# PHASE I ARCHITECTURAL SURVEY FOR ROUTE 28 ENVIRONMENTAL DOCUMENTATION IN THE CITY OF MANASSAS, CITY OF MANASSAS PARK, PRINCE WILLIAM COUNTY, AND FAIRFAX COUNTY, VIRGINIA

**b**y

**Heather Dollins Staton** 

Prepared for

Parsons Transportation Group, Inc.

Prepared by



**November 2, 2018** 

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Dovetail Job #18–042 November 2, 2018

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### **ABSTRACT**

On behalf of Parsons Transportation Group, Inc. (Parsons), Dovetail Cultural Resource Group (Dovetail) conducted a Phase I architectural survey of the approximately 420-acre project area associated with the environmental documentation for the Route 28 corridor in Manassas, Manassas Park, Prince William County and Fairfax County, Virginia. The project area for the Phase I architectural study (architectural project area) was defined as any parcels that are within or intersect the limits of the 250-foot-wide corridors associated with Alternatives 2A, 2B, and 4, as outlined in the December 2017 Route 28 Corridor Feasibility Study. The goals of the survey were to identify any previously recorded architectural resources as well as any previously unrecorded above-ground resources that will be 50 years in age or older as of 2024 and to make recommendations on the National Register of Historic Places (NRHP) eligibility for all identified resources.

Dovetail identified a total of 102 architectural resources during this investigation, including four Civil War battlefields. As part of the Route 28 corridor environmental documentation, Dovetail completed an assessment of the four battlefields that are located within the project area and they are discussed in detail in a separate report. The current report includes the results of the architectural survey completed on the remaining 98 above-ground resources.

Of the 98 resources included in the architectural survey, 23 were previously recorded and 75 were newly recorded. Of those, one resource, the Mitchell's Ford Entrenchments (076-0040), was previously listed in the NRHP in 1989. Dovetail **recommends that this resource retains sufficient integrity and should remain listed in the NRHP**. As a result of the current survey, Dovetail **recommends that the remaining 97 resources are not eligible for listing in the NRHP**.

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## TABLE OF CONTENTS

ABSTRACT	
INTRODUCTION	1
PROJECT DESCRIPTION	5
SURVEY METHODOLOGY	g
RESULTS OF THE PHASE I ARCHITECTURAL STUDY	11
Previously Recorded Resources	11
Battlefields	11
Non-Battlefield Previously Recorded Resources	11
Newly Recorded Resources	18
Individual Resources	18
Post-World War II Neighborhoods	23
SUMMARY AND RECOMMENDATIONS	33
REFERENCES	37

# **List of Figures**

Figure 1: Location of Manassas, Manassas Park, Prince William County, and Fairfax	County
in relation to the Project Area.	2
Figure 2: Location of the Project Area on the United States Geological Survey (	(USGS)
Prince William County, Virginia, 7.5-Minute Digital Raster Graphic Mosaic	
Figure 3: Location of Alternative 2A	
Figure 4: Location of Alternative 2B.	
Figure 5: Location of Alternative 4	
Figure 6: Non-Battlefield Previously Recorded Resources, Map 1 of 4	14
Figure 7: Non-Battlefield Previously Recorded Resources, Map 2 of 4	15
Figure 8: Non-Battlefield Previously Recorded Resources, Map 3 of 4	
Figure 9: Non-Battlefield Previously Recorded Resources, Map 4 of 4	
Figure 10: Individual Newly Recorded Resources, Map 1 of 5.	
Figure 11: Individual Newly Recorded Resources, Map 2 of 5.	
Figure 12: Individual Newly Recorded Resources, Map 3 of 5.	
Figure 13: Individual Newly Recorded Resources, Map 4 of 5.	
Figure 14: Individual Newly Recorded Resources, Map 5 of 5.	
Figure 15: Post-World War II Neighborhoods.	
List of Photos	
Photo 1: View of Mitchell's Ford Entrenchments (076-0040), Looking Northwest	18
Those 1. The of Michigan S Ford Enteriornic (070 00 10), Econing Fording Control of the Enteriornic (070 00 10),	10
T	
List of Tables	
	D
Table 1: Non-Battlefield Previously Recorded Resources Within the Architectural Area.	-
Table 2: Newly Recorded Individual Resources Within the Architectural Project Area.	
Table 3: Post-WWII Neighborhoods Identified within the Architectural Project Area	
Table 4: Summary of Recorded Resources and Eligibility Recommendations	

### INTRODUCTION

On behalf of Parsons Transportation Group, Inc. (Parsons), Dovetail Cultural Resource Group (Dovetail) conducted a Phase I architectural survey of the approximately 420-acre project area associated with the environmental documentation for the Route 28 corridor in Manassas, Manassas Park, Prince William County, and Fairfax County, Virginia (Figure 1 and Figure 2, pp. 2–3). The project area for the Phase I architectural investigation (architectural project area) was defined as any parcels that are within or intersect the limits of the 250-foot-wide corridors associated with Alternatives 2A, 2B, and 4, as outlined in the Route 28 Corridor Feasibility Study (JMT 2017).

Dovetail completed a Phase I survey on all three alternatives in a manner consistent with the process defined for phased identification and evaluation in the regulations governing Section 106 of the National Historic Preservation Act (36CRR800.4.B.2).

The architectural fieldwork included reconnaissance-level documentation of all above-ground resources that will be 50 years or older by 2024 within the architectural project area. The goals of the survey were to identify those resources and to make recommendations on the National Register of Historic Places (NRHP) eligibility.

The architectural survey was completed in July 2018 by Heather Dollins Staton, Caitlin Sylvester, Alison Cramer, and Lenora Wiggs. Ms. Staton served as the Principal Investigator. She and Ms. Sylvester meet or exceed Secretary of Interior standards for Architectural Historian.

Dovetail also completed a Phase IA archaeological investigation and a Battlefield Study as separate documents as part of the environmental documentation for the Route 28 project, the results of which are detailed in separate reports (Klein 2018a, 2018b). The archaeological and architectural background review and pre-historic and historic contexts were included in the Phase IA archaeological report entitled *Phase IA Archaeological Survey for Route 28 Environmental Documentation in the City of Manassas, City of Manassas Park, Prince William County, and Fairfax County, Virginia* (Klein 2018a). Because that report serves as an accompanying document for the current architectural report, those two sections are not duplicated here.

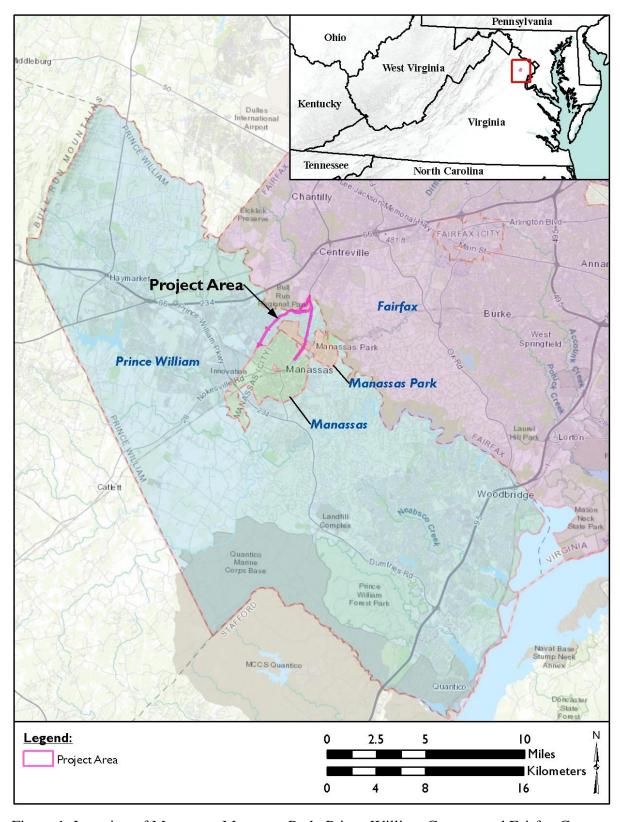


Figure 1: Location of Manassas, Manassas Park, Prince William County, and Fairfax County in relation to the Project Area (Esri 2018a).

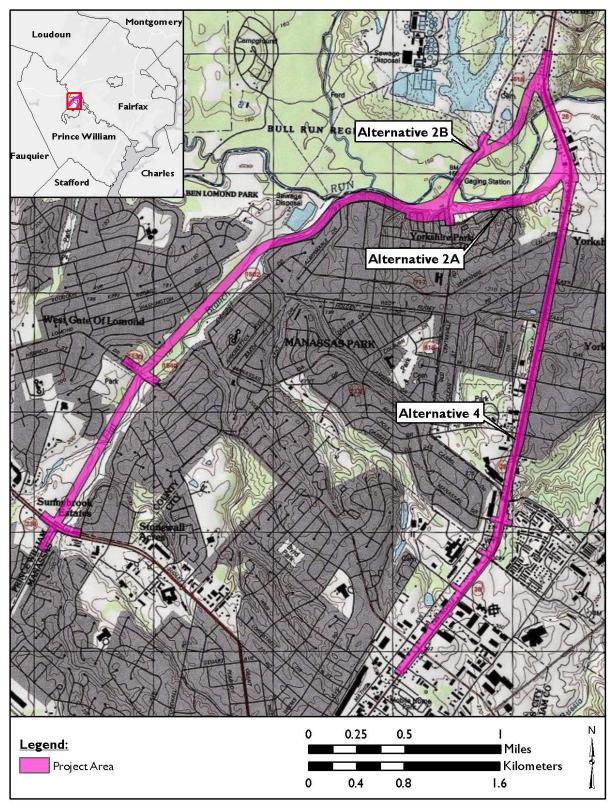


Figure 2: Location of the Project Area on the United States Geological Survey (USGS) Prince William County, Virginia, 7.5-Minute Digital Raster Graphic Mosaic (Esri 2018b).

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### PROJECT DESCRIPTION

The Phase I architectural study examined three alternatives under consideration as the location of proposed improvements in the Route 28 corridor: Alternatives 2A, 2B, and 4 (Figure 3–Figure 5, pp. 6–8). Beginning south of the intersection of Godwin Drive and Sudley Road/Route 234, Alternatives 2A and 2B extend northeast along Flat Branch to approximately 4,200 feet northeast of Lomond Drive. At that point, the alternatives curve east and extend through residential areas along Alleghany Road, to the northern ends of Boundary Avenue, Jacobs Lane, and Round Lane. From there the two alternatives diverge. Alternative 2A continues in Prince William County through Quail Hollow Park, Charnwood Court, a late-twentieth-century townhouse neighborhood, and commercial properties to join Route 28 south of Bull Run. In contrast, Alternative 2B follows roads and curves through undeveloped land to join Route 28 in Fairfax County. More specifically, Alternative 2B joins Route 616/Old Centreville Road east of Round Lane and crosses Bull Run into Fairfax County, where Route 616 is Ordway Road. Alternative 2B follows Ordway Road for approximately 1,300 feet northeast of Bull Run, where it curves around a commercial building and meets Route 28 approximately 1,100 feet north of Bull Run.

Alternative 4 involves improvements to existing Route 28. From just southwest of the intersection of Reb Yank Drive and Route 28/Centreville Road, Alternative 4 follows Route 28 north to a point approximately 1,400 feet north of Bull Run in Fairfax County.

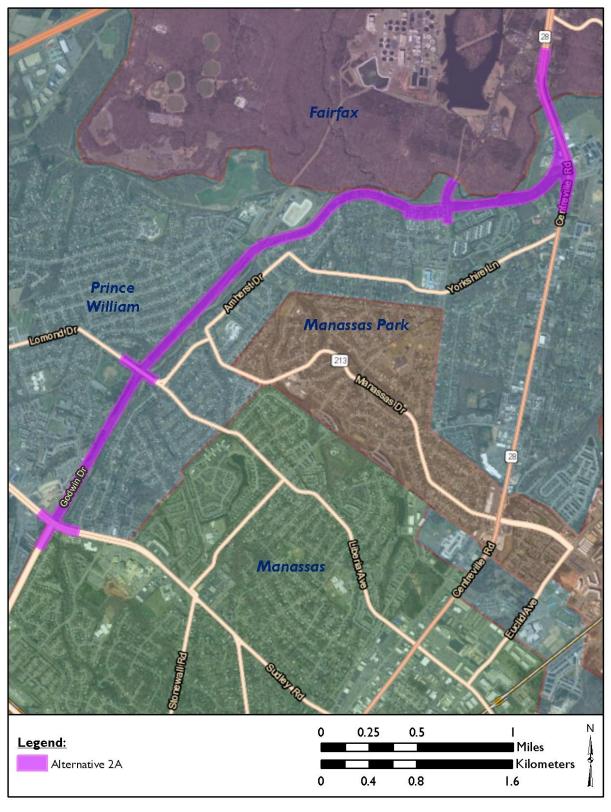


Figure 3: Location of Alternative 2A (Esri 2017).

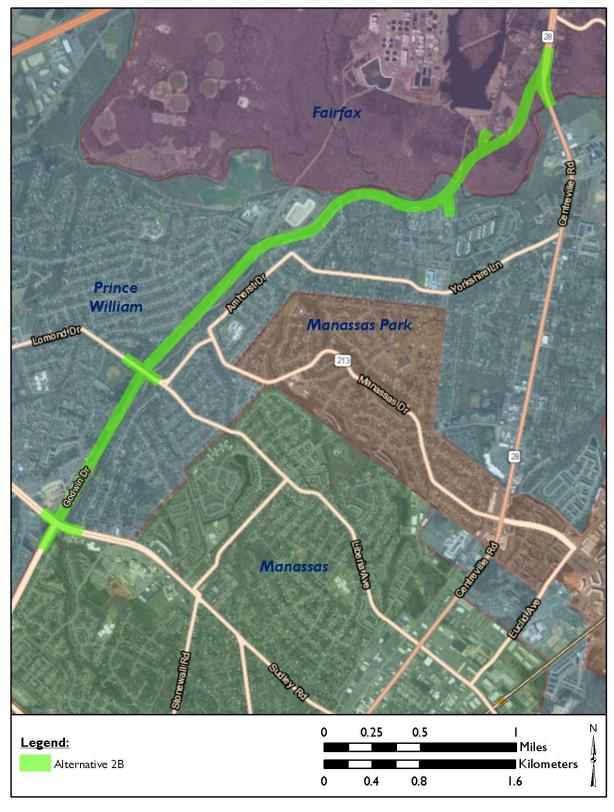


Figure 4: Location of Alternative 2B (Esri 2017).

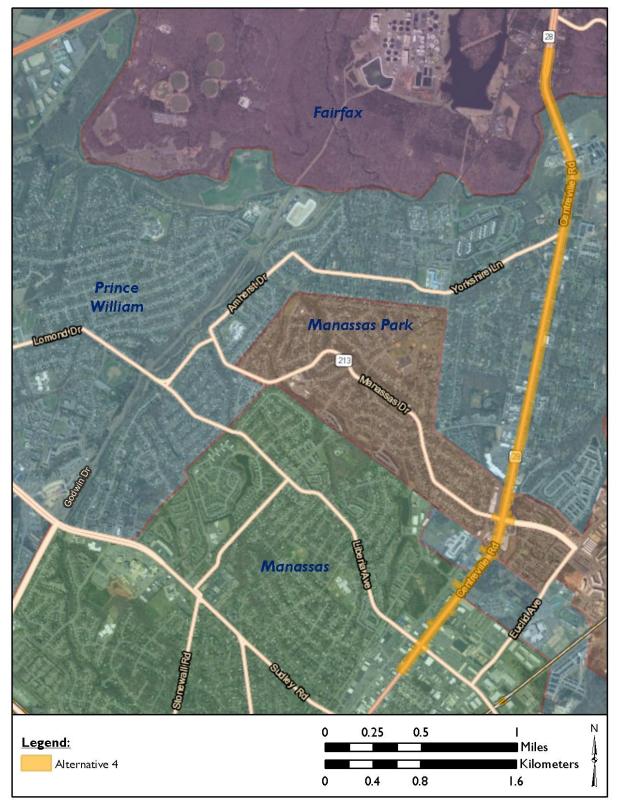


Figure 5: Location of Alternative 4 (Esri 2017).

### SURVEY METHODOLOGY

The architectural study was conducted in the architectural project area, which included all parcels within the project area as well as those that partially extend into the project area. Prior to fieldwork, Dovetail conducted an architectural and historic background literature and records search at the Virginia Department of Historic Resources (DHR) to identify any previously recorded properties and previous cultural resources surveys within 0.5 mile of the project area. In addition, Dovetail consulted various online repositories, resulting in the acquisition of additional historic maps on the project area. The purpose of this work was to obtain information to complete a context of the project area and surrounding area.

To complete the historic map review, Dovetail examined historic maps and other resources that potentially provided information about the location of historic resources within the study area. Because a plethora of archival documents are now available online, extensive travel was not required to complete the research. Online resources included the Library of Congress in Washington D.C., maps prepared by the American Battlefield Protection Program (ABPP), and resources available at the DHR. The results of the background review in its entirety are detailed in the Phase IA archaeological report that accompanies this document (Klein 2018a).

The architectural survey was conducted to identify any historic buildings, structures, objects, or districts over 50 years in age as of 2024 within the architectural project area. This included a brief revisit for all resources that received an NRHP eligibility determination from DHR more than five years ago, and a full reconnaissance-level survey on all previously recorded resources that have not yet been evaluated for NRHP eligibility as well as all unrecorded above-ground resources that will reach 50 years of age by 2024. Previously recorded resources that received an eligibility evaluation less than five years ago were not revisited during the current study, which is in concurrence with DHR's survey guidelines (DHR 2017).

The resources were documented through written notes, sketch maps, and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource Information System (VCRIS) form and to make recommendations on each resource's NRHP potential.

Due to the large number of previously unidentified dwellings built during the post-World War II period (1945–1965) in established neighborhoods located within the architectural project area, an alternative methodology for surveying those resources was applied with approval from the DHR (Marc Holma, personal communication 2018). This alternative methodology for recording post-World War II, single-family residential properties located within post-World War II planned neighborhoods called for evaluating each neighborhood as a potential historic district. After research into original plats for each neighborhood was completed, each individual building within those neighborhoods that is also located within the project's architectural project area was inventoried as a contributing or non-contributing resource to the neighborhood. Those individual buildings within the architectural project area

and streetscapes were documented through photographs and written notes regarding neighborhood layout and general characteristics were obtained.

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

### RESULTS OF THE PHASE I ARCHITECTURAL STUDY

The architectural survey of the architectural project area associated with the environmental documentation for the Route 28 corridor involved a Phase I-level survey of all above-ground resources within the architectural project area that will be 50 years of age or older in 2024. Dovetail identified a total of 102 architectural resources during this investigation: 27 that have been previously recorded (four battlefields and 23 non-battlefield resources) and 75 that were newly recorded (71 individual resources and 4 post-World War II neighborhoods) as part of this project. The results of this survey are detailed below.

### **Previously Recorded Resources**

### **Battlefields**

During the architectural investigation, Dovetail identified four previously recorded battlefields within the architectural project area: Blackburn's Ford Battlefield (029-5117), First Battle of Manassas (076-5335), Manassas Station Operations Battlefield (076-5036), and Second Battle of Manassas (076-5190). As part of this project, Dovetail completed a separate battlefield study report to compliment this Phase I architectural report and as such, they are not evaluated within this report. For a brief history of each battle and in-depth analysis of ABPP's Study, Core and Potential National Register Nomination boundaries for the battlefields and their relationship to the project area, see the report entitled Assessment of Battlefields Route for 28 Environmental Documentation in the City of Manassas, City of Manassas Park, Prince William County, and Fairfax County, Virginia (Klein 2018b).

### Non-Battlefield Previously Recorded Resources

In addition to the four battlefields, there are 23 previously recorded architectural resources within the architectural project area (Table 1, p. 12; Figure 6–Figure 9, pp. 14–17). Of those, one was previously listed in the NRHP: the Mitchell's Ford Entrenchments (076-0040). Situated south of Bull Run, this resource contains four entrenchments that vary in length from 120 feet to 220 feet (Photo 1, p. 18). According to the 1989 NRHP nomination, this resource "is significant because of its association with the Confederate line of defense during the battle of Blackburn's Ford and the First Battle of Manassas. Representing one of the last trench complexes in existence in this area today, it has the unique potential of enhancing our understanding of local, state, and national developments of the Civil War era" (Myers 1989:8-1). During the survey, Dovetail determined that the features that make this resource eligible for the NRHP remain intact. Furthermore, it retains the same level of historic integrity and significance that it possessed when it was listed in 1989. As such, Dovetail recommends that the Mitchell's Ford Entrenchments should remain listed in the NRHP under Criterion A.

Of the remaining 22 previously recorded resources, a majority (n=18) are residential properties. The oldest resources, the circa-1850 Birmingham at 8815 Centreville Road (155-

0011) and the circa-1880 Dorothy Fox House on Old Centreville Road (076-0270), were found to be no longer extant. The remaining 16 residential resources are single-family dwellings ranging in date from circa 1920 to 1960. These one- and one-and-a-half-story dwellings represent architectural styles and forms that were common during those four decades, including Colonial Revival, Minimal Traditional, Ranch, and bungalow. One of these dwellings currently functions as an office.

There is one previously recorded commercial building within the architectural project areaone circa-1964 store. The remaining three previously recorded resources are related to auto sales. These properties often include a main office building, parking lot, and possibly an associated outbuilding.

Despite the properties' function, common modifications and alterations, such as siding, door, and window replacement and the construction of additions to side and rear elevations were observed throughout many of the previously recorded resources, resulting in diminished historic integrity. These 22 resources have no known association with a significant event or person in history; consequently, they are recommended not eligible for the NRHP under Criteria A or B. They are not excellent examples of a particular architectural style nor are they the work of a master; therefore, these properties are recommended as not eligible for the NRHP under Criterion C. As architectural resources, these properties were not evaluated under Criterion D. In sum, these 22 resources are **recommended as not eligible under Criteria A–C.** 

Table 1: Non-Battlefield Previously Recorded Resources Within the Architectural Project Area.

DHR Number	Name/Address	City/County	Year Built	Previous Eligibility Determination	Current Eligibility Recommendation	Alternative(s)
029- 6270	House, 7100 Centreville Road	Fairfax	1932	Not Evaluated	Not Eligible	2A, 2B, 4
029- 6271	House, 7102 Centreville Road	Fairfax	1935	Not Evaluated	Not Eligible	2A, 2B, 4
029- 6272	House, 7104 Centreville Road	Fairfax	1960	Not Evaluated	Not Eligible	2A, 2B, 4
029- 6273	House, 7106 Centreville Road	Fairfax	1935	Not Evaluated	Not Eligible	2A, 2B, 4
029- 6274	House, 7114 Centreville Road	Fairfax	1935	Not Evaluated	Not Eligible	2A, 2B, 4
029- 6275	House, 7118 Centreville Road	Fairfax	ca. 1935	Not Evaluated	Not Eligible	2A, 2B, 4
076- 0040	Mitchell's Ford Entrenchments	Prince William	ca.1861	NRHP Listed, 1989	Remain Listed	2A

DHR Number	Name/Address	City/County	Year Built	Previous Eligibility Determination	Current Eligibility Recommendation	Alternative(s)
076- 0270	Dorothy Fox House, Vicinity of 8400 Old Centreville Road	Prince William	ca. 1880	Not Eligible, 2004	Not Eligible	4
076- 0275	Hale House/Whetzel House, 7516 Centreville Road	Prince William	ca. 1950	Not Evaluated	Not Eligible	4
076- 5141	House, 7435 Centreville Road	Prince William	ca. 1940	Not Evaluated	Not Eligible	4
076- 5403	House (Now Office), 7320 Centreville Road	Prince William	ca. 1946	Not Evaluated	Not Eligible	2A, 4
076- 5404	Auto Sales/Office, 7404 Centreville Road	Prince William	ca. 1938	Not Evaluated	Not Eligible	2A, 4
076- 5405	House, 7316 Centreville Road	Prince William	ca. 1950	Not Evaluated	Not Eligible	2A, 4
076- 5406	House, 7314 Centreville Road	Prince William	ca. 1954	Not Evaluated	Not Eligible	2A, 4
076- 5407	Auto Sales, 7312 Centreville Road	Prince William	ca. 1954	Not Evaluated	Not Eligible	2A, 4
076- 5408	House, 7310 Centreville Road	Prince William	ca. 1954	Not Evaluated	Not Eligible	2A, 4
076- 5409	House, 7306 Centreville Road	Prince William	ca. 1954	Not Evaluated	Not Eligible	2A, 4
076- 5410	Auto Sales/Office, 7304 Centreville Road	Prince William	ca. 1963	Not Evaluated	Not Eligible	2A, 4
076- 5411	House, 7302 Centreville Road	Prince William	ca. 1950	Not Evaluated	Not Eligible	2A, 4
076- 5412	Commercial Building, 7290 Centreville	Prince William	ca. 1964	Not Evaluated	Not Eligible	2A, 4
076- 5413	House, 7305 Centreville Road	Prince William	ca. 1920	Not Evaluated	Not Eligible	2A, 4
076- 5414	House, 7405 Centreville Road	Prince William	ca. 1946	Not Evaluated	Not Eligible	2A, 4
155- 0011	Birmingham, 8815 Centreville Road	Manassas	ca. 1850	No Longer Extant	Not Eligible	4

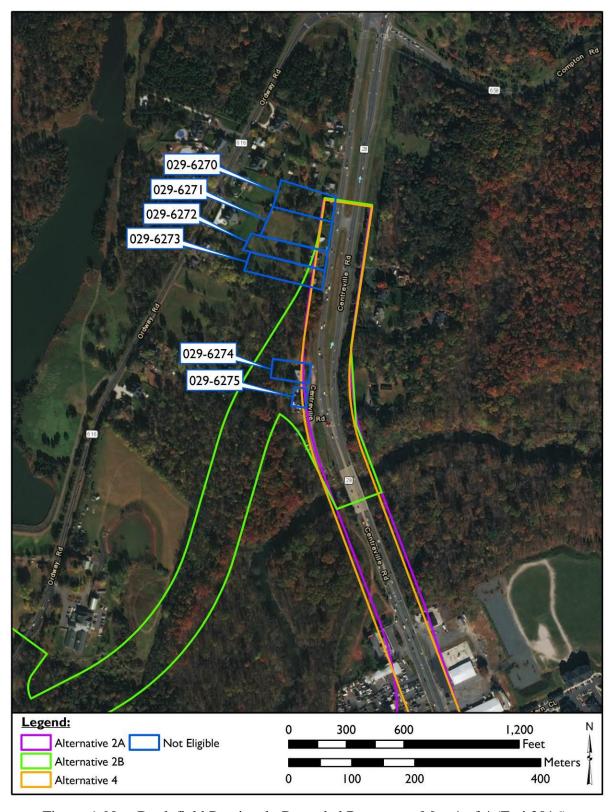


Figure 6: Non-Battlefield Previously Recorded Resources, Map 1 of 4 (Esri 2016).



Figure 7: Non-Battlefield Previously Recorded Resources, Map 2 of 4 (Esri 2016).

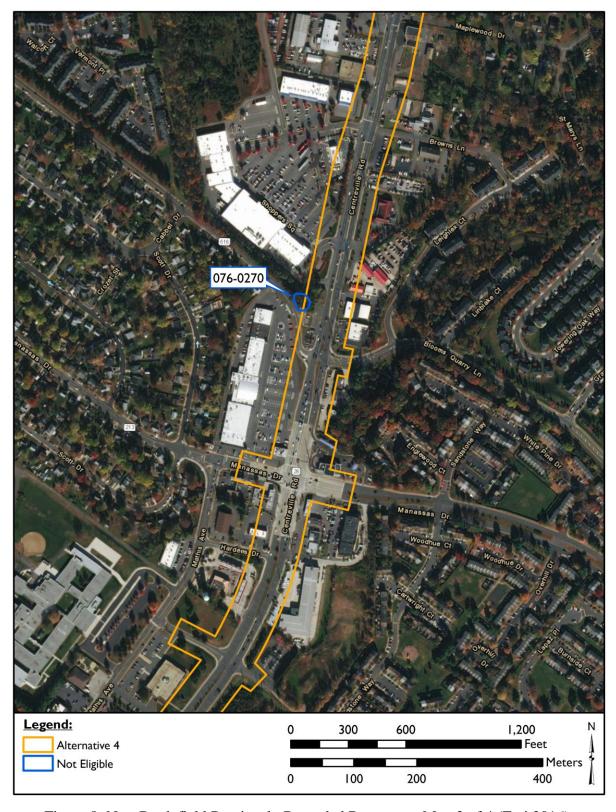


Figure 8: Non-Battlefield Previously Recorded Resources, Map 3 of 4 (Esri 2016).



Figure 9: Non-Battlefield Previously Recorded Resources, Map 4 of 4 (Esri 2016).



Photo 1: View of Mitchell's Ford Entrenchments (076-0040), Looking Northwest.

### **Newly Recorded Resources**

Of the 75 newly recorded resources, 71 are individual resources and four are post-World War II neighborhoods and are discussed below.

### **Individual Resources**

Seventy-one of the total 75 newly recorded resources are individual properties that will reach 50 years or older by 2024 within the architectural project area (Table 2, p. 19; Figure 10–Figure 14, pp. 24–28). Commerce-related resources make up a large percentage of the 71 resources; 31 fall into this category and include a variety of resource types, such as stores, commercial strips, and restaurants, all of which were built between circa 1950 and circa 1974. Most of these buildings are one story in height and of frame or concrete-block construction covered by shed or side-gabled roofs. Metal-framed, glass, commercial doors in the primary entrance often provide access to these building, although in some cases, solid doors were observed. Other fenestration on these buildings could include fixed store-front windows on the primary elevation or double-hung sash wood, aluminum, or vinyl-framed windows.

Twenty-six newly recorded resources are related to the auto industry. Constructed between circa 1938 and circa 1974, these properties often have a main office building, parking area, as well as some auxiliary buildings, such as a garage or shed. These buildings vary widely, but

frame and concrete-block structural systems, front- and side-gabled roofs, and metal-framed commercial doors are common.

Of the 71 newly recorded resources, four are office buildings dating to the nearly 20-year period between circa 1955 and circa 1974. These one- and two-story offices have concrete-block structural systems that are either left exposed or covered with a brick veneer. Flat or side-gabled roofs cover the buildings. Fenestration includes single- or double-leaf, metal-framed doors and fixed, metal-framed commercial windows and, in some cases, double-hung-sash windows.

Four of the newly recorded resources are single-family dwellings that date from the early 1940s to the mid 1950s. Reflective of typical mid-twentieth-century styles and forms, such as Ranch, Minimal Traditional, and Cape Cod, these houses are one or one-and-a-half stories in height. Structural system cladding varies, but includes both stone and brick veneer as well as asbestos and aluminum siding. The buildings are covered by side- or cross-gabled roofs and feature single-leaf doors as well as double-hung sash windows. Secondary resources, such as small garages and sheds, are common for this resource type.

There is one mobile home park, the Bull Run Mobile Park (076-5968), located within the architectural project area just south of Bull Run and west of Old Centreville Road. The streets were laid out around 1974 and almost immediately all of the mobile homes were built (Nationwide Environmental Title Research, LLC [NETR] 1964, 1971, 1979). This resource is comprised of over 100 one-story, single-family mobile homes.

The Ben Lomond Park (076-5969) is a large community recreation area comprising pools, sports fields, and picnic shelters. Although most of the resource post-dates 1974, the original pool was constructed in the early 1970s. The remaining resources include two churches, one library, and one health care system, all of which date to the third quarter of the twentieth century.

These 71 newly recorded resources have no outstanding architectural merit and are not known to be the work of a master. Most have also had some common modifications such as replacement materials or additions. 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 71 newly recorded resources are recommended not eligible for the NRHP under Criteria A–C.

Table 2: Newly Recorded Individual Resources Within the Architectural Project Area.

DHR Number	Name/Address	County	Year Built	Current Eligibility Recommendation	Alternative(s)
076-5909	Commercial Building, 7205 Centreville Road	Prince William	ca. 1974	Not Eligible	2A, 4

DHR Number	Name/Address	County	Year Built	Current Eligibility Recommendation	Alternative(s)
076-5910	Commercial Building, 7209 Centreville Road	Prince William	ca. 1974	Not Eligible	2A, 4
076-5911	Commercial Building, 7213 Centreville Road	Prince William	ca. 1952	Not Eligible	2A, 4
076-5912	Shopping Center, 7223 Centreville Road	Prince William	ca. 1974	Not Eligible	2A, 4
076-5913	Industrial Building, 7208 Centreville Road	Prince William	ca. 1974	Not Eligible	2A, 4
076-5914	Auto Sales, 7216 Centreville Road	Prince William	ca. 1965	Not Eligible	2A, 4
076-5915	Commercial Building, 7220 Centreville Road	Prince William	ca. 1954	Not Eligible	2A, 4
076-5916	House, 8230 Patton Lane	Prince William	ca. 1953	Not Eligible	2A, 4
076-5917	House, 7413 Centreville Road	Prince William	ca. 1942	Not Eligible	4
076-5919	Auto Sales, 7416 Centreville Road	Prince William	ca. 1938	Not Eligible	4
076-5920	Auto Sales, 7508 Centreville Road	Prince William	ca. 1948	Not Eligible	4
076-5921	House, 7512 Centreville Road	Prince William	ca. 1941	Not Eligible	4
076-5922	Gas Station and Auto Service Center, 7522 Centreville Road	Prince William	ca. 1952	Not Eligible	4
076-5923	Auto Service, 7600 Centreville Road	Prince William	ca. 1961	Not Eligible	4
076-5924	Restaurant, 7602 Centreville Road	Prince William	ca. 1956	Not Eligible	4
076-5925	Restaurant, 7606 Centreville Road	Prince William	ca. 1954	Not Eligible	4
076-5926	Auto Sales, 7608 Centreville Road	Prince William	ca. 1950	Not Eligible	4
076-5927	Auto Service, 7614 Centreville Road	Prince William	ca. 1962	Not Eligible	4
076-5928	Commercial Building, 7618 Centreville Road	Prince William	ca. 1950	Not Eligible	4
076-5929	Auto Service, 7800 Centreville Road	Prince William	ca. 1969	Not Eligible	4
076-5931	Shopping Center, 7539 Centreville Road	Prince William	ca. 1962	Not Eligible	4

DHR Number	Name/Address	County	Year Built	Current Eligibility Recommendation	Alternative(s)
076-5932	Commercial Building, 7573 Centreville Road	Prince William	ca. 1958	Not Eligible	4
076-5933	Commercial Building, 7585 Centreville Road	Prince William	ca. 1968	Not Eligible	4
076-5934	Auto Sales, 7591 Centreville Road	Prince William	ca. 1960	Not Eligible	4
076-5935	Office, 7595 Centreville Road	Prince William	ca. 1956	Not Eligible	4
076-5936	Gas Station, 7601 Centreville Road	Prince William	ca. 1959	Not Eligible	4
076-5937	Commercial Building, 7605 Centreville Road	Prince William	ca. 1952	Not Eligible	4
076-5938	Restaurant, 7607 Centreville Road	Prince William	ca. 1954	Not Eligible	4
076-5939	House, 7609 Centreville Road	Prince William	ca. 1954	Not Eligible	4
076-5940	Auto Sales/Commercial Building, 7619 Centreville Road	Prince William	ca. 1954	Not Eligible	4
076-5941	St. Mark's Methodist Church, 7804 Centreville Road	Prince William	ca. 1966	Not Eligible	4
076-5942	Dentist Office, 7806 Centreville Road	Prince William	ca. 1955	Not Eligible	4
076-5943	Emmanuel Baptist Church, 8006 Centreville Road	Prince William	ca. 1964	Not Eligible	4
076-5944	Auto Sales/Offices, 8010 Centreville Road	Prince William	ca. 1974	Not Eligible	4
076-5945	Auto Sales, 8104 Centreville Road	Prince William	ca. 1964	Not Eligible	4
076-5946	Auto Sales, 8108 Centreville Road	Prince William	ca. 1964	Not Eligible	4
076-5947	Auto Sales., 8110 Centreville Road	Prince William	ca. 1972	Not Eligible	4
076-5948	Kline's Freeze/Restaurant, 8200 Centreville Road	Prince William	ca. 1968	Not Eligible	4
076-5949	Garage, 8421 Maplewood Drive	Prince William	ca. 1973	Not Eligible	4
076-5950	Commercial Strip, 8055 Centreville Road	Prince William	ca. 1956	Not Eligible	4
076-5951	Auto Sales, 8081 Centreville Road	Prince William	ca. 1964	Not Eligible	4

DHR Number	Name/Address	County	Year Built	Current Eligibility Recommendation	Alternative(s)
076-5952	Commercial Building, 8103 Centreville Road	Prince William	ca. 1950	Not Eligible	4
076-5953	Commercial Strip, 8201 Centreville Road	Prince William	ca. 1956	Not Eligible	4
076-5954	Commercial Building, 8281 Centreville Road	Prince William	ca. 1972	Not Eligible	4
076-5955	Auto Sales, 8297 Centreville Road	Prince William	ca. 1965	Not Eligible	4
076-5956	Commercial Building, 8301 Centreville Road	Prince William	ca. 1954	Not Eligible	4
076-5957	Office, 8317 Centreville Road	Prince William	ca. 1973	Not Eligible	4
076-5958	Auto Sales, 8333 Centreville Road	Prince William	ca. 1969	Not Eligible	4
076-5959	Restaurant, 8349 Centreville Road	Prince William	ca. 1954	Not Eligible	4
076-5960	Commercial Building, 8375 Centreville Road	Prince William	ca. 1963	Not Eligible	4
076-5961	Commercial Building, 8389 Centreville Road	Prince William	ca. 1964	Not Eligible	4
076-5962	Shopping Center, 8490 Centreville Road	Manassas Park	ca. 1963	Not Eligible	4
076-5963	Auto Service/Garage, 8407 Centreville Road	Manassas Park	ca. 1974	Not Eligible	4
076-5964	Car Wash, 8411 Centreville Road	Manassas Park	ca. 1974	Not Eligible	4
076-5965	Commercial Strip, 8535 Centreville Road	Manassas Park	ca. 1974	Not Eligible	4
076-5966	Central Community Library, 8601 Mathis Avenue	Manassas Park	ca. 1970	Not Eligible	4
076-5967	Northern Virginia Health Care Center at Birmingham Green, 8605 Centreville Road	Manassas Park	ca. 1950	Not Eligible	4
076-5968	Mobile Park, 7410 Old Centreville Road	Prince William	ca. 1970	Not Eligible	2A, 2B
076-5969	Ben Lomond Park	Prince William	ca. 1974	Not Eligible	2A, 2B
076-5970	Office, 8351 Birch Street	Prince William	ca. 1960	Not Eligible	4
076-5971	Auto Service, 7604 Centreville Road	Prince William	ca. 1960	Not Eligible	4

DHR Number	Name/Address	County	Year Built	Current Eligibility Recommendation	Alternative(s)
076-5973	Auto Service, 7533 Centreville Road	Prince William	ca. 1967	Not Eligible	4
155-5062	Auto Sales, 8820 Centreville Road	Manassas	ca. 1974	Not Eligible	4
155-5063	Auto, 8824 Centreville Road	Manassas	ca. 1970	Not Eligible	4
155-5064	Restaurant, 8828 Centreville Road	Manassas	ca. 1964	Not Eligible	4
155-5065	Shell, 8904 Centreville Road	Manassas	ca. 1966	Not Eligible	4
155-5066	Commercial Building, 8906 Centreville Road	Manassas	ca. 1968	Not Eligible	4
155-5067	Commercial Building, 8910 Centreville Road	Manassas	ca. 1968	Not Eligible	4
155-5068	Commercial Building, 8912 Centreville Road	Manassas	ca. 1968	Not Eligible	4
155-5069	Restaurant, 8914 Centreville Road	Manassas	ca. 1970	Not Eligible	4
155-5070	Commercial Building, 8909 Centreville Road	Manassas	ca. 1970	Not Eligible	4

### Post-World War II Neighborhoods

Dovetail identified four post-World War II-era neighborhoods located within the architectural project area, all of which were newly recorded as part of the current survey and are located within Prince William County. Each is listed in Table 3 on page 29 and shown in Figure 15 (p. 31), which is located at the end of the section.

The neighborhoods developed in Northern Virginia after World War II were speculative ventures. Particularly in the late 1940s and early 1950s, neighborhoods were developed by individual builders or property owners in partnership with builders. But by the late 1950s and into the early 1960s, several large development corporations and realty companies, many operated by the same property owners that developed in the late 1940s and early 1950s, were building neighborhoods with hundreds and, in some cases, thousands of new homes in Northern Virginia. The neighborhoods identified during the Route 28 corridor environmental documentation fall into both of these periods of development.

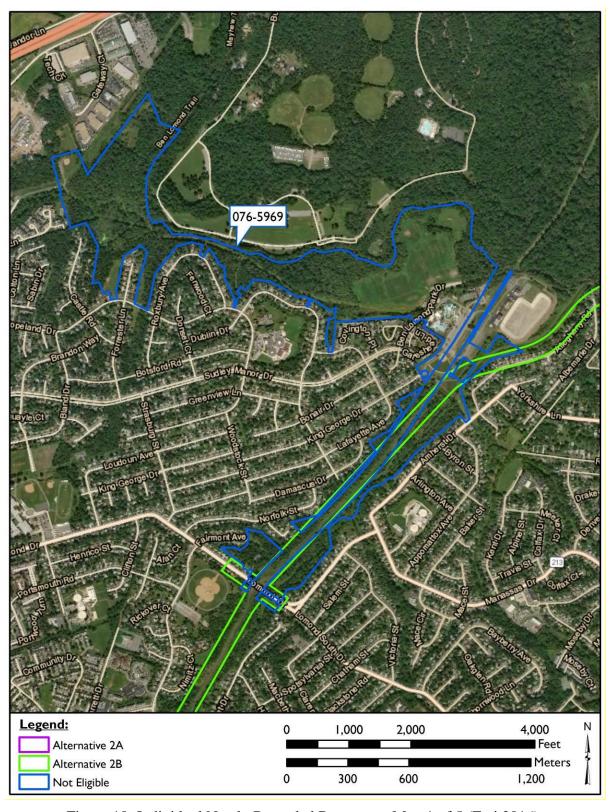


Figure 10: Individual Newly Recorded Resources, Map 1 of 5 (Esri 2016).

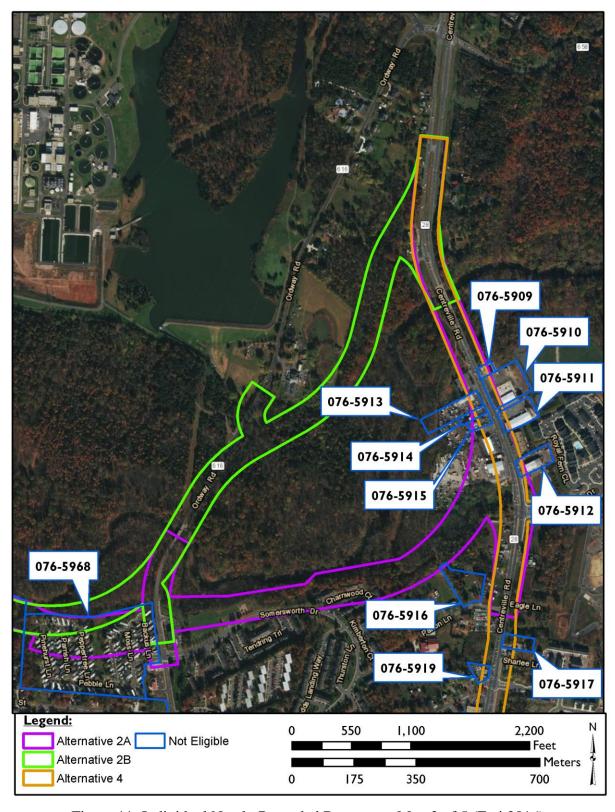


Figure 11: Individual Newly Recorded Resources, Map 2 of 5 (Esri 2016).



Figure 12: Individual Newly Recorded Resources, Map 3 of 5 (Esri 2016).

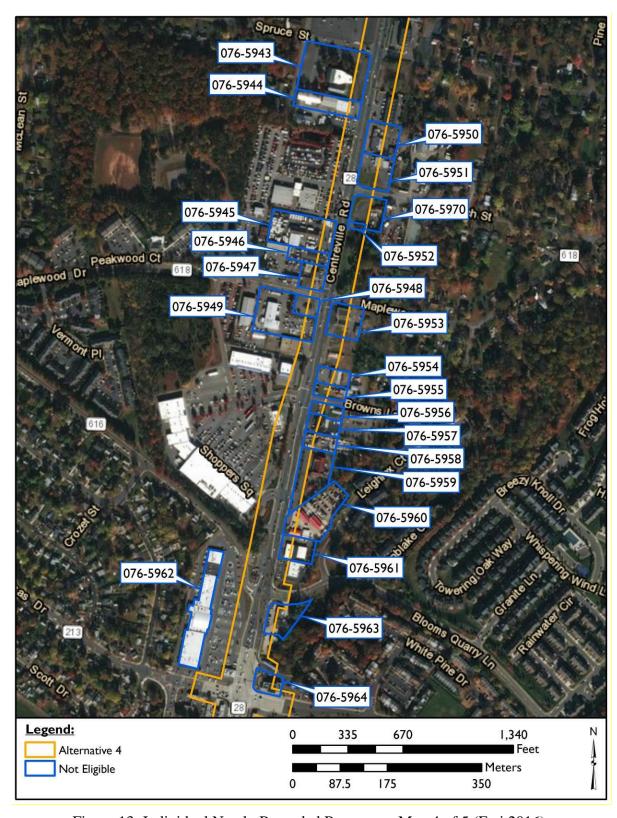


Figure 13: Individual Newly Recorded Resources, Map 4 of 5 (Esri 2016).

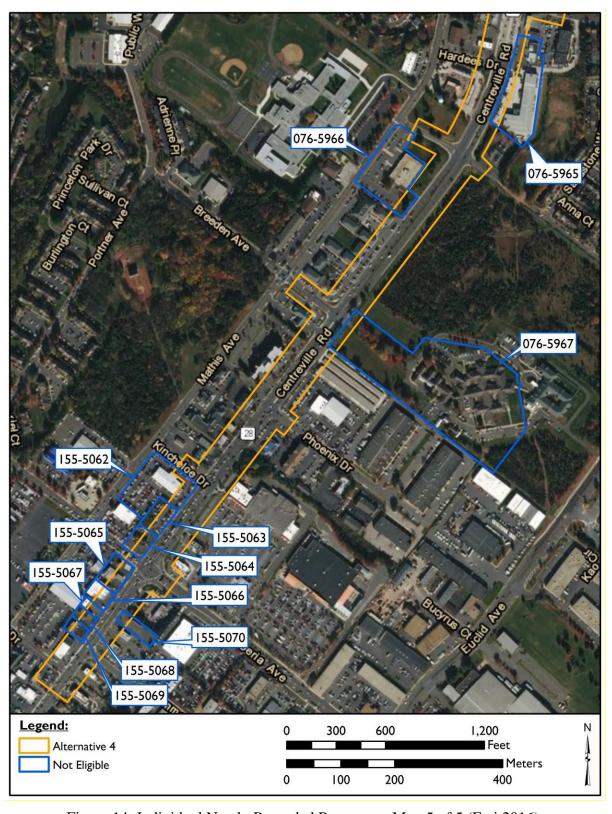


Figure 14: Individual Newly Recorded Resources, Map 5 of 5 (Esri 2016).

Table 3: Post-WWII Neighborhoods Identified within the Architectural Project Area.

DHR Number	Name/Address	City/County	Year Built	Current Eligibility Recommendation	Alternative(s)
076-5908	Sunnybrook Estates	Prince William	1954	Not Eligible	2A, 2B
076-5918	West Gate of Lomond	Prince William	1962	Not Eligible	2A, 2B
076-5930	Loch Lomond	Prince William	1960	Not Eligible	2A, 2B
076-5972	Yorkshire Park	Prince William	1952	Not Eligible	2A, 2B

The original core of the Sunnybrook Estates (076-5908) was platted in July 1954 by the Barret Construction and Realty Corporation, a company created by John E. and Marie Barrett, husband and wife. This first section of Sunnybrook Estates contained 9.6831 acres to be subdivided into 21 lots along Impala and Sunset Drive (Prince William County Deed Book [PWCDB] 243:55). Over the next three decades, the Barrett Construction and Realty Corporation expanded the Sunnybrook Estates subdivision to the north and extended Sunset Drive from Sudley Road to just south of Lomond Drive (PWCDB 408:306, 1663, 603). This neighborhood contains almost exclusively single-family dwellings; the houses in the original core to the south are predominately one-story buildings clad in a brick veneer or vinyl siding, while the later subdivision additions contain two-story houses. Common alterations observed throughout the neighborhood include replacement siding, windows, and doors as wells the construction of some small-scale additions to secondary elevations. The survey identified some late-twentieth-century infill within the earlier sections dating to the 1950s and 1960s (Sections 1, 2, and 3a). The building modifications, late-twentieth-century addition to the neighborhood (Section 3b), and infill have negatively impacted Sunnybrook Estates' historic integrity. In addition, the neighborhood is not known to be associated with any significant event or person from history. It is recommended that the Sunnybrook Estates (076-5908) is not eligible for inclusion in the NRHP under Criteria A-C. As an architectural resource, it was not evaluated under Criterion D.

West Gate of Lomond (076-5918) is a large neighborhood composed of many sections platted in the early 1960s, the earliest dating to 1962, by Cecil D. Hylton and Irene V. Hylton, husband and wife (PWCDB 283:215, 309: 261). All located on the northeast side of Sudley Road, the neighborhood as a whole is irregularly shaped and spans Flat Branch to the east and the west. The streets within West Gate of Lomond are lined with concrete sidewalks and uniformly shaped rectangular lots covered with manicured grass lawns. Many of the buildings within the neighborhood, almost exclusively single-family dwellings dating to the 1960s and 1970s, are one story in height and are representative of the Ranch style and the triand bi-level Split Level forms; however, some one-and-a-half and two-story houses were observed during the current survey. Brick veneers, vinyl or aluminum siding, and cross- and side-gabled roofs are all typical throughout the neighborhood. Common alterations observed throughout the neighborhood include replacement siding, windows, and doors as well as the

construction of some small-scale additions to secondary elevations. Although not abundant, there has been some infill throughout West Gate of Lomond. The individual building modifications have negatively impacted the resource's overall historic integrity. In addition, the neighborhood is not known to be associated with any significant event or person from history. Dovetail **recommends that the West Gate of Lomond (076-5918) is not eligible for inclusion in the NRHP under Criteria A–C.** As an architectural resource, it was not evaluated under Criterion D.

The subdivision known as Loch Lomond (076-5930) is located north of Lomond Drive and was also created by Cecil D. Hylton and Irene V. Hylton in April 1960 (PWCDB 256:155). Although primarily a residential neighborhood, Loch Lomond was designed with a proposed school lot near the southern edge, currently occupied by Loch Lomond Elementary School, and a proposed sewage treatment facility and a park near the northern border on the northwest side of Flat Branch. The oblong-shaped subdivision is made up of long, linear streets, such as Amherst Drive and Allegheny Road running in a south-to-north direction, with several secondary streets and cul-de-sacs extending from either side. All of the streets are lined with a poured-concrete sidewalk and nearly all of the lots are rectangular in shape and covered by a manicured grass lawn and accessed by a paved driveway. On a whole, the houses within Loch Lomond are one-story, single-family residences constructed during the early to mid 1960s in the Ranch style or tri- or bi-level Split Level form. Small- and mediumsized rear and side additions are common throughout the neighborhood, as are other modifications such as siding and window replacement. Although not abundant, there has been some infill throughout Loch Lomond. The individual building modifications have negatively impacted the resource's overall historic integrity. In addition, the neighborhood is not known to be associated with any significant event or person from history. Dovetail recommends that the Loch Lomond (076-5930) is not eligible for inclusion in the NRHP under Criteria A-C. As an architectural resource, it was not evaluated under Criterion D.

Yorkshire Park (076-5972) is a residential subdivision located south of Flat Branch and west of Old Centreville Road. In 1952, Emily McGolrick and her husband, J.E. McGolrick, subdivided their 161-acre tract of land into a medium-sized neighborhood composed of streets that form large blocks lined with long, rectangular lots (PWCDB 160:408). Although originally laid out in 1952, the houses were built sporadically and without regulated set back or size restrictions, as was common with other, later post-World War II neighborhoods in this region of Prince William County. The buildings in Yorkshire Park range from one- to twostory, single-family houses usually clad in either a brick veneer or siding, such as vinyl or aluminum. The side-gabled roof is the most common roof type observed during the survey; however, some front- and cross-gabled versions were noted. Within this neighborhood, small- and medium-sized additions and replacement materials, including siding, doors, and windows, was common. There has also been some infill with recently constructed dwellings. Modifications to the individual buildings that make up the subdivision, as well as the modern infill, have negatively impacted the resource's overall historic integrity. In addition, the neighborhood is not known to be associated with any significant event or person from history. Dovetail recommends that the Yorkshire Park (076-5930) is not eligible for inclusion in the NRHP under Criteria A-C. As an architectural resource, it was not evaluated under Criterion D.

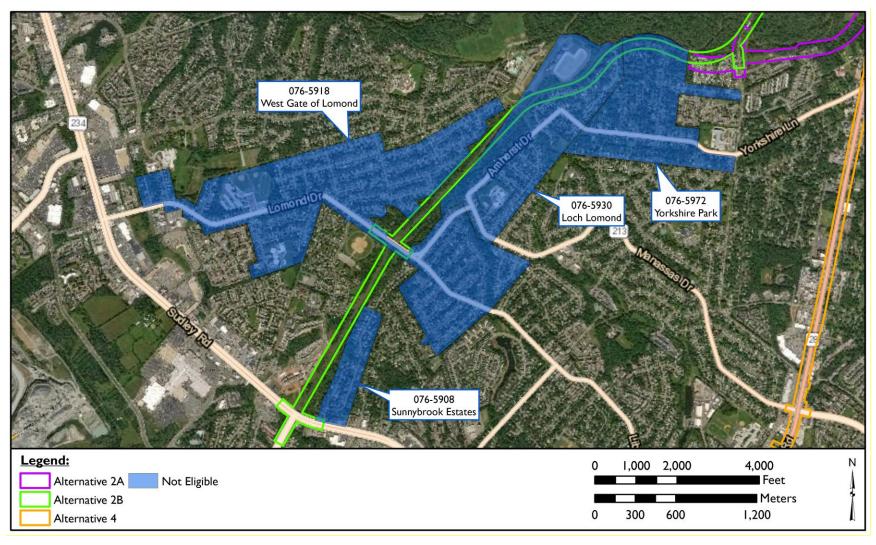


Figure 15: Post-World War II Neighborhoods (Esri 2016).

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### SUMMARY AND RECOMMENDATIONS

On behalf of Parsons, Dovetail conducted a Phase I architectural survey of the approximately 420-acre project area associated with the environmental documentation for the Route 28 corridor in Manassas, Manassas Park, Prince William County and Fairfax County, Virginia. The architectural project area was defined as any parcels that are within or intersect the limits of the 250-foot-wide corridors associated with Alternatives 2A, 2B, and 4, as outlined in the December 2017 Route 28 Corridor Feasibility Study. The goals of the survey were to identify any previously recorded architectural resources as well as any previously unrecorded aboveground resources that will be 50 years in age or older as of 2024 and to make recommendations on the NRHP eligibility for all identified resources.

Dovetail identified a total of 102 architectural resources during this investigation, including four Civil War battlefields. As part of the Route 28 corridor environmental documentation, Dovetail completed an assessment of the four battlefields that are located within the project area and they are discussed in detail in a separate report. The current report includes the results of the architectural survey completed on the remaining 98 above-ground resources.

Of the 98 resources included in the architectural survey, 23 were previously recorded and 75 were newly recorded. Of those, one resource, the Mitchell's Ford Entrenchments (076-0040), was previously listed in the NRHP in 1989. Dovetail **recommends that this resource retains sufficient integrity and should remain listed in the NRHP**. As a result of the current survey, Dovetail **recommends that the remaining 97 resources are not eligible for listing in the NRHP**.

Table 4: Summary of Recorded Resources and Eligibility Recommendations.

DHR Number	Name/Address	City/County	Current Eligibility Recommendation	Alternative(s)
029-6270	House, 7100 Centreville Road	Fairfax	Not Eligible	2A, 2B, 4
029-6271	House, 7102 Centreville Road	Fairfax	Not Eligible	2A, 2B, 4
029-6272	House, 7104 Centreville Road	Fairfax	Not Eligible	2A, 2B, 4
029-6273	House, 7106 Centreville Road	Fairfax	Not Eligible	2A, 2B, 4
029-6274	House, 7114 Centreville Road	Fairfax	Not Eligible	2A, 2B, 4
029-6275	House, 7118 Centreville Road	Fairfax	Not Eligible	2A, 2B, 4
076-0040	Mitchell's Ford Entrenchments	Prince William	Remain Listed	2A
076-0270	Dorothy Fox House, Vicinity of 8400 Old Centreville Road	Prince William	Not Eligible	4
076-0275	Hale House/Whetzel House, 7516 Centreville Road	Prince William	Not Eligible	4
076-5141	House, 7435 Centreville Road	Prince William	Not Eligible	4
076-5403	House (Now Office), 7320 Centreville Road	Prince William	Not Eligible	2A, 4
076-5404	Auto Sales/Office, 7404 Centreville Road	Prince William	Not Eligible	2A, 4
076-5405	House, 7316 Centreville Road	Prince William	Not Eligible	2A, 4
076-5406	House, 7314 Centreville Road	Prince William	Not Eligible	2A, 4
076-5407	Auto Sales, 7312 Centreville Road	Prince William	Not Eligible	2A, 4

DHR Number	Name/Address	City/County	Current Eligibility Recommendation	Alternative(s)
076-5408	House, 7310 Centreville Road	Prince William	Not Eligible	2A, 4
076-5409	House, 7306 Centreville Road	Prince William	Not Eligible	2A, 4
076-5410	Auto Sales/Office, 7304 Centreville Road	Prince William	Not Eligible	2A, 4
076-5411	House, 7302 Centreville Road	Prince William	Not Eligible	2A, 4
076-5412	Commercial Building, 7290 Centreville	Prince William	Not Eligible	2A, 4
076-5413	House, 7305 Centreville Road	Prince William	Not Eligible	2A, 4
076-5414	House, 7405 Centreville Road	Prince William	Not Eligible	2A, 4
076-5908	Sunnybrook Estates	Prince William	Not Eligible	2A, 2B
076-5909	Commercial Building, 7205 Centreville Road	Prince William	Not Eligible	2A, 4
076-5910	Commercial Building, 7209 Centreville Road	Prince William	Not Eligible	2A, 4
076-5911	Commercial Building, 7213 Centreville Road	Prince William	Not Eligible	2A, 4
076-5912	Shopping Center, 7223 Centreville Road	Prince William	Not Eligible	2A, 4
076-5913	Industrial Building, 7208 Centreville Road	Prince William	Not Eligible	2A, 4
076-5914	Auto Sales, 7216 Centreville Road	Prince William	Not Eligible	2A, 4
076-5915	Commercial Building, 7220 Centreville Road	Prince William	Not Eligible	2A, 4
076-5916	House, 8230 Patton Lane	Prince William	Not Eligible	2A, 4
076-5917	House, 7413 Centreville Road	Prince William	Not Eligible	4
076-5918	West Gate of Lomond	Prince William	Not Eligible	2A, 2B
076-5919	Auto Sales, 7416 Centreville Road	Prince William	Not Eligible	4
076-5920	Auto Sales, 7508 Centreville Road	Prince William	Not Eligible	4
076-5921	House, 7512 Centreville Road	Prince William	Not Eligible	4
076-5922	Gas Station and Auto Service Center, 7522 Centreville Road	Prince William	Not Eligible	4
076-5923	Auto Service, 7600 Centreville Road	Prince William	Not Eligible	4
076-5924	Restaurant, 7602 Centreville Road	Prince William	Not Eligible	4
076-5925	Restaurant, 7606 Centreville Road	Prince William	Not Eligible	4
076-5926	Auto Sales, 7608 Centreville Road	Prince William	Not Eligible	4
076-5927	Auto Service, 7614 Centreville Road	Prince William	Not Eligible	4
076-5928	Commercial Building, 7618 Centreville Road	Prince William	Not Eligible	4
076-5929	Auto Service, 7800 Centreville Road	Prince William	Not Eligible	4
076-5930	Loch Lomond	Prince William	Not Eligible	2A, 2B
076-5931	Shopping Center, 7539 Centreville Road	Prince William	Not Eligible	4
076-5932	Commercial Building, 7573	Prince William	Not Eligible	4

DHR Number	Name/Address	City/County	Current Eligibility Recommendation	Alternative(s)
	Centreville Road			
076-5933	Commercial Building, 7585 Centreville Road	Prince William	Not Eligible	4
076-5934	Auto Sales, 7591 Centreville Road	Prince William	Not Eligible	4
076-5935	Office, 7595 Centreville Road	Prince William	Not Eligible	4
076-5936	Gas Station, 7601 Centreville Road	Prince William	Not Eligible	4
076-5937	Commercial Building, 7605 Centreville Road	Prince William	Not Eligible	4
076-5938	Restaurant, 7607 Centreville Road	Prince William	Not Eligible	4
076-5939	House, 7609 Centreville Road	Prince William	Not Eligible	4
076-5940	Auto Sales/Commercial Building, 7619 Centreville Road	Prince William	Not Eligible	4
076-5941	St. Mark's Methodist Church, 7804 Centreville Road	Prince William	Not Eligible	4
076-5942	Dentist Office, 7806 Centreville Road	Prince William	Not Eligible	4
076-5943	Emmanuel Baptist Church, 8006 Centreville Road	Prince William	Not Eligible	4
076-5944	Auto Sales/Offices, 8010 Centreville Road	Prince William	Not Eligible	4
076-5945	Auto Sales, 8104 Centreville Road	Prince William	Not Eligible	4
076-5946	Auto Sales, 8108 Centreville Road	Prince William	Not Eligible	4
076-5947	Auto Sales, 8110 Centreville Road	Prince William	Not Eligible	4
076-5948	Kline's Freeze/Restaurant, 8200 Centreville Road	Prince William	Not Eligible	4
076-5949	Garage, 8421 Maplewood Drive	Prince William	Not Eligible	4
076-5950	Commercial Strip, 8055 Centreville Road	Prince William	Not Eligible	4
076-5951	Auto Sales, 8081 Centreville Road	Prince William	Not Eligible	4
076-5952	Commercial Building, 8103 Centreville Road	Prince William	Not Eligible	4
076-5953	Commercial Strip, 8201 Centreville Road	Prince William	Not Eligible	4
076-5954	Commercial Building, 8281 Centreville Road	Prince William	Not Eligible	4
076-5955	Auto Sales, 8297 Centreville Road	Prince William	Not Eligible	4
076-5956	Commercial Building, 8301 Centreville Road	Prince William	Not Eligible	4
076-5957	Office, 8317 Centreville Road	Prince William	Not Eligible	4
076-5958	Auto Sales, 8333 Centreville Road	Prince William	Not Eligible	4
076-5959	Restaurant, 8349 Centreville Road	Prince William	Not Eligible	4
076-5960	Commercial Building, 8375 Centreville Road	Prince William	Not Eligible	4

DHR Number	Name/Address	City/County	Current Eligibility Recommendation	Alternative(s)
076-5961	Commercial Building, 8389 Centreville Road	Prince William	Not Eligible	4
076-5962	Shopping Center, 8490 Centreville Road	Manassas Park	Not Eligible	4
076-5963	Auto Service/Garage, 8407 Centreville Road	Manassas Park	Not Eligible	4
076-5964	Car Wash, 8411 Centreville Road	Manassas Park	Not Eligible	4
076-5965	Commercial Strip, 8535 Centreville Road	Manassas Park	Not Eligible	4
076-5966	Central Community Library, 8601 Mathis Avenue	Manassas Park	Not Eligible	4
076-5967	Northern Virginia Health Care Center at Birmingham Green, 8605 Centreville Road	Manassas Park	Not Eligible	4
076-5968	Mobile Park, 7410 Old Centreville Road	Prince William	Not Eligible	2A, 2B
076-5969	Ben Lomond Park	Prince William	Not Eligible	2A, 2B
076-5970	Office, 8351 Birch Street	Prince William	Not Eligible	4
076-5971	Auto Service, 7604 Centreville Road	Prince William	Not Eligible	4
076-5972	Yorkshire Park	Prince William	Not Eligible	2A, 2B
076-5973	Auto Service, 7533 Centreville Road	Prince William	Not Eligible	4
155-0011	Birmingham, 8815 Centreville Road	Manassas	Not Eligible	4
155-5062	Auto Sales, 8820 Centreville Road	Manassas	Not Eligible	4
155-5063	Auto, 8824 Centreville Road	Manassas	Not Eligible	4
155-5064	Restaurant, 8828 Centreville Road	Manassas	Not Eligible	4
155-5065	Shell, 8904 Centreville Road	Manassas	Not Eligible	4
155-5066	Commercial Building, 8906 Centreville Road	Manassas	Not Eligible	4
155-5067	Commercial Building, 8910 Centreville Road	Manassas	Not Eligible	4
155-5068	Commercial Building, 8912 Centreville Road	Manassas	Not Eligible	4
155-5069	Restaurant, 8914 Centreville Road	Manassas	Not Eligible	4
155-5070	Commercial Building, 8909 Centreville Road	Manassas	Not Eligible	4

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