



R-7 ARCHITECTURAL RECONNAISSANCE SURVEY, FBHA AND HAXR SEGMENTS (SEGMENTS 8 AND 9)



D . C . TO R I C H M O N D S O U T H E A S T H I G H S P E E D R A I L



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

Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR)
Segments, Spotsylvania County



U.S. Department of Transportation
Federal Railroad Administration

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

by

Emily K. Anderson and Heather D. Staton

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

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

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Kerri S. Barile, Principal Investigator

Date

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 Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) segments of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The DC2RVA corridor is divided into 22 segments and this document focuses on the FBHA and HAXR segments 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 FBHA and HAXR segments. 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 project completion date). All structures that meet the NRHP 50-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 23 historic architectural resources within the architectural APE in the FBHA and HAXR segments. Of these, four previously recorded and 19 newly recorded historic resources were identified. The Fredericksburg and Spotsylvania Battlefields National Military Park (111-0147) was listed in the NRHP in 1966 and in the Virginia Landmarks Register (VLR) in 1973. Additionally, La Vue, also known as Prospect View (088-0039), was listed in the VLR in 1993 and in the NRHP in 1994. The DC2RVA Project Team **recommends that these two resources retain sufficient integrity and significance and should remain eligible for and listed in the NRHP and the VLR.** One resource, Slaughter Pen Farm (088-0254), is **recommended potentially eligible under Criteria A and C.** Two resources, the Meade Pyramid (088-0128) and the House at 9911 Benchmark Road (088-5647), are **recommended potentially eligible under Criterion A.** It is **recommended that the remaining 18 resources are 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 Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) segments 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 development for the FBHA and HAXR segments. 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. 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.

W:\GIS\Projects\011545 - VA Dept of Rail - Public Transportation\0239056 - RAPS-4\1\Dev-Concept\Eng\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

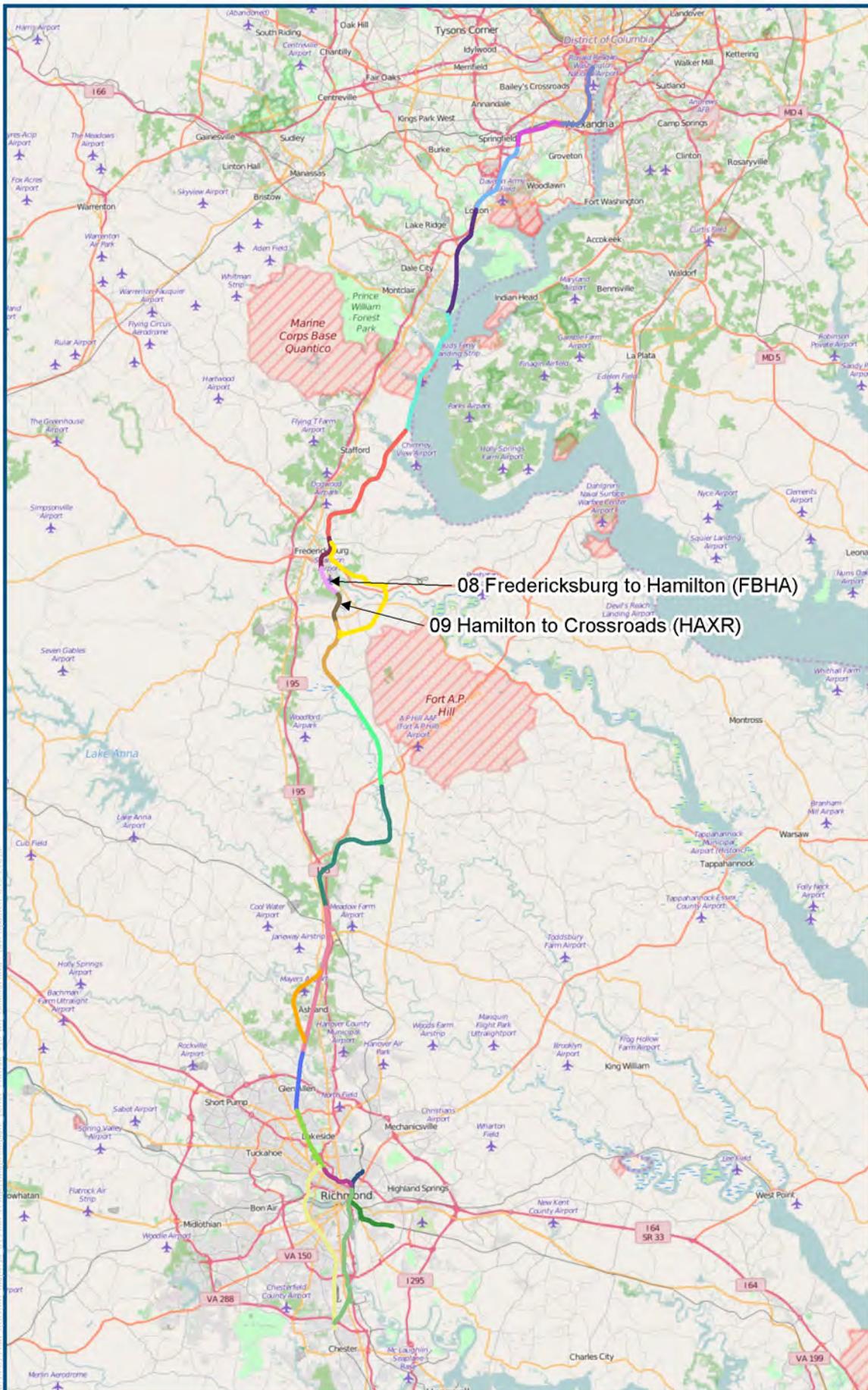
The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the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



- ### 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 FBHA (08) and
 HAXR (09) Segments

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 FBHA and HAXR segments of the DC2RVA corridor (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 project 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, the architectural APE is defined as extending 500 feet on either side of the centerline of the existing

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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 FBHA and HAXR segments are located within one incorporated city and one county: the City of Fredericksburg and Spotsylvania County. Because this report discusses the architectural component of this project, only the historic period for both the City of Fredericksburg (Section 2.2) and Spotsylvania County (Section 2.3) are included below. The prehistoric context for these areas will appear in subsequent archaeological reports.

The early histories of both the city and the county are similar; thus, they have been combined into a general regional history (Section 2.1), presented first. This is followed by a more specific history for both the city and the county.

2.1 REGIONAL HISTORY

2.1.1 Anglo Settlement and the Establishment of Spotsylvania County and the City of Fredericksburg

There was little European settlement in the area until 1655, when the first land patent in the region was given to Margaret Brent for 1,000 acres (Felder 1982:3; Mansfield 1977:75). In 1666, Lawrence Smith and Robert Taliaferro patented 6,300 acres just south of Fredericksburg (Goolrick 1935). The Virginia House of Burgesses commissioned Smith to build a fort on this property in 1676 to encourage settlement in the area (Felder 1982:5). The fort was to be developed as a community for 250 people, garrisoned by soldiers and furnished with ample munitions to ward off any encroachers (Goolrick 1922:10; Mansfield 1977:2). Though Smith's fort was originally conceived as a sort of "gateway" to the west, only a few temporary structures were built in the area, and no settlers moved there (Alvey 1978:2). The fort was disbanded by the House in 1682 (Mansfield 1977:2).

The largest and most successful precursor of future settlement in the general region occurred in 1714. Alexander Spotswood arrived in Virginia in 1710 to become the Lieutenant Governor. Spotswood quickly realized that the success of the colony lay in westward expansion, and he established two frontier forts in 1714 to achieve this goal. One fort was Christianna, located in what is today Brunswick County, southwest of Richmond. The second fort was located on a peninsula of the Rapidan River west of what is today Fredericksburg. The pentagonal fort was built and inhabited by a group of Germans from the Nassau-Siegen region. In honor of these 12 families of Germans and Queen Anne of England, the fort was named Germanna (Barile 2004; Wayland 1989:10). Realizing the potential for the area to act as a frontier community, Spotswood brought over two additional groups of German indentured servants in 1717 and 1719, and the population of the Germanna area grew to over 200 people (Barile 2004; Schurict 1977:66-69).

HISTORIC CONTEXT

Prior to the founding of Fort Germanna, the only transportation routes in this area were the waterways and few forest paths created by Native Americans (VDOT 2002:2). The first European-based roadway in the area was a bridle path, ordered by the Virginia council in April 1714 (Mansfield 1977; Pawlett 1977; VDOT 2002). The Germanna path was developed by the Fort Germanna settlers and led from the falls near the Leaseland (Fredericksburg) to the fort (Mansfield 1977:38). A few years later, a rolling road was built through this area (Mansfield 1977; Pawlett 1977; VDOT 2002). The new road, appropriately called Mines Road, connected Germanna to Spotswood's Tubal Iron Works and his newest enterprise, a wharf on Massaponax Run, located between the iron mines and the Leaseland (Quinn 1908:22).

With the help of the German workers, and later African slaves, Spotswood's iron business became the largest and most successful ironwork in Spotsylvania County, and indeed the Atlantic region in the first decades of the eighteenth century. The Spotsylvania Iron Works, as he called it, was located 13 miles east of Germanna on Pipe Dam Creek. Contemporaries named Spotswood the Tubal Cain of Virginia, thus his iron works became known as Tubal. The iron works included both the iron mines and the foundry (Goolrick 1935:7). The cast furnace was located at Massaponax, as well as storehouses, a tavern, and other businesses associated with the wharf. Although it is not known exactly when Spotswood's furnace went into operation, advertisement of byproducts made at the furnace began by 1723 (Spotswood 1945:11).

In 1720, Spotswood pushed the House to create Spotsylvania County with Germanna as the county seat (Felder 1982:13). Spotsylvania County was formed from what was Essex County. Essex County once contained the majority of northern Virginia, from Lancaster County on the east to the Blue Ridge Mountains on the west (Joyner 1999:13). The Virginia government allocated £500 to build a courthouse, church, prison, pillory, and stocks, and others who lived there built homes and other commercial buildings. The first session of court was held in the summer of 1722, and one of the first orders of business was to grant a license to John Finlason for a tavern. Finlason ran the tavern out of his home from 1722 until 1728 and hosted most of the incoming court officials during sessions at Germanna (Miller 1984). This is believed to be the first business in Spotsylvania County not owned or established by Alexander Spotswood.

The county court at Germanna ran smoothly for the first few years, but several key officials and planters of Spotsylvania County repeatedly petitioned the House of Burgesses to move the county seat to a more convenient location. In 1728, the House finally addressed the issue and decided that a town should be formally created at the Leaseland. The town was to incorporate 50 acres on the Rappahannock River and was to be renamed Fredericksburgh Town (Felder 1982:33).

In 1730, Spotswood was made Postmaster General of North America and the West Indies at a salary of £300 a year. The Virginia postal system was operated out of another Spotswood-founded Spotsylvania community, aptly named New Post, located at the intersection of what are today Routes 2 and 17 south of Fredericksburg. By 1732, county residents had grown tired of traveling to Germanna for monthly court meetings. The county seat of Spotsylvania officially moved to Fredericksburg on October 1, 1732 for the convenience of all inhabitants and county officials.

2.1.2 Early Industries and the Revolutionary War

Once the county seat of Spotsylvania officially moved to Fredericksburg a courthouse was begun in town, as well as a church, prison, and other governmental and commercial structures (Mansfield 1977:89). The town wharfs also provided the first public river docks in the area. Although Spotswood offered the use of his wharves at Massaponax to area residents for a fee, many began to ship from Fredericksburg in the 1730s to avoid the extra cost. Numerous warehouses developed around the Fredericksburg waterfront in the mid-eighteenth century to accommodate the new business, most of which were concentrated around what are today Sophia and Wolfe streets.

During this same period, Spotsylvania County continued to be owned in large parcels by a handful of wealthy planters. Tobacco was the main cash crop. Like many Virginia counties, Spotsylvania was forced to diversify during the second half of the eighteenth century when the soils had become depleted by tobacco crops. "Tobacco was formerly planted to the exclusion of almost everything else; but within the last 30 years it has gradually given place to wheat and corn" (Martin 1835:280). Large plantations were divided into small farmsteads, and wheat and other grains became the agricultural staple. Accompanying this agricultural change, numerous new roads and industries were established at this time to accommodate the new crop needs. This included mills, warehouses, and bakeries at wharf locations and taverns and ferry/ford crossings at the major waterways.

Throughout the 1730s and 1740s, Fredericksburg grew slowly as new businesses developed to cater to the courthouse and commerce crowds. As a testament to the developing tone of town use, it is estimated that there were almost an equal number of taverns/ordinaries and warehouses in the 1740s (Willis and Felder 1987:4). The growth trend continued in the 1750s, as the first land addition was made to the original 50-acre town to accommodate the influx of new inhabitants and businesses. Occupation slowly moved from the center near the wharves northward along Caroline Street. The Fielding Lewis Store, built in 1749, anchored the northern segment of town and offered goods on the main road out of town and on the way to William Thornton's mills on the north side of the community (Historic Fredericksburg Foundation, Inc. [HFFI] 2005). The store, still standing, is considered to be one of the oldest retail buildings in the United States (HFFI 2005).

By the late-eighteenth century, the region had solidly adopted the system of slave labor. Like many colonists, white residents wholeheartedly supported the Continental Congress and the move towards American Independence, but most whites believed this did not refer to slaves. By the time of the first American census in 1790, enslaved African Americans outnumbered whites (5,171 white, 6,081 slave, and 348 free black) (Coleman and Trice 1934).

By the eve of the American Revolution, Fredericksburg was a successful shipping port town. However, inhabitants of Spotsylvania County again voiced their dissatisfaction about the location of the county seat. For many living on the western side of the county, travel into Fredericksburg was an arduous journey. In 1778, the county seat of Spotsylvania was moved from Fredericksburg to a site on the Po River near the center of the county. Regardless, the activity surrounding the wharves and the growing town population sustained Fredericksburg through the loss of the courthouse traffic. The town was incorporated in 1781, and the diversity of the population was reflected in the new businesses and organizations developed in the 1780s. This includes the establishment of the area's first newspaper in 1787, *The Virginia Herald and*

Fredericksburg and Falmouth Advertiser, published by Timothy Green (Overcash and Plotkin 1993).

2.1.3 The Antebellum Years

The period from the 1780s through the 1820s was marked by a dramatic increase in the shipping and milling industry in Fredericksburg and the nearby town of Falmouth. Whereas early shipping primarily concentrated on tobacco, by the end of the eighteenth century, soils in the area were completely depleted. Farmers turned to new crops to sustain the family plantations, primarily wheat. Wheat had numerous economic advantages over tobacco, especially for urban areas. Not only was it a successful crop for farmers and plantation owners, but processing of wheat required several more enterprises prior to shipment, including roads and wagons for transportation, warehouses for storage, mills for processing, and merchants for sales (Kulikoff 1986). Also, the baking industry thrived as many marketers chose to ship baked goods as opposed to raw wheat flour.

Grain mills and merchants' warehouses were erected along the Rappahannock River. The Fredericksburg Canal carried the water necessary to propel the mills' waterwheels. The warehouses held flour, tobacco, and later cotton awaiting shipment as well as imported consumer and other goods, and farmers, haulers, and watermen took use of the town's inns and taverns. Falmouth and Fredericksburg's exports in flour, which had reached their highest point in 1816 at 160,000 barrels, had been reported at 126,000 barrels in 1831. The export quantity ranked third in the state of Virginia, only behind Richmond and Alexandria (Johnson 1997:31).

Throughout this time, the town of Fredericksburg continued to grow. Population of the urban area rose after the American Revolution as new industries and thus employment developed in town. In 1807, a devastating fire swept through downtown Fredericksburg that destroyed over 200 buildings and left over 100 families homeless; about one-half of the town was destroyed (Alvey 1988). In actuality, there were at least five large-scale fires in Fredericksburg over a 25 year period (1799, 1807, 1816, 1822, and 1823). Despite these catastrophes, the town was rebuilt albeit with better building materials. "By the mid-1820s, the combination of repeated fire, subdivision of downtown lots, and a concern for fire created a tightly packed core in Fredericksburg with virtually no eighteenth century fabric left, except at the periphery" (Stanton 1997:124).

After the economic boom of the post-Revolutionary years, Spotsylvania fell into a slight economic decline after 1820 due to a decrease in American flour demand. New transportation methods such as the Erie Canal and later the expanding railroad system opened up new areas to attain food products. By switching to crop rotation and contour plowing; however, Spotsylvania farmers were able to retain a modicum of their previous production.

Despite the flour export decrease after 1820, Fredericksburg continued to prosper as a port town. In 1822, it was made a postal center for distribution of all United States mail to five states, and goods from surrounding counties continued to be shipped from the busy wharves. Fluctuations in the national economy are directly reflected in the land tax records of 1824 and 1825. After the Financial Panic of 1819, the early 1820s brought financial uncertainty to large sections of the country. Like previous and subsequent economic panics, the proceeding years brought about an economic depression. Costs for material goods and real estate skyrocketed. By 1835, the slight economic slump of the 1820s receded. Fredericksburg had a population of over

3,000 people, including whites, free blacks, and slaves. There were five churches, over a dozen schools, and numerous other businesses such as taverns and merchants (Willis and Felder 1987:6). Business continued to succeed over the next few decades. By 1840, the town exported over \$4 million worth of goods annually.

Labor within the urban area of Fredericksburg at this time comprised native whites, European immigrants, free blacks, and slaves, with enslaved African Americans making up the largest percentage of the area workforce. In 1850, for example, slaves made up one-half of the population (Stanton 1997:127), and with the exception of the very old and very young, the entire slave population were commercial or household laborers. Similarly, in Spotsylvania County enslaved Africans made up over half of the population in 1860—8,360 of the 16,076 inhabitants (Coleman and Trice 1934). Like most of this region, Spotsylvania County and the City of Fredericksburg were in a precarious position on the eve of the Civil War. In preparation for the war, it is reputed that the court records were wrapped in paper and buried in a wood box behind the courthouse. Most of the counties sent their records to Richmond for safe keeping, but those records were destroyed during the burning of the Confederate capital. As a result, almost all of Spotsylvania's records were saved from destruction (Mansfield 1977:99-100).

2.1.4 The Civil War

2.1.4.1 First and Second Battles of Fredericksburg

The First Battle of Fredericksburg was a disappointing and fruitless campaign that resulted in a major defeat for the new Union commander, Ambrose E. Burnside. The success of the campaign relied on the element of surprise, in hopes to avoid a confrontation with Lee at Fredericksburg. Burnside proposed a plan to expediently march into Falmouth by way of the Rappahannock River and then cross into Fredericksburg. Once there, travel to the Pamunkey River (where a new base of supply awaited) via the Richmond, Fredericksburg, & Potomac Railroad (RF&P) would be relatively trouble-free (Marvel 1993:3).

However, the Rappahannock River bridges had been burned at Fredericksburg, thus requiring the use of pontoon bridges. Unfortunately, the army's pontoons remained on the Upper Potomac where they were last used. In spite of this, Union generals assured Burnside that the pontoons would be waiting for him and that it would take approximately three days. Disappointingly, their arrival was not punctual. The majority of the pontoons finally arrived November 27, 1862—about 10 days after Burnside had expected them. By this time, Lee had long suspected an attack on Fredericksburg. Burnside and his soldiers could no longer expect a lightly defended town and thereby a straightforward take over. The Union first crossed the Rappahannock on December 11. The majority would follow the next day (Marvel 1993:3-4).

December 12, after laying artillery on Fredericksburg, Union soldiers poured over five pontoon bridges (built that day) while Lee strengthened his battle line along the ridge overlooking Rappahannock valley. On December 13, Burnside attacked the seven mile Confederate line at point one: below Fredericksburg, where "Stonewall" Jackson occupied the Confederate right; and point two: Marye's Heights behind the town where James Longstreet's corps held the position. Burnside ordered too small an attack and, despite a Union division's accomplishment to break Jackson's line, the Federal effort failed. Confederate troops held an advantageous position on the heights and had infantry literally behind a stone wall. During the night on

December 15, Burnside returned his troops back across the river ending the campaign (Willis and Felder 1993:52).

Burnside made another attempt to cross the Rappahannock in January 1863. This quickly dissolved into the abortive “Mud March.” This, along with other failures, led to the replacement of General Burnside (Civil War Sites Advisory Commission [CWSAC] 2002). Interestingly, his replacement was the original choice for successor to General George B. McClellan, Major General Joseph Hooker (Marvel 1993:3).

2.1.4.2 Chancellorsville Campaign

As General Hooker replaced Burnside as the commander of the Union forces, he decided that a second frontal assault on Lee’s forces, entrenched in Fredericksburg, was unwise. Hooker decided that he would move his troops 25 miles upstream to cross the Rappahannock at Kelly’s Ford and move back east behind Lee’s troops to attack Lee on two fronts. He left General Sedgwick in command of a limited number of troops on the north side of the Rappahannock in Fredericksburg to distract Lee (Stackpole 1958:92–102).

Taking a wide birth to the west, Union forces encountered extensive Confederate defenses at U.S. Ford, but Confederate forces retired from the river leaving Hooker in control of U.S. Ford without any losses on May 1, 1863. Lee received word of Hooker’s maneuver and decided to split his inferior forces and move the majority of his troops to the west, leaving only one-sixth of his force in Fredericksburg (Happel 1980:27).

As Lee arrived at Chancellorsville on May 2, he decided to again split his forces and flank Hooker, who at this point was entrenched at a house called Chancellorsville above U.S. Ford. The reconnaissance for the flanking force, led by Jackson, discovered the Union weakness of that flank, resting on no natural obstacle or strong point. Jackson successfully attacked the Union right in the late afternoon but in the confusion and darkness of the night Jackson was fatally wounded by his own troops (Happel 1980:27–28; Stackpole 1958:230–255).

As Jackson smashed through the Union right, Hooker urgently called Sedgwick to move west to bolster his forces at Chancellorsville. Sedgwick did so, moving through Fredericksburg in the Second Battle of Fredericksburg with resistance from General Jubal Early’s forces. However, Early was so undermanned that the taking of Fredericksburg, which was previously deemed impossible, was achieved with relative ease. Early moved his troops east several miles as Sedgwick moved through town and reoccupied Fredericksburg at Marye’s Heights the following day. Due to this maneuver, Sedgwick now found himself sandwiched between Confederate forces, just as Hooker had hoped to do to Lee with his flanking maneuver (Happel 1980:28; Stackpole 1958:306–317).

Sedgwick moved west towards Chancellorsville along Plank Road, modern-day Route 3, encountering little more than skirmishes until arriving in the vicinity of Salem Church. Since Hooker had failed to again engage the Confederate forces, General McLaws’ and later General Anderson’s divisions were dispatched from Chancellorsville to the east when Lee received word of Sedgwick’s movements. With McLaws’ forces occupying a ridge line, the Union forces attacked and eventually drove them back. By the afternoon of May 4, however, Anderson’s forces had positioned themselves to the south of Sedgwick and he was hemmed in on three sides (Happel 1980:29–35). Sedgwick received dispatch from Hooker the afternoon of May 4 telling him that he was too far abreast to direct and that he should keep the safety of his troops

in mind. Sedgwick decided to hold his position and wait for the Confederate attack (Stackpole 1958:339).

Lee, having decided that Hooker was not going to move to reinforce Sedgwick, planned to drive Sedgwick north across the river. As Anderson's troops got into position late in the day on May 4, the attack began with Early and Anderson forcing the Union troops north across Plank Road. Unfortunately, the Confederates took heavy casualties in this attack due to strong artillery support for the Federals (Stackpole 1958:342).

Lee, in uncharacteristic fashion, ordered his first night attack of the war to drive Sedgwick across the river. This decision was driven by Lee's concern that Sedgwick would be able to dig in overnight and they would have to fight the day's battle all over again the next day. Sedgwick decided to cross the river and had a second bridge placed at Scott's Ford, and by 2 to 3 a.m. on May 5 all of his troops had crossed the river and the Battle of Salem Church was completed (Stackpole 1958:342-344).

At midnight the night of May 4-5, Hooker called his only council of war to determine whether to withdraw across the Rappahannock at Banks Ford. With three of the five officers in attendance, and the senior officers at that, voting to stay and go on the offensive, Hooker made the decision to cross the river. The crossing was completed in adverse weather conditions in the early morning hours of May 6 and the Battle of Chancellorsville came to a close.

2.1.4.3 Battle of Spotsylvania Courthouse

In May 1864, General Ulysses S. Grant, the Union Commander, had decided to open a new campaign against the Confederates. After two days of brutal fighting in the Wilderness and some 29,800 dead soldiers, Grant decided to attempt to position himself between Lee and Richmond by a move to Spotsylvania Court House (Rhea 1995). Anticipating Grant's move, Lee also ordered his army to move to Spotsylvania. The future of both armies would be determined by who arrived first.

It was Confederate General Richard Anderson who arrived first at Laurel Hill just minutes before Union Major General Gouverneur K. Warren and his troops (Rhea 1995:25). Met by heavy Confederate units, the Union Corps realized that breaching the hill was impossible and retreated, protecting themselves behind hastily constructed earthworks (Rhea 1995:26). While this battle raged, Brigadier General James Wilson's Union cavalry entered the unprotected hamlet in the early morning hours and occupied Spotsylvania Courthouse (Rhea 1995:27). Anderson sent infantry to attack Wilson and the Court House from both sides. By the time they arrived, the Union troops had fled (Rhea 1995:28).

The early morning lights of May 9 made visible the long Confederate line (Rhea 1995:30-31). This mighty line must have looked daunting to the Union Soldiers who were forced to take shelter in the field and woods. Union forces made several attempts to move forward and push through the Confederate line, but were unsuccessful in breaking Anderson's army.

It was not until May 12 that Grant was fully ready to advance with his plan. Starting at dawn, General George G. Meade and Grant ordered a full frontal attack on Lee's troops. The muddy soil, close shooting range and long hours were just some of the factors why May 12 became known as one of the worst days of fighting during the entire war (Catton 1965:361). At the end of the day it was a small victory for the Union soldiers; only capturing a single Confederate infantry division and 20 guns (Catton 1965:362). Although May 12 was one of the bloodiest

battles in the war, fighting continued. For nine more days, Grant continued to put pressure on the Confederate lines, with little to no success. Grant lost an incredible 18,400 troops at the Battle at Spotsylvania Court House while Lee's fatalities were around 10,200 (Rhea 1995:55).

2.2 CITY OF FREDERICKSBURG

As Fredericksburg historian Robert Howison (1898:2) wrote: "I feel bound, as is the manner of all veracious historians, to begin at the beginning. But where the beginning is, or ought to be, may be a serious question."

2.2.1 Reconstruction and Growth

The Civil War decimated the physical and cultural fabric of the Fredericksburg area. Despite the destruction, area inhabitants remained in town and were determined to rebuild their lives and their homes. In addition to those who lived there before the war, the population of Fredericksburg grew greatly in the years just after the war. Emancipated slaves moved into town looking for employment, and white farmers looked to the area factories and commercial businesses for jobs since their farms were destroyed by Federal and Confederate troops. The town grew so rapidly and so large that Fredericksburg became a city in 1879 (Willis and Felder 1987).

Along with these changes, the daily operation of Fredericksburg changed during these decades from one reliant solely on the waterways to a rail-focused community. New roads were built to and from Fredericksburg for area farmers and merchants to deliver and receive goods on the railroad. Development sprawled from the commercial center to encompass new neighborhoods to the north and south of town, including Darbytown located south of the railroad tracks.

2.2.2 Into the Twentieth Century

At the beginning of the twentieth century, Fredericksburg was chosen as the location for the State Normal and Industrial School for women. Some of its first buildings were Monroe and Willard halls (Alvey 1974; DHR 2016). In 1938, the name was changed to Mary Washington College and again in 2004 to University of Mary Washington (Crawley 2008).

In 1912, Fredericksburg government underwent its first large-scale change in over a century, as it switched from a selectman-based system to a city manager plan. The new city manager was an integral participant in helping Fredericksburg incorporate the automobile into city planning, an invention that changed the entire pattern of town occupation. The automobile allowed for area residents to live farther out of town and drive to work within the city. New neighborhoods developed in the first half of the twentieth century, many of which incorporated the Colonial Revival style—a direct nod to Fredericksburg's historic past (Johnston and Smith 2001; Schricker 2014; Virginia Historic Landmarks Commission 1970).

By the end of the 1920s, much of Fredericksburg's population was employed in the city's industrial sector. By the Great Depression, Fredericksburg's population included tens of thousands, many of whom were employed by large factories located south of town. The city remained heavily industrial in nature throughout most of the first half of the twentieth century (Johnston and Smith 2001; Schricker 2014; Virginia Historic Landmarks Commission 1970).

2.2.3 The New Dominion to Present

Throughout the remainder of the twentieth century, Fredericksburg grew exponentially. The creation of Interstate 95 and later Virginia Railway Express (VRE) made Fredericksburg a convenient place of residence for Washington, D.C. commuters. Although downtown Fredericksburg retains much of its turn-of-the-century characteristics, many areas along the city's outer fringes have been greatly altered through large-scale residential and commercial growth.

2.3 SPOTSYLVANIA COUNTY

2.3.1 Into the Twentieth Century

Because of the immense impact of the Civil War, Spotsylvania County had a prolonged and difficult Reconstruction period. Homes, land, and livestock were decimated during the war, and the county's work force left the area after Emancipation. Half of the county land that was under cultivation in 1860 was still unimproved in 1880 (Siegel et al. 1995), and the county wheat production went from 132,000 bushels before the war to 48,000 in 1890 (Coleman and Trice 1934).

In an attempt to lessen the burden, other industries and work locales were introduced. The mining of pyrite began in the early 1900s and was a moderate success throughout the 1910s (Lonsdale 1927). The automobile allowed for area residents to live in Spotsylvania while driving to work in nearby Fredericksburg. The railroad remained an important form of transportation and reinforced growth of the local economy as the RF&P had expanded to a double-track by 1907. By the Great Depression, the county's population numbered tens of thousands, many of whom were employed by large factories located in the eastern portion of the county, south of Fredericksburg. This included the Sylvania Company and the G&H Clothing Plant. Although times were tough, many of these factories were able to keep their doors open during the tumultuous 1930s (Heinemann 1981:95).

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

In the first decades of the twentieth century, Spotsylvania County's transportation networks continued to grow, particularly its roadways after the formal establishment of the state's Department of Highways in 1927 (VDOT 2002:30). That same year, an important route through Spotsylvania 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). Railroads 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 Spotsylvania County, aided by the popular use of cordwood in railroad ties (Conner 2003:213).

2.3.3 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

HISTORIC CONTEXT

way for Interstate 95, rolling southward from Washington, D.C. Interstate 95 brought travelers and new residents an easier travel route across the eastern edge of the county. However, while the pace of development has steadily increased in Fredericksburg and areas farther north in recent decades, Spotsylvania County has only recently experienced similar growth. As this growth continues, the predominantly rural nature of the county and the small crossroads communities scattered across the landscape will likely be impacted.

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 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 included 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 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 December 1995, VDOT in conjunction with Spotsylvania County contracted Traceries to conduct a historical architectural survey of Spotsylvania County. Initially, the project anticipated the survey of 120 previously identified properties; however, upon further inspection, it was discovered that many of these resources had been demolished. Traceries decided to identify and survey all resources that were 50 years or older on the Spotsylvania USGS map that retained their integrity. In total, 124 properties were documented at the reconnaissance level and 12 properties at the intensive level (Traceries 1996:4). The intensive-level survey found nine resources to be eligible for the NRHP. Additionally, a historic district that includes four pre-Civil War properties along Guinea Station Road was recommended for further research (Traceries 1996:250).

During August and September 2008, Cultural Resources, Inc. (CRI) conducted a selective, reconnaissance-level cultural landscape inventory of the Civil War Preservation Trust's (CWPT) Slaughter Pen Farm property. Additionally, they conducted a metal detector survey of the selected areas. These surveys were completed in preparation for a reenactment (which was to take place on November 14–16, 2008) of the events associated with the aftermath of First Battle of Fredericksburg, which occurred on December 14–15, 1862. The metal detecting, conducted at a 25-foot interval, uncovered eligible and potentially eligible cultural resources, none of which would be impacted as long as no digging took place during the event and no materials were removed. The farm complex at Wayside/Slaughter Pen Farm was the only architectural resource identified during the survey. It was recommended for further research and as potentially eligible to the NRHP under Criteria A and C (DeChard and Ferland 2008).

The William and Mary Center for Archaeological Research conducted a cultural resources survey of the proposed Massaponax Church Road (Route 608) improvement project in Spotsylvania County for Dewberry in 2009. Both archaeological and architectural resources were surveyed in the 0.68-mile-long section of Massaponax Church Road. The purpose was to provide specific information concerning the nature and distribution of the archaeological and architectural resources within the project corridor and to provide preliminary determinations of NRHP eligibility. A total of 108 shovel test pits (STPs) were excavated within the project corridor, none of which were positive and no archaeological sites or locations were identified.

The architectural survey identified one structure older than 50 years: the dwelling at 3352 Lavue Lane (088-5334). This resource was not previously recorded with the DHR. It was recommended not eligible for the NRHP and further work would not be necessary (Malvasi et al. 2009).

In October 2012, on behalf of the EEE Consulting (EEE), Dovetail conducted a Phase I cultural resource survey for the proposed construction of a new Virginia Railway Express (VRE) Station to be located in the northeast section of Spotsylvania County. The area, located along Mills Drive (Route 17), and along the existing railroad tracks currently owned by CSX Corporation, received both archaeological survey and architectural survey. The archaeological APE consisted of 75.8 acres. Phase I shovel testing of 26.3 acres in the undisturbed portions of the APE resulted in the excavation of 127 STPs. Thirteen artifacts were recovered from nine STPs, all considered isolated archaeological finds. No archaeological sites were identified within the surveyed areas. The architectural survey identified nine above-ground resources within the architectural APE. Only one of these resources, La Vue (088-0039), was previously recorded and determined eligible for inclusion in the NRHP. The remaining eight above-ground resources had never been previously recorded, seven of which were determined not eligible and one, the RF&P (088-5413), was determined potentially eligible (Carmody et al. 2012).

Coastal Carolina Research (CCR) conducted a cultural resources identification survey for the proposed replacement of the Fall Hill Avenue Bridge over I-95, improvements to Fall Hill Avenue, and the extension of Mary Washington Boulevard in Fredericksburg. The survey was undertaken in February 2012 for Kimley-Horn and Associates, Inc. and the City of Fredericksburg. The purpose of the survey was to determine if historic resources on, eligible for, or potentially eligible for the NRHP were located within the APE. The survey identified 10 extant previously recorded archaeological or architectural resources, one historic district recommended as potentially eligible for the NRHP, and 16 newly recorded archaeological or architectural resources. One of the newly recorded archaeological resources was recommended for additional testing. The remaining newly recorded archaeological sites and architectural resources lack the significance and integrity that merit a NRHP nomination and were therefore recommended not eligible (Deetz et al. 2012).

On behalf of VDOT, and VDOT's consultant, McCormick Taylor, Inc. (McCormick Taylor), Dovetail conducted an architectural survey as part of the proposed Rappahannock River Crossing project in July 2012 and October 2014. The survey's intention was to study the environmental impacts of a proposed tolled connector road from I-95 to Route 3 in Stafford and Spotsylvania Counties and the City of Fredericksburg. The survey resulted in the documentation of 27 previously surveyed resources, four of which were battlefields, and 18 newly recorded resources. With the exception of one resource and the battlefields, all of the resources were determined to be not eligible for the NRHP (Dollins and Carmody 2014).

4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

A total of 19 architectural properties has been previously recorded within 0.5 miles of the DC2RVA corridor in the FBHA and HAXR segments (See table in Appendix A). Two of these resources (10.5 percent) have been listed in the Virginia Landmark Register (VLR) and the NRHP. The Fredericksburg and Spotsylvania County Battlefields National Military Park (111-0147) was listed in the NRHP in 1966 and in the VLR in 1973 under Criterion A for its role in the American Civil War as a location of military action and Criterion D for its potential to yield archaeological information about the battles (DHR 2016). It is composed of earthworks,

BACKGROUND REVIEW

cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.

La Vue (088-0039), previously referred to as “Prospect View,” is a two-story, three-bay, single-family dwelling constructed around 1848 in the Greek Revival style with an L-plan by and for the Alsop family. The house was placed in the VLR on October 20, 1993 and in the NRHP on July 27, 1993 under Criterion C for architecture as it serves as one of the few surviving examples of the Greek Revival style in a rural context in Spotsylvania County. Additionally, La Vue contains several contributing secondary resources including a family cemetery, the site of a servant’s quarters, and a well house (Turpin and Miller 1993).

Two (10.5 percent) of the remaining 17 previously recorded resources within 0.5 miles of the Project have been determined potentially eligible for listing on the NRHP by DHR staff. One resource, the Battle of Fredericksburg II (1863) (111-5296), is also associated with the Fredericksburg and Spotsylvania County Battlefields National Military Park (111-0147). In 2007, the resource was 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. The second resource, the RF&P (088-5413), was determined potentially eligible by DHR staff in 2012 under Criterion A for its importance in the field of transportation history in Virginia and Spotsylvania County (DHR 2016).

One resource (5.3 percent) located within 0.5 miles of the Project was determined by DHR staff to be not eligible for the NRHP. This resource is a circa-1940, single-family dwelling located at 3352 LaVue Lane (088-5334). It is a common dwelling type for the area and era in which it was constructed.

The remaining resources (n=14, 73.7 percent) have not been given a formal NRHP eligibility determination. Among these resources are the Battle of Fredericksburg I (1862) (111-5295), the Meade Pyramid (1898) (088-0128), Slaughter Pen Farm (088-0254), and 11 dwellings ranging in date of construction from circa 1756 to 1978.

5 RESULTS

The architectural investigation of the FBHA and HAXR segments 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 four previously recorded resources and 19 newly recorded resources, for a total of 23 surveyed resources.

5.1 PREVIOUSLY RECORDED RESOURCES

This survey identified four previously recorded buildings, objects, and districts within the architectural APE (Table 5-1, Figures 5-1 through 5-7). Any previously recorded structures within the APE will be included in a subsequent report. Of those four resources, two have been previously listed in the NRHP and on the VLR. The two additional previously recorded resources had not been formally evaluated for the NRHP by DHR.

Table 5-1 lists these four resources, 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.

Two resources, the Battle of Fredericksburg I (111-5295) and the Battle of Fredericksburg II (111-5296), are also located within the Project’s architectural APE in the Dahlgren to Fredericksburg (DJFB), FBHA, and HAXR segments. These resources were revisited during the survey of the DJFB segment and as such, they appear in detail in the DJFB segment report (Lesiuk and Staton 2015).

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

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	Fredericksburg City	1862	FBHA	Remains Listed
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1898	FBHA	Potentially Eligible Under Criteria A and C
088-0128	Meade Pyramid, Lee Drive	Spotsylvania County	1898	FBHA	Potentially Eligible Under

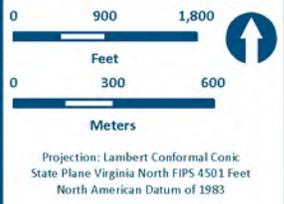
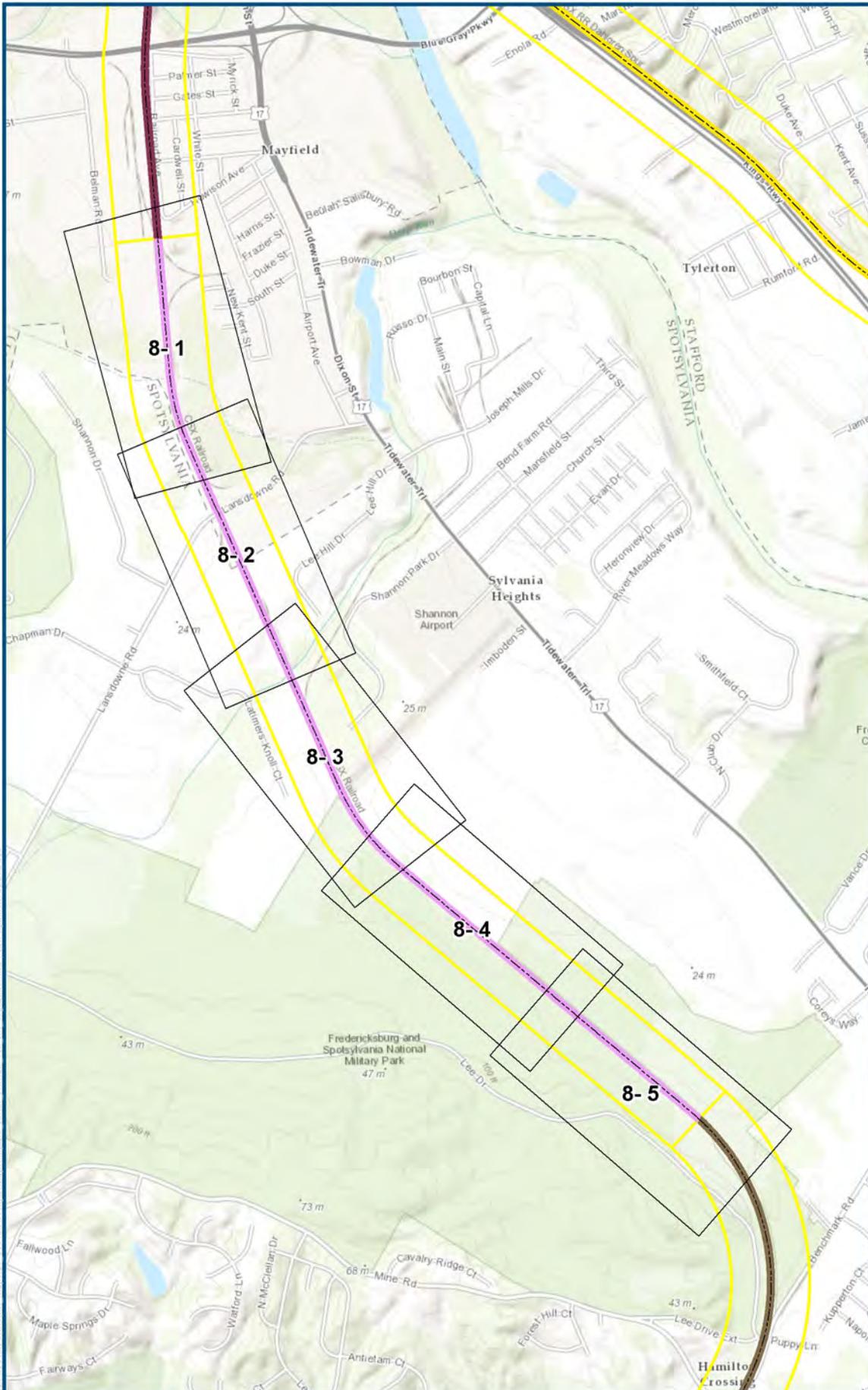
RESULTS

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

					Criterion A
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	HAXR	Remains Listed

Source: Dovetail, 2016.

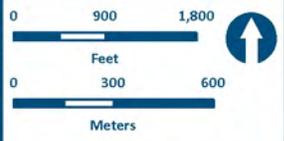
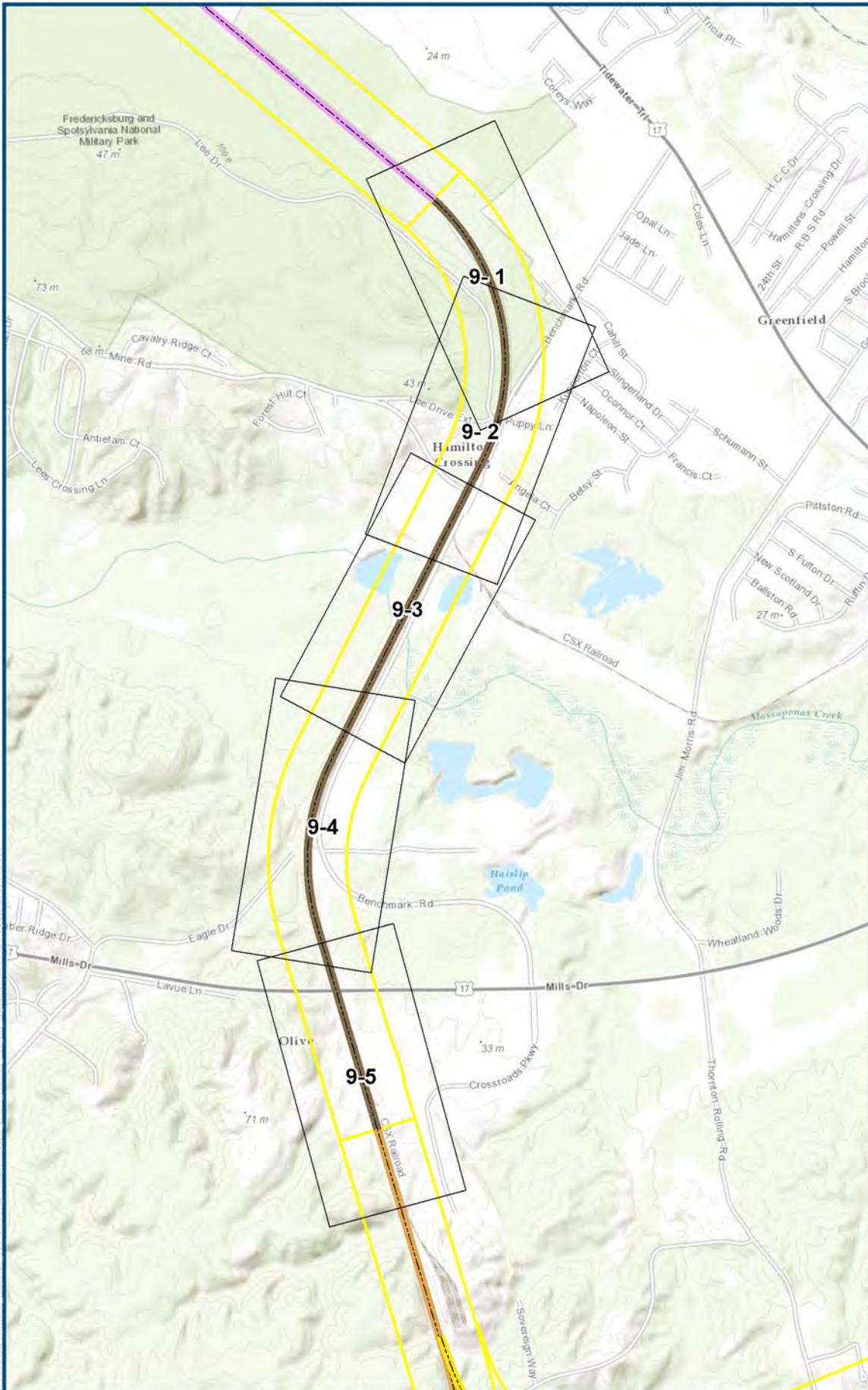
Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.



- Legend**
- Architectural APE
 - DC2RVA Project Segments**
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 21 Fredericksburg Bypass (FBBP)

Figure 5-1
Detail of Project Segment
FBHA

03/2016



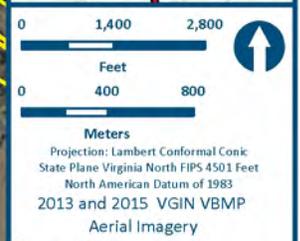
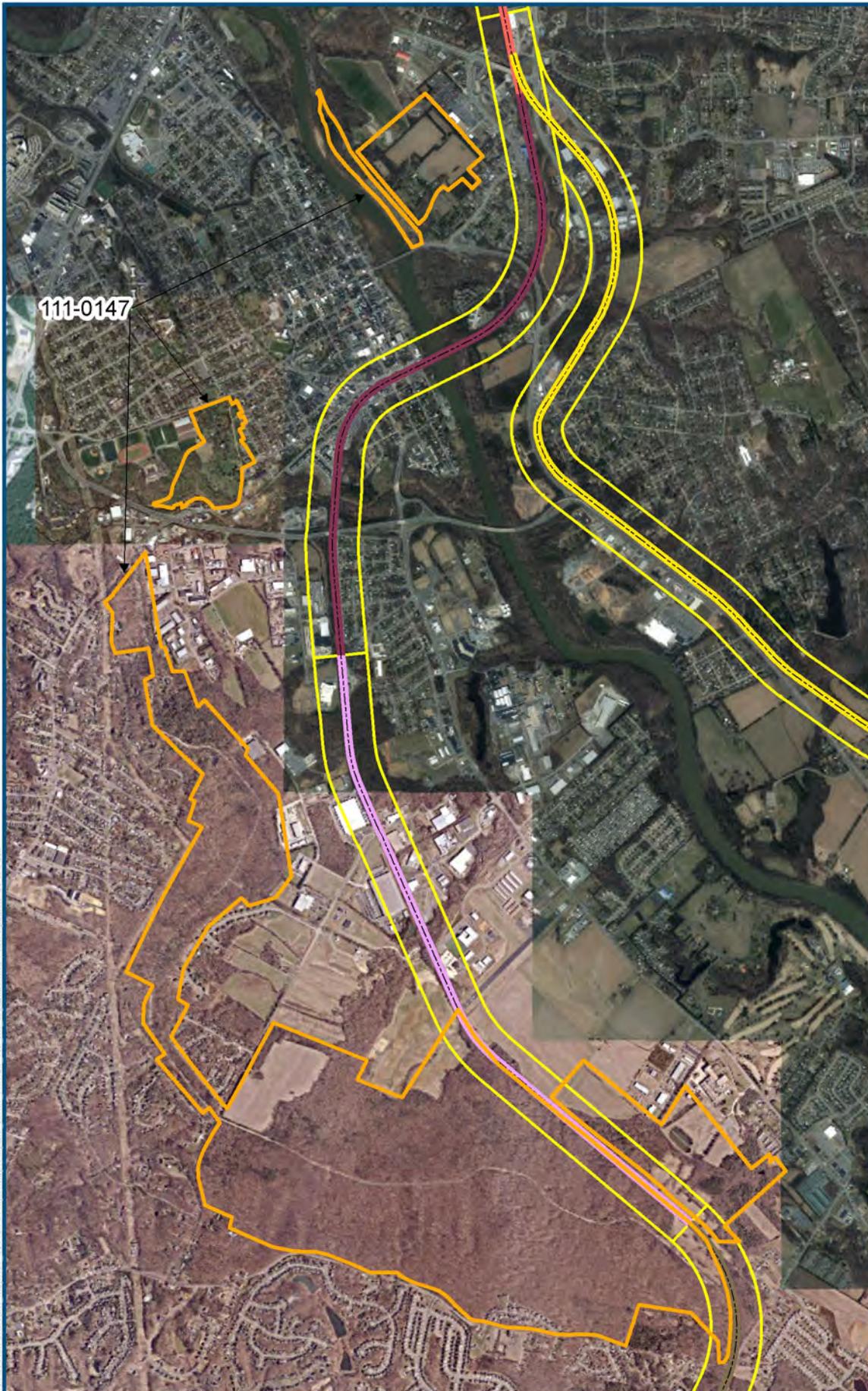
Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Legend

- Architectural APE
- DC2RVA Project Segments**
- 08 Fredericksburg to Hamilton (FBHA)
- 09 Hamilton to Crossroads (HAXR)
- 10 Crossroads to Guinea (XRGU)

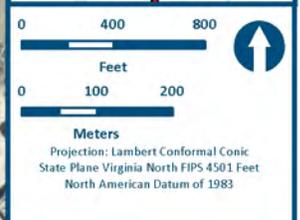
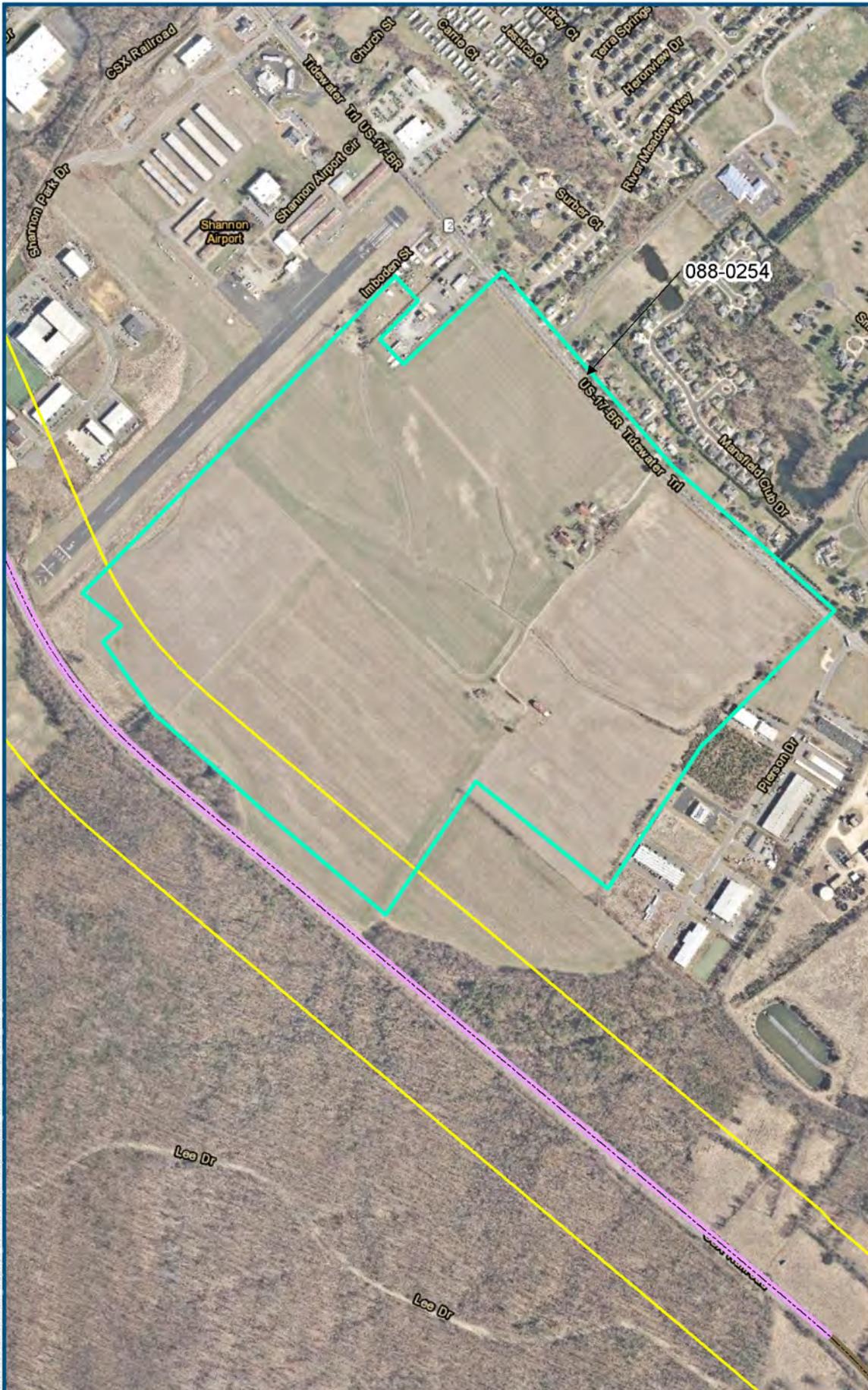
Figure 5-2
 Detail of Project Segment
 HAXR

03/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - NRHP Listed/Eligible
 - DC2RVA Project Segments**
 - 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)
 - 21 Fredericksburg Bypass (FBBP)

Figure 5-3
Previously Recorded
Fredericksburg and
Spotsylvania Battlefields
National Military Park
(111-0147)
04/2016

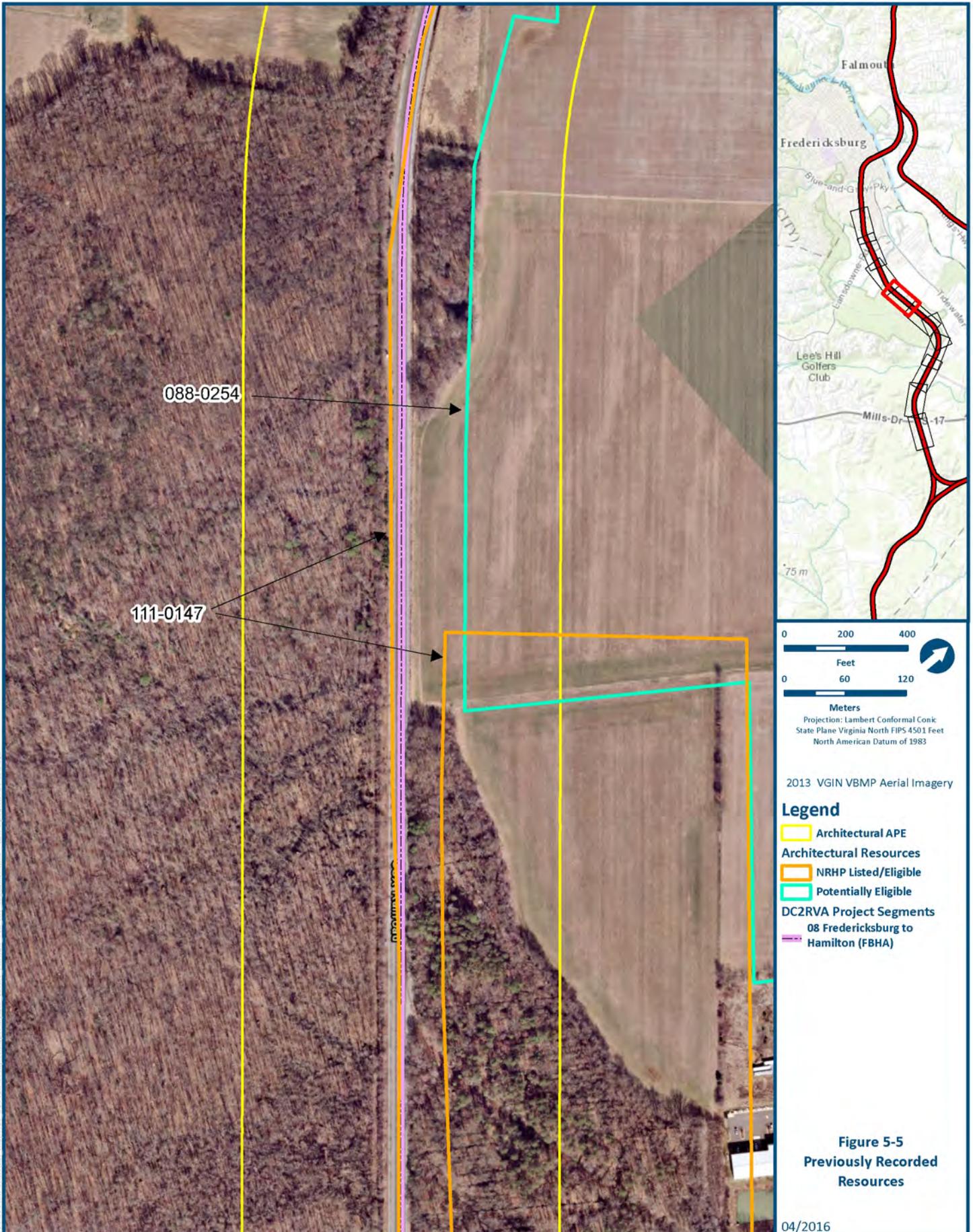


2013 VGIN VBMP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - DC2RVA Project Segments**
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)

Figure 5-4
Previously Recorded Resources
Pierson Farm/Slaughter Pen Farm/Wayside Farm (088-0254)

05/2016



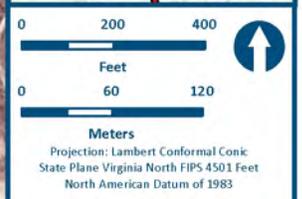
0 200 400
 Feet
 0 60 120
 Meters
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

2013 VGIN VBMP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - NRHP Listed/Eligible
 - Potentially Eligible
 - DC2RVA Project Segments**
 - 08 Fredericksburg to Hamilton (FBHA)

Figure 5-5
 Previously Recorded
 Resources

04/2016



2013 VGIN VBMP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - NRHP Listed/Eligible
 - DC2RVA Project Segments
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)

Figure 5-7
Previously Recorded Resources

04/2016

RESULTS

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

Two of the four previously recorded resources included in this survey have received a formal NRHP eligibility evaluation from DHR staff. These include one battlefield park (111-0147) and a farm complex (088-0039). A brief description of each is listed below.

The **Fredericksburg and Spotsylvania County Battlefields National Military Park (111-0147)** is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance (Figure 5-8). The park was listed on the NRHP in 1966 and as a VLR in 1973 under Criterion A for its role in the American Civil War as a location of military action and Criterion D for its potential to yield archaeological information about the battles (DHR 2016). It is **recommended that the Fredericksburg and Spotsylvania County Battlefields National Military Park remains eligible for, and listed in, the NRHP.**



FIGURE 5-8: OVERVIEW OF FREDERICKSBURG AND SPOTSYLVANIA COUNTY BATTLEFIELDS NATIONAL MILITARY PARK (111-0147)

Additionally, **La Vue, also known as Prospect View (088-0039)**, is a two-story, three-bay, single-family dwelling constructed around 1848 in the Greek Revival style with an L-plan (Figure 5-9). The house was placed in the NRHP in 1993 under Criterion C for architecture as it serves as one of the few surviving examples of the Greek Revival style in a rural context in Spotsylvania County. The dwelling continues to exhibit these Greek Revival features including its symmetrical façade, the corbeled brick cornice, and segmental arches over each window and door opening. Additionally, La Vue retains several of its contributing secondary resources

RESULTS

including a family cemetery, the site of a servant's quarters, and a well house (Turpin and Miller 1993). For these reasons, it is **recommended that La Vue remains eligible for, and listed in, the NRHP.**



FIGURE 5-9: LA VUE (088-0039), EAST ELEVATION

5.1.2 Previously Not Evaluated Resources Recommended Potentially Eligible

Of the four previously recorded resources, two had not formally received an eligibility determination from DHR at the time of the current survey. Of those, Dovetail recommended that both be considered potentially eligible for the NRHP. A brief description of each is listed below.

Slaughter Pen Farm (088-0254), also known as Wayside Farm or Pierson Farm, is a late-nineteenth century farm complex (Figure 5-10). It is composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well. Although boards have been placed over the first-story doors and windows, it is likely that they serve as a means to protect the existing fenestration. It is not likely that they impact the historic integrity of this resource. Overall, the primary resource, a house, appears to be in good condition and retains many of its character-defining Italianate features including the bracketed cornice with decorative scrolled brackets, low-pitched hipped roof, and original tall, narrow windows. Additionally, it is believed that as many as 2,500 men were wounded or killed on the property during the Battle of Fredericksburg in December 1862 (DHR 2016). For these reasons, it is **recommended potentially eligible for the NRHP under Criteria A and C. It is not associated with any significant person, and is, therefore, recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.**



FIGURE 5-10: SLAUGHTER PEN FARM (088-0254), NORTHEAST ELEVATION

The Meade Pyramid (088-0128) is a stone pyramid erected in 1898 (Figure 5-11). According to a National Park Service informational sign located south of the resource just north of Lee Drive, the pyramid was erected by the Confederate Memorial Literary Society to mark historically significant sites along Virginia’s railroads. The president of the RF&P erected this stone pyramid modeled after Hollywood Cemetery’s unknown Confederate dead memorial in Richmond, Virginia. The location of the pyramid “marks the point where General George G. Meade’s Union division penetrated the boggy gap in ‘Stonewall’ Jackson’s lines on December 13, 1862. Over the years it has become known as the Meade Pyramid. The monument is not accessible.” The monument remains in excellent condition and is a good example of post-war commemorative memorials erected on area battlefields. As such, it is **recommended that the Meade Pyramid is potentially eligible under Criterion A. The resource has no outstanding architectural elements and is not the work of a master. Therefore, the resource is recommended not eligible for the NRHP under Criterion C. It has no known association with a significant event or person; consequently, it is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.**

RESULTS



FIGURE 5-11: THE MEADE PYRAMID (088-0128), SOUTHWEST OBLIQUE

RESULTS

5.2 NEWLY RECORDED RESOURCES

The DC2RVA Project Team documented 19 newly recorded resources (Table 5-2; Figures 5-12 through 5-14). Of those 19 resources, one is recommended potentially eligible for the NRHP. Table 5-2 lists all 19 newly recorded resources, along with Dovetail’s eligibility determination. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

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

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
111-5433	CSX Transportation Building, Railroad Avenue	Fredericksburg City	ca. 1960	FBHA	Not Eligible
088-5462	House, 10229 Sunset Hill Lane	Spotsylvania County	1940	HAXR	Not Eligible
088-5463	House, 10231 Sunset Hill Lane	Spotsylvania County	1942	HAXR	Not Eligible
088-5464	House, 10233 Sunset Hill Lane	Spotsylvania County	1965	HAXR	Not Eligible
088-5465	House, 10235 Sunset Hill Lane	Spotsylvania County	1968	HAXR	Not Eligible
088-5466	House, 10309 Sunset Hill Lane	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5467	House, 9911 Benchmark Road	Spotsylvania County	ca. 1920	HAXR	Potentially Eligible Under Criterion A
088-5468	House, 9921 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5469	House, 10001 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5470	House, 10003 Benchmark Road	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5471	House, 10221 Benchmark Road	Spotsylvania County	1920	HAXR	Not Eligible
088-5472	House, 10227 Benchmark Road	Spotsylvania County	1942	HAXR	Not Eligible
088-5473	House, 10317 Benchmark Road	Spotsylvania County	1933	HAXR	Not Eligible
088-5474	House, 10327 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5475	House, 10415 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5476	House, 10417 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible

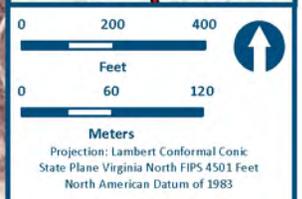
RESULTS

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

088-5477	House, 10419 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5478	House, 2809 Puppy Lane	Spotsylvania County	1933	HAXR	Not Eligible
088-5479	Commercial Building (McK Company, Inc.), 3006 Mine Road	Spotsylvania County	ca. 1960	HAXR	Not Eligible

Source: Dovetail, 2015.

Table Notes: 1. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

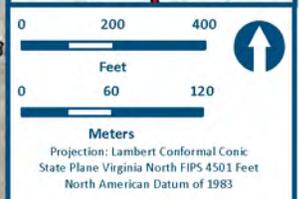
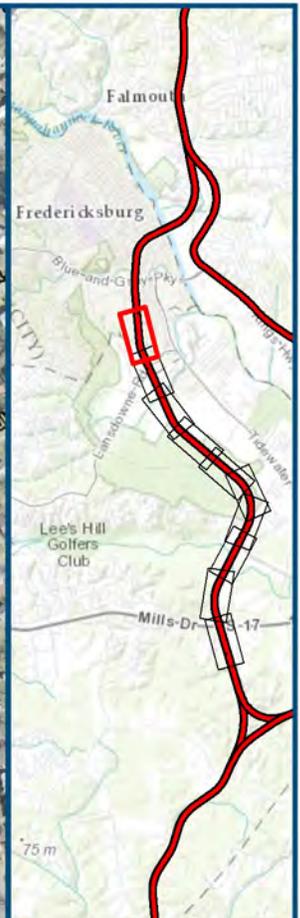
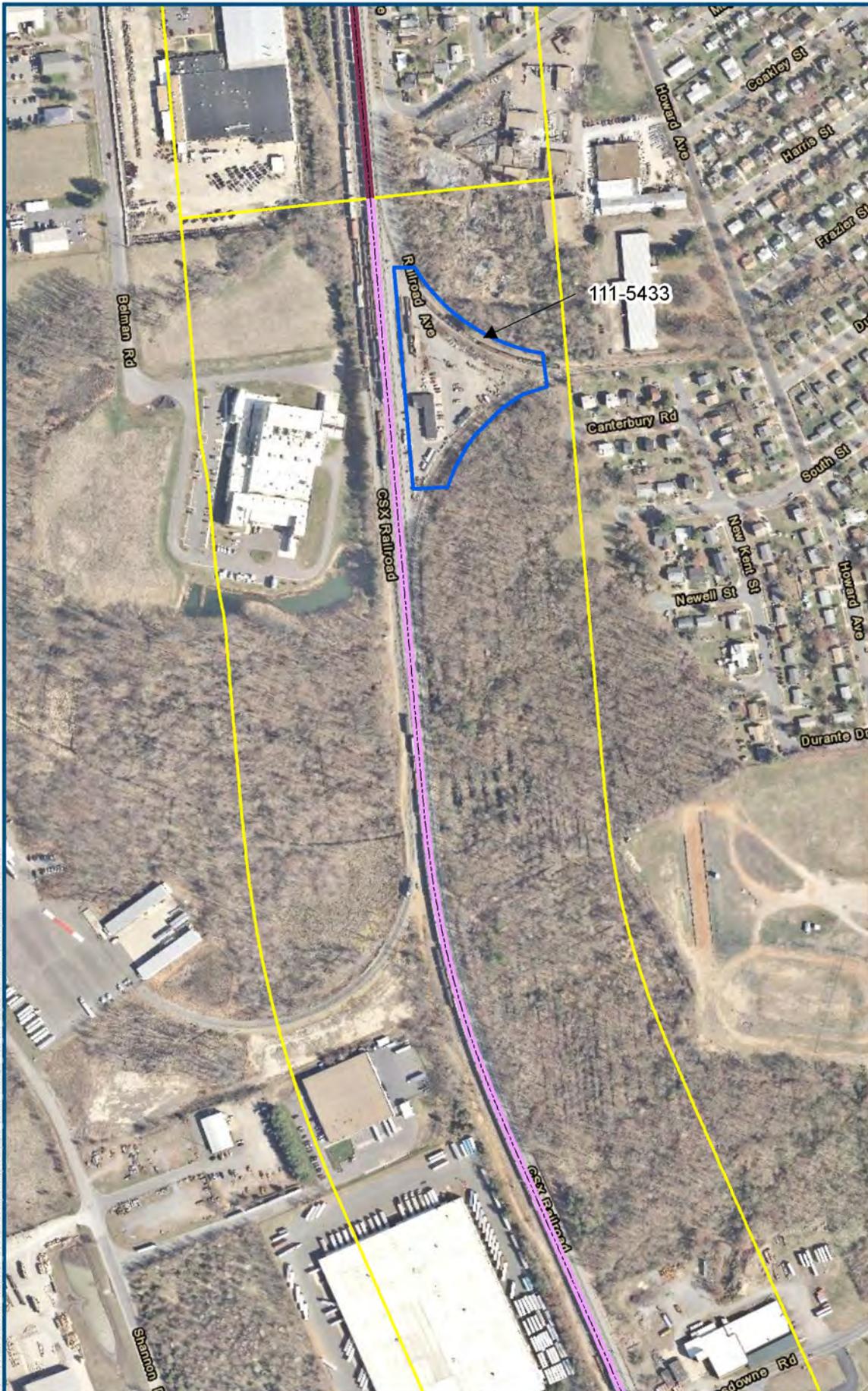


2013 VGIN VBMP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - NRHP Listed/Eligible
 - DC2RVA Project Segments
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)

Figure 5-7
Previously Recorded Resources

04/2016

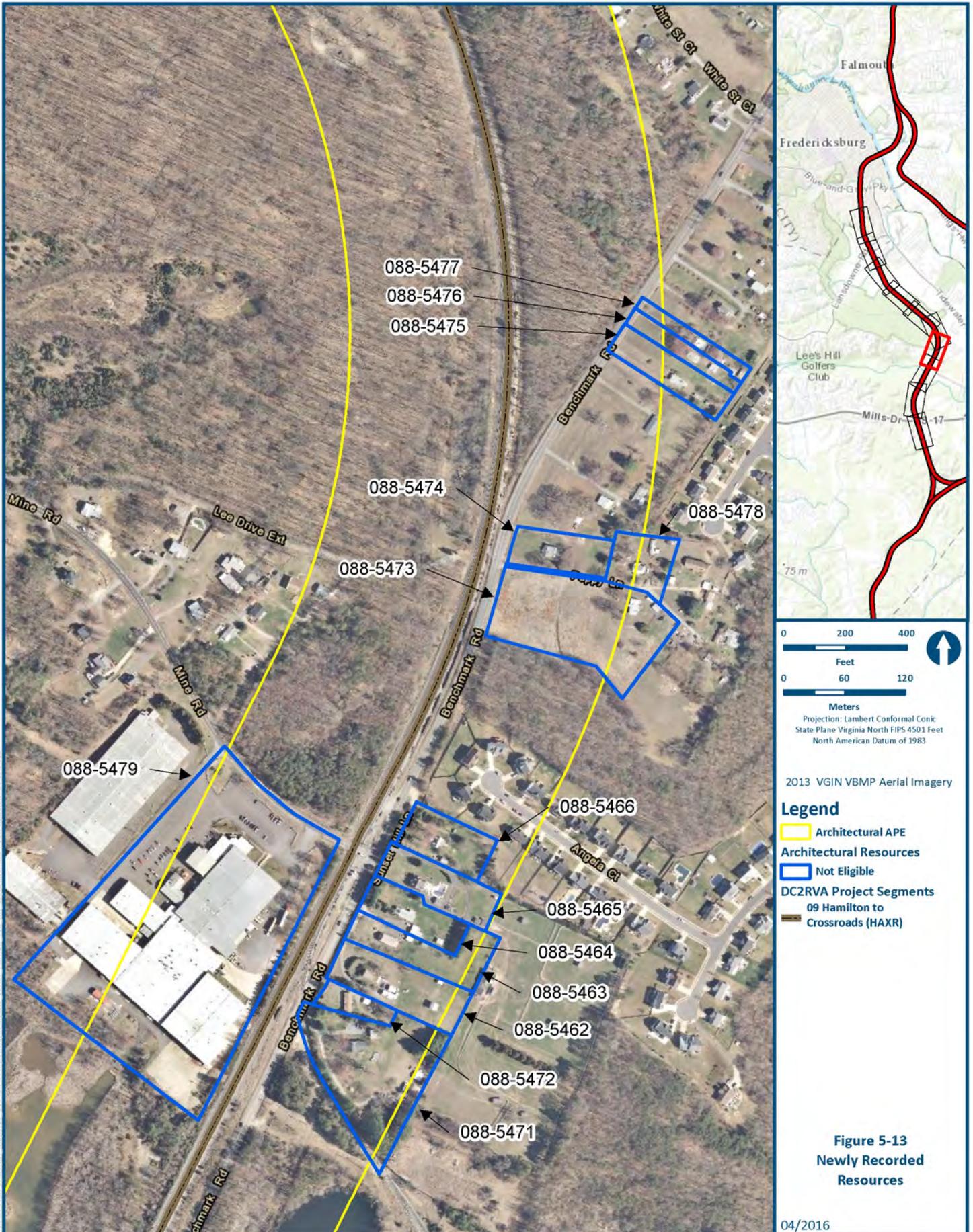


2013 VGIN VBMP Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)

Figure 5-12
Newly Recorded Resources

04/2016



2013 VGIN VBMP Aerial Imagery

Legend

- Architectural APE
- Architectural Resources
- Not Eligible
- DC2RVA Project Segments
- 09 Hamilton to Crossroads (HAXR)

**Figure 5-13
Newly Recorded
Resources**

04/2016

5.2.1 Newly Recorded Resources Recommended Potentially Eligible

One newly recorded resource is recommended potentially eligible for the NRHP.

The house at 9911 Benchmark Road (088-5467) is a one-story, three-bay, single-family dwelling constructed in the early-twentieth century (Figure 5-15). According to a personal communication with a relative of the current owner, Greg Bell on October 13, 2015, this resource was moved during the 1930s when Fort A.P. Hill was established. This house was originally one of several dwellings located near Bowling Green, Virginia. Bell described the house as being one of the only remaining extant dwellings from the displacement (Greg Bell, personal communication 2015). An oral history compilation titled *"WEALTHY IN HEART:" Oral History of Life Before Fort A. P. Hill* produced by Cultural Resource Division describes this displacement.

In 1941, when the United States government set out to acquire 76,000 acres of land in rural Caroline County and a small portion of Essex County, hundreds of farming families who had lived there for generations were caught up in the whirlwind of history and gracefully acquiesced their lands for the needs of their country...The acquisition consisted of 1,116 individual tracts of land; displacing families, farms, schools, churches, and communities that had existed in the sleepy countryside for generations (Morton and Morton 2007).

Additional research and study is needed to determine its significance as a surviving dwelling of a displaced community. While the dwelling was moved, and therefore has lost its integrity of setting and location, it retains a moderate to high level of integrity of design, association, and feeling. As such, it is **recommended that the house at 9911 Benchmark Road is potentially eligible under Criterion A. The resource has no outstanding architectural elements and is not the work of a master. Therefore, the resource is recommended not eligible for the NRHP under Criterion C. It has no known association with a significant event or person; consequently, it is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.**



FIGURE 5-15: HOUSE AT 9911 BENCHMARK ROAD (088-5467), NORTHWEST OBLIQUE

5.2.2 Newly Recorded Resources Recommended Not Eligible

The DC2RVA Project Team documented 19 newly recorded resources (Table 5-2; Figures 5-12 through 5-17). A majority (n=17, or 89 percent) are single-family dwellings constructed between 1920 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 (111-5433 and 088-0479). Both are industrial commercial buildings constructed during the early-1960s. The commercial building at 3006 Mine Road, currently the McK Company, Inc., exhibits various alterations and additions to its original 1960s masonry core.

A majority (n=18, or 95 percent) of these 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 18 newly recorded resources **are recommended not eligible for the NRHP under Criteria A-C.**

6 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the FBHA and HAXR segments 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 National Environmental Policy Act (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 23 historic architectural resources within the architectural APE within the FBHA and HAXR segments. A majority (n=18, or 78 percent) of these resources have no 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 18 of the 23 resources documented during the current survey are recommended not eligible for individual listing on the NRHP.**

Two resources were previously determined potentially eligible/eligible for, or listed in, the NRHP, including the Fredericksburg and Spotsylvania County Battlefields National Military Park (111-0147) and La Vue, also known as Prospect View (088-0039). Because both of these 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.**

A total of two resources (Slaughter Pen Farm, 088-0254, and the Meade Pyramid, 088-0128) was previously surveyed with the DHR but not given a formal NRHP evaluation. The DC2RVA Project Team recommends these two resources **potentially eligible for the NRHP under Criteria A and C and Criterion A, respectively.** In addition, as a result of the current survey, one newly recorded resource, a dwelling at 9911 Benchmark Road (088-5467), **is recommended potentially eligible for the NRHP under Criterion A.**

Table 6-1 summarizes identified resources in the FBHA and HAXR segments, 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.

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	Fredericksburg City	1862	FBHA	Remains Listed
111-5433	CSX Transportation Building, Railroad Avenue	Fredericksburg City	ca. 1960	FBHA	Not Eligible
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	HAXR	Remains Listed
088-0128	Meade Pyramid, Lee Drive	Spotsylvania County	1898	FBHA	Potentially Eligible Under Criterion A
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1898	FBHA	Potentially Eligible Under Criteria A and C
088-5462	House, 10229 Sunset Hill Lane	Spotsylvania County	1940	HAXR	Not Eligible
088-5463	House, 10231 Sunset Hill Lane	Spotsylvania County	1942	HAXR	Not Eligible
088-5464	House, 10233 Sunset Hill Lane	Spotsylvania County	1965	HAXR	Not Eligible
088-5465	House, 10235 Sunset Hill Lane	Spotsylvania County	1968	HAXR	Not Eligible
088-5466	House, 10309 Sunset Hill Lane	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5467	House, 9911 Benchmark Road	Spotsylvania County	ca. 1920	HAXR	Potentially Eligible Under Criterion A
088-5468	House, 9921 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5469	House, 10001 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5470	House, 10003 Benchmark Road	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5471	House, 10221 Benchmark Road	Spotsylvania County	1920	HAXR	Not Eligible
088-5472	House, 10227 Benchmark Road	Spotsylvania County	1942	HAXR	Not Eligible
088-5473	House, 10317 Benchmark Road	Spotsylvania County	1933	HAXR	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

088-5474	House, 10327 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5475	House, 10415 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5476	House, 10417 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5477	House, 10419 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5478	House, 2809 Puppy Lane	Spotsylvania County	1933	HAXR	Not Eligible
088-5479	Commercial Building (McK Company, Inc.), 3006 Mine Road	Spotsylvania County	ca. 1960	HAXR	Not Eligible

Source: Dovetail, 2016.

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	Segment	Evaluation Status	Date of Evaluation
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	ca. 1848	HAXR	NRHP Listing, VLR Listing	7/27/1993 – NRHP; 10/20/1993 – VLR
088-0128	Meade Pyramid, Lee Drive	1898	FBHA	Not Evaluated	
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	ca. 1898	FBHA	Not Evaluated	
088-0255	House, Benchmark Road	ca. 1900	HAXR	Not Evaluated	
088-5237	Belle Voir, Benchmark Road (Herndon Home, Yerby House)	ca. 1756	HAXR	Not Evaluated	
088-5334	House, 3352 LaVue Lane	ca. 1940	HAXR	DHR Staff: Not Eligible	9/30/2009
088-5413	Richmond, Fredericksburg & Potomac Railroad (CSX Railroad Corridor)	ca. 1837	FBHA & HAXR	DHR Staff: Potentially Eligible	12/19/2012
111-0069	House, 309 McKinney Street	ca. 1900	FBHA	Not Evaluated	
111-0097	Sligo, 1100 Dixon Street	1882	FBHA	Not Evaluated	
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery	1861-1865	FBHA	NRHP Listing, VLR Listing	10/15/1966 – NRHP; 1/6/1973 – VLR
111-0509	Hogan House, 1015 Myrick Street	ca. 1926	FBHA	Not Evaluated	
111-0510	Jackson House, 1001 Myrick Street	ca. 1920	FBHA	Not Evaluated	
111-0576	O'Neal Mercer House, 313 Tyler Street	ca. 1978	FBHA	Not Evaluated	
111-0577	Grant House, 319 Tyler Street	1926	FBHA	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	Segment	Evaluation Status	Date of Evaluation
111-0578	White House, 327 Tyler Street	1917	FBHA	Not Evaluated	
111-0579	Chambers House, 335 Tyler Street	1907	FBHA	Not Evaluated	
111-5281	House, 313 Gates Street	ca. 1910	FBHA	Not Evaluated	
111-5295	Battle of Fredericksburg I	1862	FBHA & HAXR	Not Evaluated	
111-5296	Battle of Fredericksburg II	1863	FBHA & HAXR	DHR Staff: Potentially Eligible	1/24/2007

Source: Dovetail, 2016.



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

June 22, 2016

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

RE: Resource Eligibility/ Segments 8 (Fredericksburg to Hamilton) and 9 (Hamilton to Crossroads)
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 8/ Fredericksburg to Hamilton (FBHA) and Segment 9/ Hamilton to Crossroads (HAXR) of the larger Project initiative. Segments 8/FBHA and 9/HAXR includes the span between just south of Howison Street in the City of Fredericksburg on the north and just south of Route 17 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, Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County*. The report was authored by Emily K. Anderson and Heather D. Staton 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 23 historic architectural resources within the architectural APE within the FBHA and HAXR segments. (A table is attached showing the resource numbers, names and addresses of these resources.) Two resources were previously determined potentially eligible/eligible for, or listed in, the National Register of Historic Places (NRHP), including the Fredericksburg and Spotsylvania County Battlefields National Military Park and Cemetery (111-0147, Criteria A & D) and La Vue, also known as Prospect View (088-0039, Criterion C). Because both of these resources have not been greatly altered since they were recorded and continue to possess integrity, the DC2RVA Project Team recommends that they should retain their previous eligibility status.

Two resources (Slaughter Pen Farm, 088-0254, and the Meade Pyramid, 088-0128) were previously recorded with the DHR but not given a formal NRHP evaluation. The DC2RVA Project Team recommends that these two resources are potentially eligible for the NRHP under Criteria A and C and Criterion A, respectively.

In addition, as a result of the current survey, one newly recorded resource, a dwelling at 9911 Benchmark Road (088-5467), is recommended potentially eligible for the NRHP under Criterion A.

The remaining 18 resources include 16 single-family dwellings built in the second and third quarters of the twentieth century and two commercial buildings constructed in 1960. They have no 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 these 18 resources are recommended not eligible for individual listing on the NRHP.

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



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

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

The Virginia SHPO concurs that the following resources remain eligible for the NRHP, as recorded during the DC2RVA/Segments 8 and 9 study (DHR #2014-0666):

- 088-0039 La Vue, 3232 LaVue Lane (Prospect View) (Criterion C)
- 111-0147 Fredericksburg & Spotsylvania Co. Battlefields NMP & Cemetery (Criteria A & D)

They further concur that the following properties are potentially eligible for the NRHP:

- 088-0128 Meade Pyramid, Lee Drive (Criterion A)
- 088-0254 Slaughter Pen Farm, 11232 Tidewater Trail (Criteria A & C)
- 088-5467 House, 9911 Benchmark Road (Criterion A)

Lastly, they concur that the following 18 resources are not eligible for the NRHP:

- 088-5462 House, 10229 Sunset Hill Lane
- 088-5463 House, 10231 Sunset Hill Lane
- 088-5464 House, 10233 Sunset Hill Lane
- 088-5465 House, 10235 Sunset Hill Lane
- 088-5466 House, 10309 Sunset Hill Lane
- 088-5468 House, 9921 Benchmark Road
- 088-5469 House, 10001 Benchmark Road
- 088-5470 House, 10003 Benchmark Road
- 088-5471 House, 10221 Benchmark Road
- 088-5472 House, 10227 Benchmark Road
- 088-5473 House, 10317 Benchmark Road
- 088-5474 House, 10327 Benchmark Road
- 088-5475 House, 10415 Benchmark Road
- 088-5476 House, 10417 Benchmark Road
- 088-5477 House, 10419 Benchmark Road
- 088-5478 House, 2809 Puppy Lane
- 088-5479 Commercial Building (McK Company, Inc.), 3006 Mine Road
- 111-5433 CSX Transportation Building, Railroad Avenue

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

TABLE 6-1: 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	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	HAXR	Remain Listed under Criterion C
088-0128	Meade Pyramid, Lee Drive	Spotsylvania County	1898	FBHA	Potentially Eligible Under Criterion A
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1898	FBHA	Potentially Eligible Under Criteria A and C
088-5462	House, 10229 Sunset Hill Lane	Spotsylvania County	1940	HAXR	Not Eligible
088-5463	House, 10231 Sunset Hill Lane	Spotsylvania County	1942	HAXR	Not Eligible
088-5464	House, 10233 Sunset Hill Lane	Spotsylvania County	1965	HAXR	Not Eligible
088-5465	House, 10235 Sunset Hill Lane	Spotsylvania County	1968	HAXR	Not Eligible
088-5466	House, 10309 Sunset Hill Lane	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5467	House, 9911 Benchmark Road	Spotsylvania County	ca. 1920	HAXR	Potentially Eligible Under Criterion A
088-5468	House, 9921 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5469	House, 10001 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5470	House, 10003 Benchmark Road	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5471	House, 10221 Benchmark Road	Spotsylvania County	1920	HAXR	Not Eligible
088-5472	House, 10227 Benchmark Road	Spotsylvania County	1942	HAXR	Not Eligible
088-5473	House, 10317 Benchmark Road	Spotsylvania County	1933	HAXR	Not Eligible

TABLE 6-1: 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	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
088-5474	House, 10327 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5475	House, 10415 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5476	House, 10417 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5477	House, 10419 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5478	House, 2809 Puppy Lane	Spotsylvania County	1933	HAXR	Not Eligible
088-5479	Commercial Building (McK Company, Inc.), 3006 Mine Road	Spotsylvania County	ca. 1960	HAXR	Not Eligible
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg; Spotsylvania County	1862	FBHA	Remain Listed under Criteria A and D
111-5433	CSX Transportation Building, Railroad Avenue	City of Fredericksburg; Spotsylvania County	ca. 1960	FBHA	Not Eligible



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Molly Joseph Ward
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

28 June 2016

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

RE: Architectural survey for SEHSR, Washington, DC to Richmond, Virginia, Segments 8 and 9
Spotsylvania County and City of Fredericksburg
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the architectural survey for Segment 8 (Fredericksburg to Hamilton) and Segment 9 (Hamilton to Crossroads) in the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The survey identified 23 architectural properties 48 years old or older within the project Area of Potential Effects (APE) for Segments 8 and 9. Of these 23 architectural properties, four had been previously surveyed and 19 were newly documented by the consultant. Two properties, Fredericksburg and Spotsylvania Battlefields National Military Park (DHR Inventory No. 111-0147) and La Vue/Prospect View (DHR Inventory No. 088-0039) are currently listed in the National Register of Historic Places (NRHP), and the consultant recommends that this status not be changed. The DHR concurs with this assessment.

The consultant also recommends that Slaughter Pen Farm (DHR Inventory No. 088-0254) is eligible for listing under Criterion A for association with the December 1862 Battle of Fredericksburg, and Criterion C for its architectural merit as an Italianate style residence. We do agree that the land parcel containing the Slaughter Pen Farm and any buildings, structures or landscape features dating to the battle do contribute to the battlefield and are likely eligible for listing for that historic connection. However, any buildings, structures or landscape features that post-date the battle, to include the farmhouse itself, would not contribute to the Fredericksburg battlefield. With respect to the house being eligible under Criterion C, we do not consider it a particularly exceptional example of Italianate design, and do not believe it rises to architectural

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6408
Fax: (804) 862-6196

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

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28 June 2016
Dr. Kerri Barile

significance under Criterion C. One of the outbuildings is identified in the V-CRIS form as a “one-story Slave Quarters”. However, its construction date is given as 1898. Surely either the typology of the outbuilding as a “Slave Quarters” or its construction date is incorrect since slavery ended in 1865.

The consultant believes that the Jackson Monument/Meade Pyramid (DHR Inventory No. 088-0128) eligible for NRHP listing under Criterion A, presumably for its commemorative significance to the Fredericksburg battlefield. We believe that the Jackson Monument/Meade Pyramid does warrant NRHP listing, but as a contributing resource to the Fredericksburg and Spotsylvania Battlefields National Military Park, not individually.

With respect to the consultant’s recommendation that House, 9911 Benchmark Road (DHR Inventory No. 088-5467) potentially eligible under Criterion A “as a surviving dwelling of a displaced community”. We disagree with this assessment. The house was moved from its original location and, therefore, no longer retains integrity of place or setting which reflect the “displaced community” is supposedly represents. It has also undergone considerable alterations such as vinyl siding and replacement vinyl windows, diminishing its historic character in materials.

The remaining architectural properties; DHR Inventory Nos. 088-5462 through 088-5466 (inclusive), 088-5468 through 088-5479 (inclusive), and 111-5433, were judged by the consultant as not worthy of NRHP listing. The DHR agrees with this conclusion.

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

Sincerely,



Marc Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT