listing; VLR Listing	2/26/1970 – NRHP; 12/2/1969 – VLR
089-0078	Andrew Chapel	1904	Not Evaluated	
089-0107	Andrews Chapel (old)	1854	Not Evaluated	
089-0165	House, Rt 629	ca. 1890	Not Evaluated	
089-0166	House, Rt 629	1903	Not Evaluated	
089-0167	Jones-Lowry House, 1717 Brooke Rd (Rt 629 near Andrew Chapel)	ca. 1890	Not Eligible	10/26/2009
089-0168	Winkler House	ca. 1900	Not Evaluated	
089-0169	RF&P House at Brooke	ca. 1890	Not Evaluated	
089-0170	School, Rt 629	1900	Not Evaluated	
089-0172	RF&P Section House, Rt 687	ca. 1870	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
089-0194	RF&P Railroad Bridge	ca. 1928	Not Evaluated	
089-0195	G&D General Store (Turner's Grocery)	1918	Not Evaluated	
089-0277	House, 270 Butler	ca. 1940	Not Evaluated	
089-0282	Scott Cemetery/Point Myrtle Grove	1809	Not Evaluated	
089-0287	Highland House	ca. 1875	Not Evaluated	
089-0291	Finney House	ca. 1930	Not Evaluated	
089-0292	United National Real Estate Off.	ca. 1930	Not Evaluated	
089-0296	Harrison House	ca. 1930	Not Evaluated	
089-5010	Bridge #6020, Rt 630, spanning RF&P Railroad	1917	Not Eligible	11/1/1995
089-5032	Brooke Post Office, 1710 Brooke Rd (General Store)	ca. 1940	Not Eligible	8/20/2003
089-5033	Block Building, 1735 Brooke Rd	ca. 1930	Not Eligible	8/20/2003
089-5034	Groves Store, Brooke Rd	ca. 1925	Not Eligible	8/20/2003
089-5035	W. J. Payne House, 1732 Brooke Rd	ca. 1938	Not Eligible	8/20/2003
089-5036	House, 1810 Brooke Rd	1907	Not Eligible	8/20/2003
089-5037	Fleming House, 1813 Brooke Rd	1944	Not Eligible	8/20/2003
089-5038	House, 1829 Brooke Rd	1950	Not Eligible	8/20/2003
089-5039	House, 2082 Courthouse Rd	1900	Not Eligible	8/20/2003
089-5040	House, 15 Hamn Ln	1920	Not Eligible	8/20/2003
089-5041	F. Mill House, 2147 Courthouse Rd	1894	Not Eligible	8/20/2003
089-5043	House, 923 Forbes St	ca. 1940	Not Evaluated	
089-5049	House, 32 Diechman Lane	1900+	Not Eligible	1/18/2007
089-5309	Berry-Limerick Cemetery, 22 Diechman Lane	1918+	Not Evaluated	
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery	1861-1865	NRHP Listing; VLR Listing	10/15/1966 – NRHP; 1/6/1973 – VLR
111-5295	Battle of Fredericksburg I (1862)	1862	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
111-5296	Battle of Fredericksburg II (1863)	1863	Potentially Eligible/Associated with the Fredericksburg & Spotsylvania Battlefields National Military Park (111-0147)	1/24/2007

Source: Dovetail, 2015.



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

May 23, 2016

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

RE: Resource Eligibility/ Segment 6 (Arkendale to Dahlgren Junction)
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 6/ Arkendale to Dahlgren Junction (ARDJ) of the larger Project initiative. Segment 6/ARDJ includes the span between Widewater State Park on the north (north of Aquia Creek) and the CSX right of way/Dahlgren Spur crossing 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, Arkendale to Dahlgren Junction (ARDJ) Segment, Stafford County*. The report was authored by Heather Dollins Staton, Adriana Lesiuk, and M. Chris Manning 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).

In total, the DC2RVA Project Team surveyed 34 historic architectural resources within the architectural APE within the ARDJ segment. This survey identified 13 previously recorded buildings, objects, and districts. None have been previously listed in or determined potentially eligible/eligible for the national Register of Historic Places (NRHP). Six resources were determined not eligible for listing in the NRHP by the DHR; however, because the eligibility evaluation occurred over five years ago, these resources were re-evaluated during the current survey. The remaining seven previously recorded resources had not been formally evaluated for the NRHP by DHR. The DC2RVA Project Team also documented 21 newly recorded resources. A majority (n=17) are single-family dwellings constructed between 1935 and 1968; two commercial buildings, a fire station, and a marina were also recorded during the study.

None of the 34 recorded resources have any known association with a known historic trend or specific event or a notable person. Furthermore, they have no outstanding architectural merit and are not known to be the work of a master. As such it is recommended that all 34 resources documented during the current survey are recommended not eligible for individual listing on the NHRP. (A table is attached showing the resource numbers, names and addresses of these resources.)

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,



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 are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 6 study (DHR #2014-0666):

089-0039	House, 738 Eskimo Hill Road
089-0078	Andrew Chapel
089-0167	Jones-Lowry House, 1717 Brooke Road
089-0169	RF&P House, 223 Andrew Chapel Road
089-0172	RF&P Section House
089-0195	G&D General Store
089-0282	Scott Cemetery/Point Myrtle Grove
089-0296	Harrison House, 43 Deacon Road
089-5033	Block building, 1735 Brooke Road
089-5034	Groves Store, Brooke Road
089-5035	W. J. Payne House, 1732 Brooke Road
089-5039	House, 2082 Courthouse Road
089-5041	F. Mill House, 2147 Courthouse Road
089-5554	Commercial Building, 204 Thompson Avenue
089-5555	Commercial Building, 207 Thompson Avenue
089-5556	House, 48 Rice Road
089-5557	House, 776 Leeland Road
089-5558	House, 718 Eskimo Hill Road
089-5559	House, 732 Eskimo Hill Road
089-5560	House, 35 Old Bridge Road
089-5561	House, 47 Old Bridge Road
089-5562	House, 48 Old Bridge Road
089-5563	House, 1539 Brooke Road
089-5564	House, 77 Montague Loop
089-5565	House, 75 Montague Loop
089-5566	House, 57 Montague Loop
089-5567	House, 1720 Brooke Road
089-5568	House, 101 Mount Hope Church Road
089-5569	Fire Station, 222 Andrew Chapel Road
089-5570	House, 1760 Brooke Road
089-5571	House, 1779 Brooke Road
089-5572	House, 59 Inez Way
089-5573	Marina, 4 Hope Springs Lane
089-5588	House, 2092 Courthouse Road

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

SEGMENT 6 (ARDJ) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

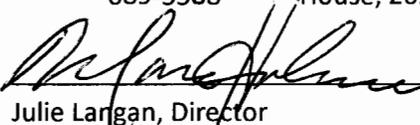
DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-0039	House, 738 Eskimo Hill Road	Stafford County	ca. 1890	Not Eligible
089-0078	Andrew Chapel	Stafford County	1904	Not Eligible
089-0167	Jones-Lowry House, 1717 Brooke Road	Stafford County	ca. 1890	Not Eligible
089-0169	RF&P House, 223 Andrew Chapel Road	Stafford County	ca. 1890	Not Eligible
089-0172	RF&P Section House	Stafford County	ca. 1870	Not Eligible
089-0195	G&D General Store	Stafford County	ca. 1918	Not Eligible
089-0282	Scott Cemetery/Point Myrtle Grove	Stafford County	1809	Not Eligible
089-0296	Harrison House, 43 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-5033	Block building, 1735 Brooke Road	Stafford County	ca. 1930	Not Eligible
089-5034	Groves Store, Brooke Road	Stafford County	ca. 1925	Not Eligible
089-5035	W. J. Payne House, 1732 Brooke Road	Stafford County	ca. 1938	Not Eligible
089-5039	House, 2082 Courthouse Road	Stafford County	1900	Not Eligible
089-5041	F. Mill House, 2147 Courthouse Road	Stafford County	1894	Not Eligible
089-5554	Commercial Building, 204 Thompson Avenue	Stafford County	ca. 1955	Not Eligible
089-5555	Commercial Building, 207 Thompson Avenue	Stafford County	ca. 1960	Not Eligible
089-5556	House, 48 Rice Road	Stafford County	ca. 1950	Not Eligible
089-5557	House, 776 Leeland Road	Stafford County	ca. 1965	Not Eligible
089-5558	House, 718 Eskimo Hill Road	Stafford County	ca. 1930	Not Eligible
089-5559	House, 732 Eskimo Hill Road	Stafford County	1948	Not Eligible

SEGMENT 6 (ARDJ) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5560	House, 35 Old Bridge Road	Stafford County	ca. 1945	Not Eligible
089-5561	House, 47 Old Bridge Road	Stafford County	1952	Not Eligible
089-5562	House, 48 Old Bridge Road	Stafford County	1965	Not Eligible
089-5563	House, 1539 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5564	House, 77 Montague Loop	Stafford County	1953	Not Eligible
089-5565	House, 75 Montague Loop	Stafford County	ca. 1950	Not Eligible
089-5566	House, 57 Montague Loop	Stafford County	ca. 1900	Not Eligible
089-5567	House, 1720 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5568	House, 101 Mount Hope Church Road	Stafford County	ca. 1950	Not Eligible
089-5569	Fire Station, 222 Andrew Chapel Road	Stafford County	ca. 1950	Not Eligible
089-5570	House, 1760 Brooke Road	Stafford County	1961	Not Eligible
089-5571	House, 1779 Brooke Road	Stafford County	1956	Not Eligible
089-5572	House, 59 Inez Way	Stafford County	ca. 1935	Not Eligible
089-5573	Marina, 4 Hope Springs Lane	Stafford County	ca. 1950	Not Eligible
089-5588	House, 2092 Courthouse Road	Stafford County	1968	Not Eligible

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 6 study (DHR #2014-0666):

089-0039	House, 738 Eskimo Hill Road
089-0078	Andrew Chapel
089-0167	Jones-Lowry House, 1717 Brooke Road
089-0169	RF&P House, 223 Andrew Chapel Road
089-0172	RF&P Section House
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Julie Langan, Director


Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer