ARCHAEOLOGICAL SURVEY
ROUTE 15/29 BRIDGE REPLACEMENT
BUCKLAND

Prince William County, Virginia

VDOT PROJECT: 0015-076-115
PPMS No.: 55581
VDHR FILE NO.: 2004-0722

Prepared for:

VIRGINIA DEPARTMENT OF TRANSPORTATION
1401 East Broad Street
Richmond, Virginia  23219
(804) 371-6749

Prepared by:

THE LOUIS BERGER GROUP, INC.
203 East Cary Street, Suite 100
Richmond, Virginia  23219
(804) 225-0348

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ABSTRACT

The Louis Berger Group, Inc., Richmond, Virginia, has completed an archaeological survey in association with the proposed bridge-deck replacement over Broad Run at Buckland on Route 15/29, Prince William County, Virginia. The archaeological survey was carried out on behalf of the Virginia Department of Transportation as part of VDOT Project 0015-076-115 (PPMS No. 55581). The proposed project involves replacing the deck on the southbound bridge. The archaeological Survey Area extends for a distance of 1,522 feet (464 meters) in length between the project termini at Station 205+66.73 and Station 220+88.27, and includes the median of existing Route 15/29 and the existing right-of-way on the north side of the highway. The Survey Area measures approximately 0.29 miles (0.46 kilometers) in length and 4.0 acres (1.6 hectares) in area, which exceeds the archaeological area of potential effects for the project, where direct impacts from construction will occur.

Prior to the archaeological fieldwork, Berger conducted a review of the archaeological and architectural site inventory and National Register files at the Virginia Department of Historic Resources in Richmond. Twelve previously recorded archaeological sites were identified within a 1-mile (1.6-kilometer) radius of the Survey Area. One previously recorded archaeological site (Site 44PW1705) was identified as being in the Survey Area. Portions of the Survey Area are located within the National Register-listed Buckland Historic District (VDHR No. 076-0313), and the entire Survey Area is located within the core area of the National Register-eligible Buckland Mills Battlefield (VDHR No. 030-5152). The VDHR has determined that the Buckland Mills Battlefield is eligible for inclusion in the National Register under Criterion A, as the Civil War Battle of Buckland Mills was a significant historical event associated with J.E.B. Stuart’s retreat south through New Baltimore in the aftermath of the Gettysburg campaign.

Further research was conducted prior to fieldwork and included a field review of the Survey Area and a review of land and deed records, plat maps, historical maps, and business directories in Richmond at the Virginia Historical Society and the Library of Virginia, and in Prince William County at the county courthouse and Bull Run Regional Library. VDOT and the Buckland Preservation Society were consulted relative to additional maps and other records (e.g., architectural survey, turnpike and bridge records, Civil War records, VDHR records, deeds, and the town grid and landscape).

The objectives of the archaeological survey, conducted between April 3 and 7, 2006, were to (1) identify any archaeological sites within the Survey Area and (2) evaluate the eligibility of any such sites for inclusion in the National Register of Historic Places. The archaeological survey fieldwork consisted of (1) pedestrian surface survey, (2) shovel testing and hand-augering, (3) systematic metal detector survey, and (4) machine-assisted augering.

The archaeological survey resulted in the identification of three artifact locations (TS3683-02, TS3683-03, and TS3683-04) and three isolated artifact locations (IA3683-01, IA3683-02, and IA3683-03). Additionally, the survey established the boundary of previously recorded archaeological site 44PW1705 (McIntosh House Site) through shovel testing and map overlays in ArcGIS. The portion of the site identified within the existing VDOT ROW has been extensively disturbed by the previous construction of the existing road, a culvert, and a drainage ditch. No intact cultural features or intact cultural deposits were identified within the Survey Area, and all artifacts were recovered along with modern debris in disturbed soils that may have been associated with the site or may represent fill transported from a separate location. There is the possibility that a portion of the site is buried under existing Route 15/29. Because the scope of work for the project has changed to limit disturbance in the vicinity of the site to the existing edge of pavement, the portion under the existing roadway was not investigated. The site will not be impacted by the proposed project. Berger recommends that an eligibility statement not be made at this time, because intact portions of the site may be located under Route 15/29.

Although the Survey Area is located within the boundaries of the Buckland Mills Battlefield (VDHR No. 030-5152) and the Buckland Historic District (VDHR No. 076-0313), no identifiable Civil War-related artifacts, cultural features, or intact cultural deposits were encountered within the Survey Area.
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I. INTRODUCTION

The Louis Berger Group, Inc. (Berger), Richmond, Virginia, has completed an archaeological survey in association with the proposed bridge-deck replacement over Broad Run at Buckland on Route 15/29, Prince William County, Virginia. The archaeological survey was carried out on behalf of the Virginia Department of Transportation (VDOT) as part of VDOT Project 0015-076-115 (PPMS No. 55581). The proposed project involves replacing the deck on the southbound bridge. The archaeological survey area (Survey Area) extends for a distance of 1,522 feet (464 meters) in length between the project termini at Station 205+66.73 and Station 220+88.27, and includes the median of existing Route 15/29 and the existing right-of-way (ROW) on the north side of the highway (Figure 1). The Survey Area measures approximately 0.29 miles (0.46 kilometers) in length and 4.0 acres (1.6 hectares) in size and exceeds the archaeological area of potential effects for the project, where direct impacts from construction will occur.

Prior to the archaeological fieldwork, Berger conducted field review of the survey area and a review of the archaeological and architectural site inventory and National Register of Historic Places (National Register) files at the Virginia Department of Historic Resources (VDHR) in Richmond. One previously recorded archaeological site (Site 44PW1705) was identified as being within the Survey Area. Portions of the Survey Area are located within the National Register-listed Buckland Historic District (VDHR No. 076-0313), and the entire Survey Area is located within the core area of the National Register-eligible Buckland Mills Battlefield (VDHR No. 030-5152). The VDHR has determined that the Buckland Mills Battlefield is eligible for inclusion in the National Register under Criterion A, as the Civil War Battle of Buckland Mills was a significant historical event associated with J.E.B. Stuart’s retreat south through New Baltimore in the aftermath of the Gettysburg campaign.

Initial fieldwork scheduled to begin January 16, 2006, was cancelled to allow for a review of research conducted by the Buckland Preservation Society relative to the known and potential historic resources in the survey area. Berger Deputy Principal Officer Eric Voigt met with David Blake and Stephen Fonzo, both of the Buckland Preservation Society, to tour the historic properties in the vicinity of the survey area and discuss the historic resources. Both VDOT and the Buckland Preservation Society were consulted on additional maps and other records (e.g., architectural survey, turnpike and bridge records, Civil War records, VDHR records, deeds, and the town grid and landscape). Further research conducted prior to fieldwork included a review of land and deed records, plat maps, historical maps, and business directories, in Richmond at the Virginia Historical Society and the Library of Virginia, and in Prince William County at the county courthouse and Bull Run Regional Library.

The objectives of the archaeological survey, conducted between April 3 and 7, 2006, were to (1) identify any archaeological sites within the Survey Area and (2) evaluate the eligibility of any such sites for inclusion in the National Register. The archaeological survey fieldwork consisted of (1) pedestrian surface survey, (2) shovel testing and hand-augering, (3) systematic metal detector survey, and (4) machine-assisted augering. The archaeological survey resulted in the identification of three artifact locations (TS3683-02, TS3683-03, and TS3683-04) and three isolated artifact locations (IA3683-01, IA3683-02, and IA3683-03) within the Survey Area. Additionally, the survey established the boundary of previously recorded archaeological site 44PW1705 (McIntosh House Site) through shovel testing and map overlays in ArcGIS.

The archaeological survey was conducted pursuant to the National Historic Preservation Act of 1966 (as amended) and its implementing regulations (36 CFR 800, as revised); the Archaeological and Historic Preservation Act of 1974; Executive Order 11593; and Title 36 of the Code of Federal Regulations, Parts 60-66 and 800 (as appropriate). The field investigations and technical report meet the specifications of the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation.
FIGURE 1: Location of Survey Area

SOURCE: USGS 7.5-Minute Quadrangle
Thoroughfare Gap, VA
Archaeological Survey Bridge Replacement, Route 15/29, Prince William County, Virginia

(Federal Register 48:190:44716-44742) (United States [U.S.] Department of the Interior 1983) and the VDHR (2001) Guidelines for Conducting Cultural Resource Surveys in Virginia. The Project Manager, Project Archaeologist, and Project Historian meet or exceed the qualifications described in the Secretary of the Interior’s Professional Qualifications Standards (Federal Register 48:190:44738-44739) (U.S. Department of the Interior 1983). All cultural materials collected, along with all records of this contract, have been cared for in accordance with the requirements set forth in 36 CFR 79 and will be curated with VDHR.

This report has been organized into seven chapters. Chapter II describes the project setting. Chapter III presents the background research. The methods used for the archaeological evaluation are discussed in Chapter IV, and the results of the archaeological survey are presented in Chapter V. Chapter VI provides a summary and recommendations regarding the implications of the archaeological survey. Chapter VII provides a list of the references cited. Appendix A contains an inventory of the artifacts recovered during the archaeological survey and a description of the laboratory methods and analytical techniques used. Appendix B provides the Geoprobe boring report prepared by EEE Consulting, Inc. (EEEC). Appendix C contains the VDHR site form for Site 44PW1705.

The archaeological investigations were conducted under the direction of Deputy Principal Officer Eric Voigt. The archaeological fieldwork was conducted by Principal Investigator John Mullin, assisted by Field Technicians Vanessa Cragle, Brian Huttick, and John Sloan. Machine-assisted augering was directed by Mr. Mullin, using a truck-mounted Geoprobe operated by Jeff Hill of Davidson Drilling, under the supervision of Environmental Scientist Chris Swanson of EEEC. The Project Historian for the archaeological survey was Stuart Dixon. Mr. Mullin, Mr. Dixon, and Mr. Voigt authored the report. Additional historical research was conducted by Megan Rupnik. The artifacts were processed and cataloged under the direction of Susan Butler. Editing was provided by Anne Moiseev and C. Carol Halitsky, and the graphics were prepared by Brad Duplantis.

Berger would like to acknowledge the efforts of the Buckland Preservation Society to provide detailed information relative to the known and potential historic resources in the vicinity of the Survey Area. In particular, the materials supplied by David Blake and Stephen Fonzo provided a significant source of background information relative to the town of Buckland.
II. PROJECT SETTING

Prince William County lies within two physiographic provinces: the Piedmont province in the central and western portions of the county, and the Coastal Plain province in the eastern portion of the county in the vicinity of the Potomac River. The VDHR’s cultural region classification system includes Prince William within the Northern Virginia cultural region (VDHR 1992). The Survey Area for the archaeological survey is located in the Piedmont physiographic province portion of Prince William County, near the border with Fauquier County. The Piedmont physiographic province is characterized by gently sloping to rolling terrain, broken up by multiple streams with steep slopes in areas along drainageways. The Survey Area is approximately 0.29 miles (0.46 kilometers) in length and 4.0 acres (1.6 hectares) in size and crosses Broad Run (see Figure 1; Plate 1). Although most of the Survey Area has been disturbed by road-related activities (e.g., banking and drainage) (Plate 2), adjacent areas are typical of the Piedmont physiographic province, with rolling terrain along steeply sloped drainages.

The average annual temperature in Prince William County is about 57.3 degrees Fahrenheit (14.1 degrees Celsius). The average daily summer high of 88.5 degrees Fahrenheit (31.4 degrees Celsius) occurs in July, and the average daily winter low of 25.2 degrees Fahrenheit (-3.8 degrees Celsius) occurs in January. The total average annual precipitation of 36.25 inches (92.08 centimeters) falls almost evenly throughout the year, with slightly greater rainfall in the spring and summer months and an annual average snowfall of 31.6 inches (80.3 centimeters) in the colder months (Elder 1989). These historical temperature and precipitation averages suggest that cryoturbation is a relatively minor factor in the recent soil formation processes within the Survey Area or in the displacement of artifacts in the sediments.

Soils in the Survey Area are of the Arcola-Panorama-Nestoria soil association. The Arcola-Panorama-Nestoria soil association consists of well drained, shallow to deep soils formed from quartzites and schists. The predominant soil types in the Survey Area are (1) Codorus loam, 0 to 2 percent slopes, located along the banks of Broad Run; (2) Arcola-Nestoria complex, 15 to 25 percent slopes, located on the uplands above the left bank of Broad Run; and (3) Manassas silt loam, 2 to 7 percent slopes, located on the uplands above the right bank of Broad Run (Elder 1989). Codorus loam is a generally deep, well-drained soil that is found within the survey area along the floodplain of Broad Run. The typical soil profile for Codorus loam includes surface soils (A horizon) that average 12 inches (30 centimeters) in depth and overlie subsoil, with bedrock often as deep as 5 feet (1.5 meters). Codorus loam is subject to frequent flooding, but is suited for agricultural purposes (Elder 1989:27-28). Arcola-Nestoria complex soils range from shallow to moderately deep and are found in areas of slope within the survey area. A typical soil profile for these soils includes surface soils (A horizon) that average 9 inches (22.9 centimeters) in depth and overlie subsoil, with bedrock occurring at a depth of approximately 28 inches (71 centimeters). These soils are subject to severe erosion and are poorly suited for agricultural purposes (Elder 1989:17-19). Manassas silt loam is a generally deep, well-drained soil found in areas of gentle slope within the survey area. A typical soil profile for Manassas silt loam includes surface soils (A horizon) that average 10 inches (25.4 centimeters) in depth and overlie subsoil, with bedrock or degrading bedrock occurring at depths of approximately 49 inches (124.5 centimeters). Manassas silt loam is subject to moderate erosion and is well suited for agricultural purposes (Elder 1989:54-56).

Soils in the Survey Area have been previously disturbed by road construction associated with existing Route 15/29. In the western portion of the Survey Area, Route 15/29 has been cut through a ridge and built up along the right bank of Broad Run. The left bank of Broad Run has also been built up, with a road cut to the east that has exposed bedrock on the north side of the road (Plate 3). Although the riverbanks have been built up with road fill in the Survey Area, adjacent portions of riverbank are subject to frequent flooding and erosion and appear to include relatively recent soil deposits (Plate 4).
PLATE 1: Overview of Survey Area, View West Across Broad Run

PLATE 2: Overview of Survey Area, View East Across Broad Run
PLATE 3: Exposed Bedrock East of Cerro Gordo Road, View to East

PLATE 4: Floodplain Under Existing Bridge, View to South
III. RESULTS OF THE BACKGROUND RESEARCH

A. INTRODUCTION

Background research was performed in order to compile and assess existing cultural resource data pertinent to the Survey Area prior to the archaeological fieldwork. This research was initiated with a review of the archaeological and architectural site inventory and National Register files at the VDHR in Richmond. Twelve previously recorded archaeological sites were identified within a 1-mile (1.6-kilometer) radius of the Survey Area. Portions of the Survey Area are located within the National Register-listed Buckland Historic District (VDHR No. 076-0313), and the entire Survey Area is located within the core area of the National Register-eligible Buckland Mills Battlefield (VDHR No. 030-5152). The VDHR has determined that the Buckland Mills Battlefield is eligible for inclusion in the National Register under Criterion A, as the Civil War Battle of Buckland Mills was a significant historical event associated with J.E.B. Stuart’s retreat south through New Baltimore in the aftermath of the Gettysburg campaign.

Further research was conducted at the Virginia Historical Society and the Library of Virginia, both in Richmond. At the Virginia Historical Society Berger consulted the 1922 historical map and book of Prince William County and county histories (Harrison 1964; Works Progress Administration [WPA] 1961). In Prince William County Berger consulted records at the county courthouse and Bull Run Regional Library, including histories (Brown 1994; Brown 1901; Douglas 1974; Leitch 1973; Potomac News 1990; Ratcliff 1978; Scheel 1996; Townsend 1990; Turner 1999), land and deed records (Prince William County Deed Book 2:24-30), plat maps, historical maps (Love 1820), and business directories. Berger reviewed the following materials provided by VDOT: 1926 plans and profiles for construction of the original two lanes of Route 15/29 at Buckland; 1952-1953 plans, profiles, and boring information for the addition of two lanes (current southbound) to Route 15/29; and 1978 boring information for the 1980 replacement of the 1926-1927 bridge on northbound Route 15/29. Berger also reviewed a recent report on Civil War activities at Buckland prepared by Berger’s Washington, D.C. office (Bedell 2005). A copy of the 1953 strip map from VDOT’s expansion of Route 29 from two lanes to four lanes was geo-referenced with the proposed bridge-deck replacement project plans using ArcView software to determine the location of streets and structures impacted during construction of the four-lane road.

On January 16, 2006, Berger Deputy Principal Officer Eric Voigt met with David Blake and Stephen Fonzo, both of the Buckland Preservation Society, to conduct a field review of the survey area. Materials supplied to Berger by the Buckland Preservation Society include a CD that contains a historic context, an architectural survey, turnpike and bridge records, Civil War records, VDHR records, deeds, town grid and landscape figure, and copies of VDOT’s plan maps.

Information gathered on the previously recorded cultural resources in the vicinity of the Survey Area and from the historical excerpts presented below were used to determine the potential of the Survey Area to contain prehistoric and historic archaeological sites and the types of archaeological sites that may be encountered in the Survey Area. The determination of potential is discussed at the end of the chapter.

B. PREVIOUSLY RECORDED CULTURAL RESOURCES

Twelve previously recorded archaeological sites were identified within a 1-mile (1.6-kilometer) radius of the Survey Area (Table 1; Figure 2). These sites consist of five prehistoric sites (44PW0002, 44PW0403, 44PW0404, 44PW1396, and 44PW1397) and seven historic sites (44FQ0193, 44FQ0202, 44PW1394, 44PW1395, 44PW1398, 44PW1603, and 44PW1705) (see Figure 2).
FIGURE 2: Previously Recorded Archaeological Sites Within a 1-Mile (1.6-Kilometer) Radius of the Survey Area and Architectural Resources in the Vicinity

SOURCE: USGS 7.5-Minute Quadrangle Thouroughfare Gap, VA
### TABLE 1
PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES WITHIN A 1-MILE (1.6-KILOMETER) RADIUS OF THE SURVEY AREA

<table>
<thead>
<tr>
<th>SITE No.</th>
<th>SITE TYPE</th>
<th>TEMPORAL PERIOD</th>
<th>ARTIFACTS/FEATURES</th>
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<tbody>
<tr>
<td>44FQ0193</td>
<td>Military-Civil War Earthworks</td>
<td>October 1863</td>
<td>Possible rifle pits associated with Battle of Buckland Mills</td>
</tr>
<tr>
<td>44FQ0202</td>
<td>Domestic-House Site</td>
<td>19th/20th century</td>
<td>Nails (cut and wire), screws, glass (including bottle, window, tableware, and chimney), historic ceramic sherds (including yellowware, whiteware, stoneware, and porcelain), and metal debris (e.g., can fragments and unidentified metal)</td>
</tr>
<tr>
<td>44PW0002</td>
<td>Not listed</td>
<td>Archaic/Woodland</td>
<td>Archaic and Woodland points, pottery, steatite sherds.</td>
</tr>
<tr>
<td>44PW0403</td>
<td>Unknown</td>
<td>Unknown prehistoric</td>
<td>Quartz debitage</td>
</tr>
<tr>
<td>44PW0404</td>
<td>Unknown</td>
<td>Unknown prehistoric</td>
<td>Quartz debitage</td>
</tr>
<tr>
<td>44PW1394</td>
<td>Subsistence/Agriculture-Farmstead</td>
<td>19th century</td>
<td>Historic ceramic sherds (including yellowware, whiteware, ironstone, and redware), redware pipe fragments, glass fragments (including bottle, window, canning-jar lid, chimney, and light-bulb glass), crown bottle caps, can fragments, wire nails, metal screw, bone, plastic, leather</td>
</tr>
<tr>
<td>44PW1395</td>
<td>Domestic-Trash Scatter</td>
<td>Late 19th/early 20th centuries</td>
<td>Bottle glass, wire nail, metal fragments</td>
</tr>
<tr>
<td>44PW1396</td>
<td>Camp</td>
<td>Unknown prehistoric</td>
<td>Quartz, quartzite, and hornfels debitage.</td>
</tr>
<tr>
<td>44PW1397</td>
<td>Camp</td>
<td>Late Archaic</td>
<td>Holmes-type projectile point, 3 quartzite flakes, 1 quartz flake, 1 chert flake</td>
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<td>Military-Earthworks</td>
<td>1863</td>
<td>Civil War trench</td>
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<td>44PW1603</td>
<td>Military-Union Firing Line</td>
<td>October 19, 1863</td>
<td>Burnside 0.54-caliber cartridge cases, bullets (0.32 and 0.36 or 0.38 calibers), artillery shell fragments, iron chain, iron pin, iron beam, iron wedge, iron trunk fixture, 1941 U.S. quarter</td>
</tr>
<tr>
<td>44PW1705</td>
<td>Domestic-Saunders/McIntosh House Site</td>
<td>Early 19th/Early 20th century</td>
<td>Glass (bottle, tableware, and window), wrought nails, plaster, oyster shell, pearlware, whiteware, cow tooth</td>
</tr>
</tbody>
</table>

1. **Prehistoric Sites**

The five previously identified prehistoric sites (see Table 1 and Figure 2) consist of two camp sites (44PW1396 and 44PW1397) and three sites of unknown type (44PW0002, 44PW0403, and 44PW0404). Two of the sites have been assigned to specific cultural/temporal periods: Site 44PW0002 (Archaic/Woodland) and Site 44PW1397 (Late Archaic). One site is located on a ridge sideslope (44PW0403), three are located on ridge fingers (44PW0002, 44PW0404, and 44PW1396), and one is located on a ridgetop (44PW1397).

2. **Historic Resources**

Seven previously identified historic archaeological sites (44FQ0193, 44FQ0202, 44PW1394, 44PW1395, 44PW1398, 44PW1603, and 44PW1705) are located within a 1-mile (1.6-kilometer) radius of the Survey Area (see Table 1 and Figure 2). The portion of the Survey Area west of Broad Run is located within the National Register-listed Buckland Historic District (VDHR No. 076-0313) (see Figure 2; Table 2). The entire Survey Area is located within the core area of the National Register-eligible Buckland Mills Battlefield (VDHR No. 030-5152). The Buckland Mills Battlefield includes all of the typical topographic features characteristic of the Piedmont physiographic province, such as rolling uplands and dissected stream valleys (see Figure 2 and Table 2). Site 44FQ0193, located on a ridgetop within the core area of the battlefield, consists of a series of possible rifle pits associated with the battlefield. Site 44FQ0202 consists of the disturbed remains of a late nineteenth-/early twentieth-century domestic site located on a
ridgetop. Site 44PW1394 is a nineteenth-century farmstead located on a ridge finger. Site 44PW1395 is a late nineteenth-/early twentieth-century historic trash scatter located on a ridgetop and associated with a nearby barn. Site 44PW1398 is a 330-foot (100-meter) long Civil War-era trench located on a knoll above a tributary of Broad Run. Site 44PW1603 is a ridgetop military firing line associated with the Battle of Buckland Mills. Site 44PW1705 was recorded as the site of the nineteenth- and twentieth-century Saunders/McIntosh House located on the terrace above Broad Run.

**TABLE 2**

PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES IN THE VICINITY OF THE SURVEY AREA

<table>
<thead>
<tr>
<th>VDHR No.</th>
<th>PROPERTY NAME/LOCATION</th>
<th>DESCRIPTION</th>
<th>NATIONAL REGISTER STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>030-5152</td>
<td>Buckland Mills Battlefield</td>
<td>Site of Civil War Battle of Buckland Mills, October 19, 1863</td>
<td>Determined eligible under Criterion A by the VDHR, June 5, 2002.</td>
</tr>
<tr>
<td>076-0033</td>
<td>Buckland Tavern/8018 Buckland Mill Road</td>
<td>Ca. 1830, 2-story, stone, side-hall dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0112</td>
<td>Buckland Mill/7980 Buckland Mill Road</td>
<td>Ca. 1899, 3-story, frame, front-gable mill</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0113</td>
<td>Miller’s House/7980 Buckland Mill Road</td>
<td>Ca. 1800, 2-story, frame, vernacular dwelling, with later additions</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0114</td>
<td>Deerlick Cottage/8111 Buckland Mill Road</td>
<td>Ca. 1800, 1 1/2-story, frame, side-gable dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0115</td>
<td>Dr. Brown House/8115 Buckland Mill Road</td>
<td>Ca. 1825, 2-story, frame, vernacular I-dwelling, with later additions</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0116</td>
<td>Buckland Church/16211 Lee Highway</td>
<td>Ca. 1856, 1 1/2-story, frame, vernacular church</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0117</td>
<td>Herndon House/16205 Lee Highway</td>
<td>Ca. 1900, 2-story, frame, vernacular side-gable dwelling, with later additions</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0119</td>
<td>Fletcher House/16210 Lee Highway</td>
<td>Ca. 1830, 1 1/2-story, frame dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0120</td>
<td>Moss House/8104 Buckland Mill Road</td>
<td>Ca. 1800, 2-story, frame, central passage, single pile dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0123</td>
<td>John Trone House/8200 Buckland Mill Road</td>
<td>Ca. 1800, 1 1/2-story, frame, side-gable dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0185</td>
<td>Graham-Odescalcki House/16206 Lee Highway</td>
<td>Ca. 1825, 2-story, frame, vernacular, side-/front-gable dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0587</td>
<td>House/8203 Buckland Mill Road</td>
<td>Ca. 1900, 2-story, frame, vernacular side-gable dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
<tr>
<td>076-0588</td>
<td>House/8203 Buckland Mill Road, Route 684</td>
<td>Ca. 1900, 2-story, frame, vernacular side-gable dwelling</td>
<td>Contributing element in Buckland Historic District</td>
</tr>
</tbody>
</table>

Site 44PW1705 was identified by Stephen Fonzo of the Buckland Preservation Society in October 2005. Fonzo’s fieldwork at the site included the excavation of three shovel test pits on the north side of the VDOT ROW near Buckland Mill Road. The site was identified through the recovery of domestic artifacts (including bottle glass fragments, tableware glass fragments, window-glass fragments, wrought nails, plaster fragments, oyster shell, pearlware sherds, whiteware sherds, and a cow tooth) and possible foundation features in the vicinity of the lot boundary to historical Lots 30 and 31. Based on the artifacts and possible features encountered in this area, Fonzo reported the site as an early nineteenth- to mid twentieth-century domestic site associated with the former Saunders/McIntosh House.
C. THE TOWN OF BUCKLAND

“Buckland as a proper place for establishing a town and possessing singular advantages over any other situation within a considerable distance” (Petition of 1797) [Library of Virginia 1797].

This section, and the one that follows on the Civil War, focus on the periods of significance, i.e., the eighteenth and nineteenth centuries. As Blake and Fonzo note (2005:1), “Buckland is a rare American example of the familiar axial English village pattern.” The main house at Buckland farm and the town below, extending at its gate, stand on the Broad Run Tract, originally part of the sixth Lord Fairfax’s Northern Neck Proprietorship Grant. Fairfax conveyed the land to his agent Robert (King) Carter in 1724, and Carter’s sons and son-in-law sold the land to Samuel Love in 1774. The hall at Buckland Farm may have been designed by the same architect hired by George Mason to design and build Gunston Hall (Leitch 1973; Ratcliffe 1978), although not all researchers agree with this attribution (Blake 2004; Scheel 1996).

The 1774 conveyance included “the mill built and erected thereon and the land, mill dam, and other appurtenances used with the said mill…together with Dickerson’s Pretentions,” which was located in Fauquier County at that time (Blake and Fonzo 2005:1). The early business activity at Buckland was the reason Samuel Love, a few months after purchasing this property, petitioned Fauquier County for a private road “to be opened and made public—and sufficiently cleared for wagons to pass to the said mill . . . on publick and private occasions” (Blake and Fonzo 2005:1). The flour was transported by wagon to “ports such as Alexandria” (Brown 1994:36).

Samuel Love’s sons, Samuel, John, Charles, and Augustine, served as officers in the Virginia Regiment during the Revolutionary War and returned to transform Buckland into a vibrant mercantile center (Blake and Fonzo 2005). Blake and Fonzo (2005:1) note that, “Soon the distillery, stone quarry, smithy, tannery, and several stores were being frequented by travelers.” In 1794, Charles and John Love “applied for water rights on Broad Run . . . and proceeded to erect Kinsley Mill,” as well as a nearby granary, and in 1796 built a mill and mill dam upstream (Ratcliffe 1978:69). After 1835 a wool mill was established at the site (Leitch 1973:82).

Blake and Fonzo (2005:1) note that, “By the end of the eighteenth century, there were additional shopkeepers, a wheelwright, a cooper, two taverns, an apothecary, a boot/shoe manufacturer, a saddle maker, a church, and a wool factory—the essentials of a small town.” In 1797, 55 petitioners requested that the General Assembly establish “Buck Land,” and noted that “Twenty good houses which are occupied by Tradesmen and Merchants: Considerable manufactury’s of grain have been created”—the petition also included a plat of the proposed town (Library of Virginia 1797). The petition remarks on how the road is convenient to “one of the best gaps in the lower ridge of mountains” as well as to Dumfries and Alexandria. In 1798, the Virginia General Assembly enacted “that the lots and streets, as the same are already laid off by John Love, on his land lying on both sides of Broad Run, and near the mill of the said John Love, . . . be established a town by the name of Buckland” (WPA 1961:171). In 1798, John Love purchased 26 of the lots in the newly formed town (Prince William County Deed Book 2:25).

In 1806, John Love formed the Fauquier-Alexandria Turnpike Company (Blake 2004:2). In 1813, John Love wrote to his friend, current President James Madison, and described the progress of the turnpike road construction as “affording the most direct route from Washington to the Kanawha Country,” asking “for your aid and the patronage of your name as a stockholder,” which was likely to encourage the work (Blake and Fonzo 2005:3).

Claudius Crozet was employed to work on the road between Buckland and Warrenton:
Upon the formation of the turnpike company, French engineer Claudius Crozet...bridge builder for Napoleon, was thereafter engaged to inspect and redesign the thoroughfare between Buckland and Warrenton. In 1823, Crozet had been appointed Virginia state engineer, making the turnpike at Buckland one of his first American projects. It was determined by Crozet and the Town Trustees that Buckland...would be improved by building the turnpike through the center of town rather than at the north end, where the old wooden bridge at Bridge Street and the old ford at Love Street had conveyed travelers over Broad Run before 1775 [Blake and Fonzo 2005:2-3].

The “new paved road” was constructed accordingly, requiring the condemnation in 1823 of land approximately equal to four lots “from the original plan of the town” (Blake and Fonzo 2005:3). Crozet built the road using a revolutionary paving process invented by John Loudon McAdam (Blake 2004:2). This was the first McAdam road in Virginia and only the third McAdam road in the United States (Fonzo 2005). When the Fauquier & Alexandria Turnpike was completed in 1825, the “mill town grew rapidly” (Scheel 1996).

By 1835, Buckland was a thriving stagecoach town complete with its own post office and stagecoach inn (i.e., the Buckland Tavern) (Massey 1988). Martin’s 1835 Gazetteer of Virginia lists the population as “130 whites; of whom 1 is a physician; and 50 blacks” (Ratcliffe 1978:107). A wool mill replaced the gristmill after 1835 but before 1847, and apparently produced coarse cloth “used for slaves’ garments” (Massey 1988:10). Martin also noted that there were 12 houses, a general store, a distillery, a church, an apothecary, a tanner and currier, a wagon maker, a boot and shoe manufacturer, a cooper, a hatter, a millwright, and a blacksmith, as well other “mechanics” (Massey 1988:11). A private school was established in “the early 1840s,” and a Methodist Church in 1856 (Scheel 1996:24).

From the beginning years of the town, the African American citizens of Buckland included skilled laborers who owned land and slaves of their own. A former slave who worked in the Buckland distillery called himself “Ned Distiller,” is listed on the 1810 census as freed. Samuel King, also of Buckland, a “freeman of colour,” emancipated his wife and others in 1811 (Blake and Fonzo 2005:4).

A map depicting the locations of the former lots in the town of Buckland was reconstructed by C. Allan Brown’s “Cultural Landscape Map of Buckland” (Figure 3). Based on this map, the Buckland Preservation Society has prepared a list of town lots that describes the former structures and land uses associated with each of these lots, and the types of historic resources that can be anticipated at each lot (Fonzo 2006). The details of this list are summarized in Table 3.

Buckland was a “target of both sides during the Civil War” (Leitch 1973:86). Figure 4 depicts the movements of the Battle of Buckland Mills. A sketch of the battle, drawn by A.R. Waud, is reproduced in Figure 5.

The Battle of Buckland Mills was part of the Bristoe Campaign that followed the Confederate retreat from Gettysburg. Mounted forces were constantly on the move, scouting, screening troop movements, attacking supply lines, and generally probing for advantage. On October 19, 1863, as Lee’s army fell back from Bristoe Station, J.E.B. Stuart and Fitzhugh Lee attempted to set a trap for the Union cavalry, specifically Judson Kilpatrick’s Third Cavalry Division. Stuart was in direct command of Wade Hampton’s cavalry division while Hampton recovered from wounds received during the Gettysburg campaign. Hampton’s Division had been withdrawing in front of Kilpatrick, screening the retreat of Lee’s army, and was holding a line along Broad Run. Stuart had three brigades under his command, and Gordon’s Tar Heels brigade, dismounted, defended the bridge at Buckland Mills, supported by artillery. Kilpatrick had vowed to “to give him [Stuart] no rest,” and his division was following close behind the Confederate cavalry (Hartley 1996:293). Stuart was being pressed at Buckland by George Armstrong Custer and his “Michigan Wolverines along with the 1st Vermont. Custer, not sure how many men defended the Buckland bridge, deployed to attack (Leitch 1973:86).
FIGURE 3: Cultural Landscape of Buckland (Buckland Historical Society)

SOURCE: Ridout et al. 2005
LEGEND
- CORE/STUDY AREA
- UNION TROOP MOVEMENTS
- CONFEDERATE TROOP MOVEMENTS

FIGURE 4: Troop Movements During the Battle of Buckland Mills, October 19, 1863

FIGURE 5: Battle of Buckland Mills (Waud 1863)
### TABLE 3

**HISTORIC PROPERTIES WITHIN U.S. ROUTE 29 RIGHT-OF-WAY**  
**BUCKLAND HISTORIC DISTRICT, PRINCE WILLIAM/FAUQUIER COUNTIES, VIRGINIA***

<table>
<thead>
<tr>
<th>LOT NUMBER</th>
<th>LOCATION</th>
<th>PORTION WITHIN VDOT ROW/SURVEY AREA</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Bounded on east by historic Main Street (current Buckland Mill Road), on West by Fayette Street.</td>
<td>Southern portion of lot is within VDOT ROW. 1952: portion conveyed to Commonwealth by Grace Bear.</td>
<td>- Edward Robinson’s Buckland Tavern (ca. 1824); - Extant early 19th-century tavern house (VDHR No. 076-0033); - Fayette Street</td>
</tr>
<tr>
<td>5</td>
<td>Bounded on east by historic Main Street (current Buckland Mill Road), on West by Fayette Street.</td>
<td>Lot is entirely within VDOT ROW. 1952: conveyed to Commonwealth by Robert Payne estate.</td>
<td>- Robert Thrift residence (1797-1825); - James Hulls residence (1825-1858); - William Dean Store House (ca. 1828); - Fayette Street</td>
</tr>
<tr>
<td>6</td>
<td>Bounded on east by historic Main Street (current Buckland Mill Road), on the west by historic Fayette Street</td>
<td>1952: owned by R. Lee Fink</td>
<td>- Draper’s shop (ca. 1799); - John Trone House and Stage Coach Inn (1825)</td>
</tr>
<tr>
<td>13</td>
<td>Bounded on east by historic Fayette Street, on West by Madison Street.</td>
<td>Southern portion of lot is within VDOT ROW. 1952: owned by Samuel C. Lunsford before a portion was conveyed to Commonwealth.</td>
<td>- Ned Distiller House (ca. 1819); - Extant early 19th-century free African American house - Fayette and Madison Streets</td>
</tr>
<tr>
<td>14</td>
<td>Bounded on east by historic Fayette Street, on West by Madison Street.</td>
<td>Lot is entirely within VDOT ROW. 1952: owned by Samuel C. Lunsford before conveyed to Commonwealth.</td>
<td>- John Robinson residence (1826-1829); - Tenement Lot (1829-1854); - Lunsford Store House (early 20th-century) - Fayette and Madison Streets</td>
</tr>
<tr>
<td>15</td>
<td>Bounded on the north by Rt. 15/29, on the east by historic Fayette Street</td>
<td>1952: owned St. Paul’s Episcopal Church</td>
<td>St. Paul’s Episcopal Church</td>
</tr>
<tr>
<td>22 (portions) and 23 (entire)</td>
<td>Bounded on east by historic Madison Street, on West by Franklin Street.</td>
<td>Southern portion of Lot 22 and entirety of Lot 23 are within VDOT ROW. 1952: portion conveyed to Commonwealth by Frank L. and Julia T. Woolfolk.</td>
<td>- 19th-century Buckland Mill property; - 20th-century Woolfolk property - Madison and Franklin Streets</td>
</tr>
<tr>
<td>30</td>
<td>Bounded on west by historic Main Street (current Buckland Mill Road), on east by Lot 35.</td>
<td>Southern portion of lot is within VDOT ROW. 1952: owned by Evelyn F. Wiencke before portion was conveyed to Commonwealth.</td>
<td>- Early 19th-century Brooks/Conner/Robinson residence (1798-1832); - Dr. J. G. Brown House (ca. 1850) Extant 19th-frame house</td>
</tr>
<tr>
<td>31</td>
<td>Bounded on west by historic Main Street (current Buckland Mill Road), on east by Lot 35.</td>
<td>Lot 31 is entirely within VDOT ROW. 1952: conveyed to Commonwealth by Mary E. McIntosh and Emma J. Sanders.</td>
<td>- Britton Saunders house (ca. 1800); - McIntosh House (late 19th-century through mid 20th-century)</td>
</tr>
<tr>
<td>32</td>
<td>Bounded on west by historic Main Street (current Buckland Mill Road), on east by Lot 36.</td>
<td>Lot 32 is entirely within VDOT ROW. Entirely underneath Route 29 and within the median.</td>
<td>- Legg/Ware residence/shop (early 19th-century); - John S. Trone Blacksmith Shop (mid-19th-century)</td>
</tr>
<tr>
<td>35 (portions) and 36 (portions)</td>
<td>Bounded on west by Lots 30, 31, and 32; on east/northeast by historic Water Street and Broad Run.</td>
<td>Southern portion of Lot 35 and northern portion of Lot 36 are within VDOT ROW.</td>
<td>- 19th-century Water Street properties - Water Street</td>
</tr>
<tr>
<td>42 (portions) and 43 (portions)</td>
<td>Bounded on east/northeast by historic Washington Street and area east of modern Cerro Gordo Road; on west/southwest by Broad Run.</td>
<td>Southern portions of Lots 42 and 43 are within VDOT ROW. 1952: conveyed to Commonwealth by Stanley H. and Erma C. Brewster.</td>
<td>- 18th-century Isaac Campbell property; - 19th-century Hunton/Cerro Gordo property - Jefferson and Washington Streets</td>
</tr>
</tbody>
</table>
At this point, a little before noon, Stuart received a message from Fitzhugh Lee. He suggested that Stuart lure Kilpatrick westward so Lee could then attack him from the rear. Stuart sent a message to Lee saying that he accepted Lee’s plan: “I at once assented to this arrangement, and sent back word to Major-General Lee that I would be ready to turn upon the enemy at his signal gun” (Official Records [OR] 48:451). Stuart withdrew his men across Broad Run through the town of Buckland and began moving west down the Warrenton Turnpike.

When he saw Stuart retreating, Kilpatrick sent Davies’ First Brigade (2nd and 5th New York, 18th Pennsylvania and 1st West Virginia) in pursuit of the Confederates. Kilpatrick ordered Custer to follow, but Custer demurred. His men had been fighting all morning, he said, and neither they nor their horses had eaten since the night before; they must, he said, have a rest and a meal. Kilpatrick agreed but ordered Custer to follow as soon as he could. Some of Custer’s men believed that he sensed something was up, and that his pause for lunch was only a ploy to give him a chance to further appraise his situation. Whatever was in Custer’s mind, he kept his men at Buckland until nearly 3 o’clock and sent the 7th Michigan to scout southward toward Greenwich (Bedell 2005).

When Custer was finally ready to follow Davies, he proceeded slowly with three regiments, ordering the 6th to form a line facing south while the rest of the brigade formed up. Custer’s deployment of the 6th Michigan to guard his flank while his other men mounted up makes little sense if he did not suspect he might be attacked from the south, so he may have had some inkling of what Stuart and Fitzhugh Lee were up to (Kidd 1969). His disposition for the battle that followed seems clear enough. The 7th Michigan had gone scouting down the Greenwich Road, which must mean modern Vint Hill Road, and they were probably “driven in” back down that road. According to Kidd’s account (Kidd 1969), the Confederates shied away from a frontal attack on his position and instead flanked it to the left, that is, toward Buckland. When Custer saw that this advance would cut him off from the bridge, he ordered a withdrawal. Custer may have escaped, but Fitzhugh Lee had driven him off and seized the bridge, and half of the 3rd Cavalry was still trapped on the west side (Bedell 2005).

While Custer lunched, Davies’ brigade, with Kilpatrick along, advanced cautiously down the Warrenton Turnpike. They had proceeded about 5 miles, to the vicinity of Chestnut Hill, when they heard firing from behind. The sound of Fitz Lee’s guns was the signal for Stuart to attack. He drew up his three brigades, and the bugles were blown; the charge was unleashed. Davies men fired their guns and then began to fall back (Anthony n.d.; Barringer n.d.:7; OR 29:461). Kilpatrick, by now aware of Lee’s assault on Custer, ordered Davies to withdraw.

It is very difficult to reconstruct exactly what happened next. Some Confederate accounts speak of “breaking” Davies’ brigade and chasing them all the way to Gainesville. Stuart, for example, reported that “they at first resisted my attack stubbornly, but once broken the rout was complete. I pursued them from within 3 miles of Warrenton to Buckland, the horses at full speed the whole distance, the enemy retreating in great confusion” (OR 48:438). The actual story must have been somewhere between the headlong flight described by the gloating Stuart and the calm withdrawal reported by the embarrassed Kilpatrick. Stuart’s account is implausible since heavily laden cavalry horses are unlikely to have been capable of a 5-mile gallop at “top speed.” Davies got all of his cannon and most of his wagons across Broad Run, which would have been rather difficult with saber-wielding Tarheels galloping right behind.

A.R. Waud, a reporter for Harper’s Weekly who sketched the battlefield from a position near Cerro Gordo, stated plainly that Davies “retreated up the Run to find a crossing,” adding that “General Davies succeeded in getting his men over the river at a most unpromising place; looking at it the next day, it seemed almost impossible for the guns to get across as they did.” The river is fordable in several places north of the bridge, including an old wagon ford at Buckland Mill (Bedell 2005:Figure 6).
D. CONCLUSIONS

Based on (1) the physical locations, temporal periods, and cultural activities associated with the previously recorded prehistoric sites in the vicinity of the Survey Area, (2) the general prehistory of Virginia and Prince William County, and (3) the current physiography of the Survey Area, it appeared that the Survey Area had a low potential to contain intact prehistoric sites and a moderate potential for disturbed prehistoric resources, such as isolated artifact locations.

Based on (1) the physical locations, temporal periods, and cultural activities associated with the previously recorded resources, (2) the history of Prince William County and the Battle of Buckland Mills, and (3) the current physiography of the Survey Area, it appeared that the Survey Area would have (1) a moderate potential for cultural features associated with the Battle of Buckland Mills, (2) a low potential for intact historic sites associated with structures formerly located along Route 15/29, and (3) a high potential for disturbed isolated artifact locations, historic trash scatter sites, and house sites.
IV. METHODS AND TECHNIQUES

A. ARCHAEOLOGICAL FIELD METHODS AND TECHNIQUES

The fieldwork for the archaeological survey included (1) pedestrian surface survey, (2) shovel testing and hand-augering, (3) systematic metal detector survey, and (4) machine-assisted augering. Field measurements for all hand-excavations were recorded in metric units. Machine-assisted borings were recorded in tenths of feet. Pedestrian surface survey identified the proposed locations for subsurface excavations and adjusted these locations based on ground conditions, such as existing utilities or pavement.

Prior to fieldwork, Berger used ArcGIS to overlay the VDH project plans from 1953 to the current project plans, USGS 7.5-minute topographic quadrangles, and aerial photographs to determine the location of the streets and non-extant structures shown on 1952 project plans (see Figures 6a and 6b). Because of the potential errors in the overlay process in the GIS software, the manipulation of the orthographic image, and the production of both the 1952 and current project plans, the exact locations of the non-extant structures cannot be determined without additional excavations. However, based on the location of the extant structures shown in the 1952 VDH map in relation to the corresponding features on the orthographic image and current project plans, the overlay probably provides a good approximation of the location of the non-extant structures.

Shovel testing was performed to determine if any intact cultural remains could be identified within the Survey Area. Shovel tests measured approximately 12 inches (30 centimeters) in diameter, and all soils recovered were screened through 0.25-inch (0.64-centimeter) hardware cloth. Although shovel tests were excavated at 50-foot (15-meter) intervals in portions of the Survey Area, close-interval shovel testing was conducted at 9.8-foot (3-meter) intervals in areas where the results of background research indicated the possible presence of structures, streets, or other cultural features. When cultural materials were recovered from a shovel test excavated at a 50-foot (15-meter) interval, radial shovel tests were excavated around that positive shovel test at 25-foot (7.5-meter) intervals within the VDOT ROW. A hand-auger was used to complete the excavation of shovel tests within the existing median to insure that shovel tests were excavated to sterile soil whenever possible. As each natural or cultural stratum was excavated within a shovel test, that stratum was assigned an alphabetic designation (i.e., Stratum A, Stratum B, Stratum C, etc.) in order to indicate its stratigraphic relationship to the other strata within the shovel test. These letter designations were assigned beginning with the first excavated stratum of a shovel test (Stratum A), and proceeded alphabetically through each subsequent stratum, until the termination of the shovel test. For each excavated shovel test, the shovel test profile, soil texture, soil color (from Munsell soil color charts), and artifacts recovered were recorded on Berger’s standardized shovel test forms. A total of 89 shovel tests were excavated within the Survey Area.

As the entire Survey Area for the archaeological survey is located within the core area of the National Register-eligible Buckland Mills Battlefield (VDHR No. 030-5152), a metal detector survey was conducted throughout the Survey Area (see Figure 1). All positive contacts identified by the metal detector were excavated to determine the nature of the contact. When metal objects that appear to be historic in nature are encountered during a metal detector survey, these artifacts are assigned an alphanumeric metal detector number (e.g., MD-1) and recorded in the field notes; however, when a metal detector contact results in the recovery of pieces of modern metal debris (e.g., beer cans, car parts, etc.), no metal detector number is assigned. All modern metal debris and non-diagnostic metal fragments are discarded in the field.

Machine-assisted augering was conducted within the existing median of Route 15/29 and within a portion of the existing ROW on the north side of Route 15/29 between Buckland Mill Road and Broad Run. The
machine-assisted augering was performed using a truck-mounted Geoprobe operated by Jeff Hill of Davidson Drilling, under the supervision of Environmental Scientist Chris Swanson of EEEC and Berger Principal Investigator John Mullin. Borings were excavated to a maximum depth of 8 feet (2.4 meters) through the use of 4-foot (1.2-meter) spoons. For each boring, soil texture, soil color (from Munsell soil color charts), and cultural materials encountered were recorded on EEEC’s standardized boring forms.

B. LABORATORY METHODS AND TECHNIQUES

Artifacts recovered during the archaeological survey were processed, analyzed, and cataloged at Berger’s laboratory facility. All cultural materials were placed in 4-mil resealable polyethylene bags along with artifact cards listing field numbers and provenience data. These bags were then organized by site number before being sent to the laboratory for processing. Appendix A provides a detailed description of the methods and procedures used in the analysis of the materials recovered, along with an artifact inventory. At the termination of this archaeological project, all associated documents and artifacts will be curated with VDHR.
V. RESULTS OF THE ARCHAEOLOGICAL SURVEY

A. INTRODUCTION

The fieldwork for the archaeological survey included (1) pedestrian surface survey, (2) shovel testing and hand augering, (3) systematic metal detector survey, and (4) machine-assisted augering. Pedestrian surface survey was limited to identifying appropriate locations for subsurface excavations based on ground conditions, such as slope, existing utilities, or pavement.

Shovel testing was conducted within the existing VDOT ROW on the north side of Route 15/29 and within the existing median (Figures 6a and 6b). Eighty-nine shovel tests were excavated within the Survey Area. Twenty-seven artifacts were recovered from 11 shovel tests (Appendix A). Although modern metal debris (e.g., beer cans, bottle caps, automobile parts, wire fragments, etc.) was encountered during the metal detector survey, no historic artifacts were recovered within the Survey Area during the metal detector survey.

Machine-assisted augering was conducted within the existing median of Route 15/29 and within a portion of the existing VDOT ROW on the north side of Route 15/29 between Buckland Mill Road and Broad Run (see Figures 6a and 6b). Twenty borings were excavated within the Survey Area, consisting of 17 borings within the existing median and three borings within the existing VDOT ROW on the north side of Route 15/29 (Appendix B). Refusals were encountered prior to the 8-foot (2.4-meter) depth in the majority of borings (N=14) owing to bedrock; however, five borings were terminated at 8 feet (2.4 meters) in clay subsoil and one boring was terminated at 8 feet (2.4 meters) in fill soil that may be associated with underground utilities. Although modern glass was encountered in the topsoil/fill of three borings, the general soil profile encountered during boring consists of graded topsoil/fill deposits that cover disturbed fill deposits and roadbed materials that in turn overlie subsoil/bedrock.

The archaeological survey resulted in the identification of three artifact locations (TS3683-02, TS3683-03, and TS3683-04) and three isolated artifact locations (IA3683-01, IA3683-02, and IA3683-03) (see Figure 6a). Although VDHR’s general definition of an archaeological site includes “the physical remains of any area of human activity greater than 50 years of age for which a boundary can be established,” the term location is preferred to describe “any cultural material that has been redeposited, reflects casual discard, or represents one episode of behavior” and does not otherwise constitute an archaeological site (VDHR 2001:79). Three temporary sites (TS) identified during the survey have been classified as artifact locations (see Figure 6a). Each of these resources was identified through the recovery of multiple artifacts from multiple shovel tests. These resources have been designated as artifact locations because they represent disturbed cultural deposits encountered in fill soils and consequently do not meet the VDHR guidelines for archaeological sites.

Each of the three isolated artifact (IA) locations identified during the archaeological survey consists of either one or two artifacts recovered from a single shovel test where no additional artifacts were recovered from radial shovel tests (see Figure 6a; Appendix A). In all three locations, artifacts were recovered from disturbed topsoil/fill soils (Stratum A) in an existing drainage ditch within the existing VDOT ROW on the north side of Route 15/29 near Broad Run. These resources have been designated as IA locations as the VDHR guidelines require a minimum of three temporally/culturally related artifacts for the identification of an archaeological site based solely on the recovery of artifacts (VDHR 2001:79).

Although the Survey Area is located within the boundaries of the Buckland Mills Battlefield (VDHR No. 030-5152) and the Buckland Historic District (VDHR No. 076-0313), no identifiable Civil War-related
Figure 6a: Plan View of Shovel Test and Geoprobe Boring Locations within the Survey Area
FIGURE 6b: Plan View of Shovel Test and Geoprobe Boring Locations within the Survey Area

SOURCE: USGS 7.5-Minute Quadrangle Thoroughfare Gap, VA
artifacts, intact cultural features, or intact cultural deposits were encountered within the Survey Area. Additionally, no intact cultural features or intact cultural deposits were encountered within the Survey Area in the vicinity of previously recorded archaeological Site 44PW1705.

B. SURVEY RESULTS BY FORMER LOT NUMBER

The results of the archaeological fieldwork are organized according to the historical lot numbers assigned to parcels when the Town of Buckland was planned in 1798. Based on current maps and deeds of properties within the Survey Area, the historical town lots depicted in C. Allan Brown’s reconstructed plan of Buckland appear to conform with the expected lot boundaries for many of the properties within the Survey Area (see Figure 4). However, the boundary locations for Lots 35 and 36 could not be confirmed by Berger as (1) recent deeds include portions of these lots as parts of adjoining lots (e.g., the portion of Lot 35 located north of the current VDOT ROW is currently associated with the parcel referred to as Lot 30), and (2) earlier deeds do not provide the detailed boundary information found in more recent deeds. Although the approximate lot boundaries depicted in Brown’s plan have been recreated on the current VDOT project plans (see Figure 6a), it should be noted that these boundaries are approximations and that the specific lot boundaries (cf. Lots 35 and 36) may vary from those depicted in either Brown’s or Berger’s reconstructed plans. The boundary locations for Lots 42 and 43 could not be determined on the VDOT project plans and have been omitted.

1. Lot 13

Lot 13 is located at the west end of the Survey Area, on the north side of existing Route 15/29, roughly between VDOT stations 205+00 and 207+50 (see Figure 6a). The lot was bounded by Lot 14 on the south, and by roads on the west, north, and east. Lot 13 was the site of the Ned Distiller House (ca. 1819) (see Table 3) and is currently the site of two extant historic houses. The current fieldwork in this vicinity included the excavation of eight shovel tests (A1 through A8) within the VDOT ROW on the north side of existing Route 15/29 (see Figure 6a). No archaeological sites, artifacts, cultural features, or cultural deposits were identified in the vicinity of Lot 13. Although two shovel tests (A7 and A8) were excavated in the map-projected location of former Fayette Street, no evidence of the former road was encountered in either shovel test.

Soil profiles in this area consisted of eroded subsoil overlying saprolite/bedrock (Figure 7: Shovel Tests A-2 and A-7). VDOT’s 1953 project plans for the construction of the west-bound lane of Route 15/29 indicate that this area was subjected to “clearing and grubbing” and then excavated to approximately 13 inches (33 centimeters) below grade prior to road construction. Road construction in this area involved cutting approximately 1-2 feet (0.3-0.6 meters) below the original ground surface. Based on the results of shovel test excavations and VDOT documents, the portion of Lot 13 located within the VDOT ROW has been cleared and cut below the original ground surface, eliminating any previous cultural features or cultural deposits in this area.

2. Lot 14

Lot 14 is located at the west end of the Survey Area, within existing Route 15/29 and the current road median, roughly between VDOT stations 205+00 and 207+50 (see Figure 6a). The lot was bounded by Lot 13 on the north, and by roads on the west, south, and east. Lot 14 was the site of the John Robinson residence (1826-1829), a tenement (1829-1854), and the Lunsford Store (early twentieth-century) (see Table 3). The current fieldwork in this vicinity included the excavation of 10 shovel tests (B1 through B8, B4c, and B4a) and six mechanical borings (Nos. 1 through 6) within the existing road median (see Figure 6a). Although one artifact location was identified in the vicinity of Lot 14 (see description below), no intact cultural deposits or intact cultural features were encountered within the Survey Area. While
FIGURE 7: Lots 13 and 14, Representative Shovel Test Profiles

LOT 13 SHOVEL TEST
A-2
0
30 cm (11.8 in)
BASE OF EXCAVATION
(SAPROLITE/BEDROCK)

A

LOT 13 SHOVEL TEST
A-7
0
25 cm (9.8 in)
BASE OF EXCAVATION
(SAPROLITE/BEDROCK)

A

LOT 14 SHOVEL TEST
B-7
0
10 cm (4 in)
BASE OF EXCAVATION
(SAPROLITE/BEDROCK)

10 cm (4 in)
B

LOT 14 SHOVEL TEST
B-4
0
25 cm (9.8 in)
BASE OF EXCAVATION
(SAPROLITE/BEDROCK)

10 cm (4 in)
19 cm (7.5 in)
B
25 cm (9.8 in)

A

LEGEND
A DARK REDDISH BROWN (5YR 3/4) SILTY CLAY LOAM (SUBSOIL)

B DARK BROWN (10YR 3/3) SILTY CLAY LOAM (OLD TOPSOIL/FILL)
C REDDISH BROWN (2.5YR 4/4) SILTY CLAY (SUBSOIL)

LEGEND
A DARK REDDISH BROWN (5YR 3/4) SILTY CLAY LOAM (SUBSOIL)

A DARK GRAYISH BROWN (10YR 4/2) SILTY CLAY LOAM (ROAD FILL)
B REDDISH BROWN (2.5YR 4/4) SILTY CLAY LOAM (SUBSOIL)
shovel tests and mechanical borings were excavated in the map-projected locations of Madison Street, Fayette Street, and a former structure, no evidence of these former features was encountered during the survey.

Soil profiles in this area consisted of road fill overlying subsoil and saprolite/bedrock (see Figure 7: Shovel Tests B-4 and B-7; Appendix B: Borings 1-6). VDOT’s 1953 project plans indicate that this area was subjected to “clearing and grubbing” and then excavated to approximately 13 inches (33 centimeters) below grade prior to road construction. Road construction in this area involved cutting approximately 1-2 feet (0.3-0.6 meters) below the original ground surface. Based on the results of shovel test excavations, mechanical borings, and VDOT documents, the portion of Lot 14 located within the Survey Area has been cleared and cut below the original ground surface. Consequently, it appears that any remains of the former streets or structures (or any other cultural features or cultural deposits) have been eliminated by road grading.

a. Artifact Location TS3683-02

Artifact Location TS3683-02 is located west of Broad Run, in the existing Route 15/29 median (see Figure 6a). The location was identified by the recovery of four artifacts from two shovel tests (see Appendix A). The general soil profile (based on Shovel Test B-4) consists of three strata (see Figure 7): Stratum A (road fill), a dark grayish brown (10YR 4/2) silty clay loam that extends from 0 to 3.9 inches (0 to 10 centimeters) BGS; Stratum B (old topsoil/fill), a dark brown (10YR 3/3) silty clay loam that extends from 3.9 to 7.5 inches (10 to 19 centimeters) BGS; and Stratum C, a reddish brown (2.5YR 4/4) silty clay subsoil that extends from 7.5 to 9.8 inches (19 to 25 centimeters) BGS to the base of excavation. However, the Stratum A (road fill) was not present in all shovel tests in this area (e.g., Shovel Test B-4a). The artifacts recovered include aquamarine jar glass (N=1), aqua window glass (N=1), and colorless window glass (N=2). No intact cultural features or intact cultural deposits were encountered at Artifact Location TS3683-02, and all artifacts were recovered from disturbed fill deposits. Modern debris, including bottle glass, plastic, and metal debris (e.g., beer cans, bottle tops, and automobile parts), was recovered throughout the area and discarded in the field. Artifact Location TS3683-02 appears to represent late nineteenth-century and twentieth-century domestic artifacts recovered from road fill that has been extensively disturbed as a result of road construction. As the area has been extensively graded well below the original ground surface, the origin of the artifacts at this artifact location are uncertain. Berger recommends Artifact Location TS3683-02 as not meeting the VDHR definition of an archaeological site as the artifacts encountered at the location have been redeposited in disturbed contexts with modern domestic and road debris.

3. Lot 4

Lot 4 is located on the west side of existing Buckland Mill Road, on the north side of existing Route 15/29, roughly between VDOT stations 207+50 and 209+50 (see Figure 6a). The lot was bounded by Lot 5 on the south, and by roads on the west, north, and east. Lot 4 was the site of the Buckland Tavern (ca. 1824) and is currently the site of one extant historic structure (tavern) (see Table 3). The current fieldwork in this vicinity included the excavation of 10 shovel tests (A9 through A17, and A13a) within the existing VDOT ROW (see Figure 6a). Although two artifact locations were identified in the vicinity of Lot 4 (see descriptions below), no intact cultural deposits or intact cultural features were encountered within the Survey Area.

Soil profiles in the western portion of the area consisted of eroded subsoil overlying saprolite/bedrock, while profiles in the eastern portion of the area included yard fill overlying subsoil (Figure 8: Shovel Tests A-13 and A-17). VDOT’s 1953 project plans indicate that this area subjected to “clearing and
FIGURE 8: Lots 4 and 5, Representative Shovel Test Profiles
"grubbing" and then excavated to approximately 27 inches (68.6 centimeters) below grade prior to road construction. Road construction west of Buckland Mill Road involved cutting approximately 2-5 feet (0.6-1.5 meters) below the original ground surface; while construction in the vicinity of Buckland Mill Road included clearing and grading followed by the addition of approximately 2-5 feet (0.6-1.5 meters) of fill. Based on map-projections and shovel test profiles, the portion of Lot 4 located within the Survey Area has been (1) cut deeply below the original ground surface on the west side of the extant tavern and (2) been disturbed by road grading and underground utilities (i.e., water lines and drainage pipes) between Shovel Test A14 and existing Buckland Mill Road. Consequently, it appears that any cultural features or cultural deposits formerly located within the VDOT ROW have been eliminated or destroyed.

a. Artifact Location TS3683-03

Artifact Location TS3683-03 is located west of Broad Run, on an area of slope in the existing VDOT ROW on the north side of Route 15/29 (see Figure 6a). The location was identified by the recovery of three artifacts from two shovel tests (see Appendix A). The general soil profile (based on Shovel Test A-13) consists of one stratum that overlies bedrock (see Figure 8). Stratum A (eroded topsoil) consists of a brown (7.5YR 4/4) silt loam that extends from 0 to 17.7 inches (0 to 45 centimeters) BGS to the base of excavation at bedrock. The depth of Stratum A varies between 11 and 17 inches (28 and 45 centimeters).

The artifacts recovered include brown bottle glass (N=1), colorless bottle glass (N=1), and whiteware (N=1). No intact cultural features or intact cultural deposits were encountered at Artifact Location TS3683-03, and all artifacts were recovered from eroded soils. Modern debris, including bottle glass, plastic, and metal debris (e.g., beer cans, bottle tops), was recovered throughout the area and discarded in the field. Artifact Location TS3683-03 appears to represent late nineteenth-century and twentieth-century domestic artifacts recovered from eroded soils that have been extensively disturbed as a result of road construction (i.e., banking and drainage). As the area has been extensively graded well below the original ground surface, the origin of the artifacts at this artifact location are uncertain. Berger recommends Artifact Location TS3683-03 as not meeting the VDHR definition of an archaeological site as the artifacts encountered at the location have been redeposited in disturbed contexts with modern domestic and road debris.

b. Artifact Location TS3683-04

Artifact Location TS3683-04 is located west of Broad Run in the existing VDOT ROW on the north side of Route 15/29, in a manicured yard on the west side of Buckland Mill Road (see Figure 6a). The location was identified by the recovery of two artifacts from two shovel tests (see Appendix A). The general soil profile (based on Shovel Test A-17) consists of two strata (see Figure 8): Stratum A (topsoil/yard fill), a brown (10YR 4/4) silt loam that extends from 0 to 11.4 inches (0 to 29 centimeters) BGS; and Stratum B, a yellowish brown (10YR 5/6) silt loam fill that extends from 11.4 to 15.4 inches (29 to 39 centimeters) BGS to the base of excavation.

The artifacts recovered include a machine-cut nail (N=1) and plain, ironstone hollowware (N=1). No intact cultural features or intact cultural deposits were encountered at Artifact Location TS3683-04, and all artifacts were recovered from fill soils. Modern debris, including bottle glass, plastic, and metal debris (e.g., beer cans, bottle tops) recovered in the area were discarded in the field. Artifact Location TS3683-04 appears to represent late nineteenth-century and twentieth-century domestic artifacts recovered from yard soils that have been disturbed by road construction (e.g., banking and drainage) and underground utilities (e.g., water and drainage). Berger recommends Artifact Location TS3683-04 as not meeting the VDHR definition of an archaeological site as the artifacts encountered at the location have been redeposited in disturbed contexts with modern domestic and road debris.
4. **Lot 5**

Lot 5 is located on the west side of existing Buckland Mill Road, within existing Route 15/29 and the current road median, roughly between VDOT stations 207+50 and 209+50 (see Figure 6a). The lot was bounded by Lot 4 on the north, and by roads on the west, south, and east. Lot 5 was the site of the Robert Thrift residence (1797-1825), the James Hulls residence (1825-1858), and the William Dean Store (ca. 1828) (see Table 3). The current fieldwork in this vicinity included the excavation of nine shovel tests (B9 through B17) and three mechanical borings (Nos. 7, 8, and 9) within the existing road median (see Figure 6a). No archaeological sites, artifacts, cultural features, or cultural deposits were identified in the vicinity of Lot 5.

Soil profiles in the western portion of the area consisted of road fill overlying subsoil and saprolite/bedrock (see Figure 8: Shovel Test B-12; Appendix B: Borings 7 and 8), while profiles in the eastern portion of the area included road fill overlying subsoil (see Figure 8: Shovel Test B-17; Appendix B: Boring 9). VDOT’s 1953 project plans indicate that this area subjected to “clearing and grubbing” and then excavated to approximately 27 inches (68.6 centimeters) below grade prior to road construction. Road construction west of Buckland Mill Road involved cutting approximately 2-5 feet (0.6-1.5 meters) below the original ground surface; while construction in the vicinity of Buckland Mill Road included clearing and grading followed by the addition of approximately 2-5 feet (0.6-1.5 meters) of fill. Based on the results of shovel test excavations, mechanical borings, and VDOT documents, the portion of Lot 5 located within the Survey Area has been (1) cut deeply below the original ground surface on the west side of the extant tavern located on Lot 4 and (2) been disturbed by road grading between Shovel Test B14 and existing Buckland Mill Road. Consequently, it appears that any cultural features or cultural deposits formerly located within the VDOT ROW have been eliminated or destroyed.

5. **Lot 31**

Lot 31 is located on the east side of existing Buckland Mill Road, on the north side of existing Route 15/29, roughly between VDOT stations 209+50 and 211+00 (see Figure 6a). The lot was bounded by Lot 30 on the north, by Lot 35 on the east, by Lot 32 on the south, and by a road on the west. Lot 31 was the site of the Britton Saunders residence (ca. 1800) and the McIntosh house (late nineteenth- through mid twentieth-centuries) (see Table 3). The current fieldwork in this vicinity included the excavation of 16 shovel tests (A19, A19c, A19a, AB1, AB2, AC1, AC2, AC3, AD 1 through AD4, and AE1 through AE4) and one mechanical boring (No. 20) within the existing VDOT ROW (see Figure 6a). Although artifacts were recovered in the vicinity of previously recorded archaeological site 44PW1705 (see description below), no intact cultural deposits or intact cultural features were encountered within the Survey Area.

Soil profiles in the area consisted of road/yard fill overlying subsoil (Figure 9: Shovel Test AD-4: Appendix B: Boring 20). VDOT’s 1953 project plans indicate that this area subjected to “clearing and grubbing” and then excavated to approximately 27 inches (68.6 centimeters) below grade prior to road construction. Road construction in the vicinity of Buckland Mill Road included clearing and grading followed by the addition of approximately 3-5 feet (0.9-1.5 meters) of fill. Based on the results of shovel test excavations, mechanical borings, and VDOT documents, the portion of Lot 31 located within the Survey Area has been (1) graded and filled during the previous construction of Route 15/29 and (2) disturbed by the construction of a drainage ditch and the installation of associated drainage pipes. Consequently, it appears that the original ground surface in the vicinity of Lot 31 has been eliminated through grading and later drainage construction, and that any cultural features or cultural deposits formerly located within the VDOT ROW have been destroyed.
FIGURE 9: Lots 31 and 32, Representative Shovel Test Profiles

LOT 31
SHOVEL TEST
AD-4

LOT 32
SHOVEL TEST
B-19

LEGEND
A DARK YELLOWISH BROWN (10YR 4/4) SILT LOAM (TOPSOIL/FILL)
B STRONG BROWN (7.5YR 4/6) SILTY CLAY (SUBSOIL)

LEGEND
A DARK GRAY (10YR 4/1) CINDER AND GRAVEL (ROAD FILL/GRAVEL)
B YELLOWISH BROWN (10YR 5/4) COMPACT SILT CLAY (SUBSOIL)
a. **Site 44PW1705**

The Saunders/McIntosh house site was originally identified as Site 44PW1659 by the Buckland Preservation Society as an early nineteenth- to mid-twentieth-century domestic site (Figure 10; Plates 5 and 6). The site was identified through the recovery of domestic artifacts (including bottle glass fragments, tableware glass fragments, window glass fragments, wrought nails, plaster fragments, oyster shell, pearlware sherds, whiteware sherds, and a cow tooth) and fieldstone rubble—possibly associated with a foundation—identified on the north side of the existing VDOT ROW in the vicinity of lot boundary for historic lots 30 and 31.

During the current archaeological survey, extensive shovel testing was performed within the VDOT ROW in the recorded vicinity of Site Saunders/McIntosh House site (see Figure 10). Based on historical map projections, four transects of shovel tests were excavated at 9.8-foot (3-meter) intervals in the possible location of a structure foundation depicted on VDOT plan maps as the former Saunders/McIntosh House. A total of 14 shovel tests was excavated in the map-projected vicinity of the former structure, resulting in the recovery of 14 artifacts from two shovel tests (see Appendix A). No intact cultural features or intact cultural deposits were encountered at the site. The site boundary is based on the plat boundaries as shown on historical VDOT plan maps.

Confusion over which VDOT ROW to use in the GIS map overlay placed the shovel tests from the Buckland Preservation Society on Lot 30, the Dr. J.G. Brown House. The misplacement of the shovel tests appeared to show two separate sites, the Brown House site that was defined by the Buckland Preservation Society shovel tests and the Saunders/McIntosh house site, that was defined by the shovel tests from the current investigations. Therefore, Site 44PW1659 was renamed the Brown house site and included the information about the Buckland Preservation Society investigations. A new site number (44PW1705) was requested for the Saunders/McIntosh house site that included the information from the current investigations. Discussions with the Buckland Preservation Society revealed that the VDOT ROW used in their investigations was different from the one in the current investigation. A new map overlay placed the Buckland Preservation Society shovel tests on the Saunders/McIntosh lot. After consultation with VDHR, the information from both of the investigations was included on Site 44PW1705 (the Saunders/McIntosh house site) and removed from the site form for the Brown house site (44PW1659).

Site 44PW1705 is located within the existing VDOT ROW and includes a culvert that runs east under Buckland Mill Road to a poured concrete opening that opens to a drainage ditch that proceeds east to Broad Run (see Figure 6a). Shovel Tests AD-1 and AE-1 were excavated to the south and north of the concrete culvert opening, with Transect AD excavated south of the drainage ditch and Transect AE excavated to the north of the drainage ditch.

A representative soil profile for Site 44PW1705 (based on Shovel Test AD-4) consists of two strata: Stratum A (topsoil/fill), a dark yellowish brown (10YR 4/4) silt loam extending from 0 to 6.7 inches (0 to 17 centimeters) BGS; and Stratum B (subsoil), a strong brown (7.5YR 4/6) silty clay extending from 6.7 to 12.2 inches (17 to 31 centimeters) BGS to the base of excavation (see Figure 9). In the vicinity of the culvert opening, however, Stratum A was directly underlain by bedrock. All of the soils in the existing VDOT ROW appear to have been disturbed by the previous construction of the drainage ditch and existing roadways.

The 14 artifacts recovered consist of a machine-cut nail (N=1), whiteware (N=1), colorless soda bottle glass (N=1), and aqua window glass (N=11). All of the artifacts were recovered from disturbed Stratum A (topsoil/fill) soils within the existing drainage ditch.

Site 44PW1705 consists of the disturbed remains of a nineteenth- to mid-twentieth-century domestic occupation that may represent the Saunders/McIntosh House. However, the site is located entirely
FIGURE 10: Plan View of Site 44PW1705 Showing Shovel Test and Geoprobe Boring Locations within the Survey Area
PLATE 5: Corner of Buckland Mill Road and Route 15/29, View Toward Northeast
PLATE 6: Right Bank of Broad Run, View to West
within the existing VDOT ROW and has been extensively disturbed by the previous construction of a culvert and drainage ditch and existing Route 15/29. No intact cultural features or intact cultural deposits were identified within the Survey Area, and all artifacts were recovered along with modern debris in disturbed soils that may have been associated with the former house site or may represent fill transported from a separate location. There appears to be a portion of the site that is buried under existing Route 15/29. Because the scope of work for the project has changed to limit disturbance in the vicinity of the site to the existing edge of pavement, the portion under the existing roadway was not investigated.

6. Lot 32

Lot 32 is located on the east side of existing Buckland Mill Road, within existing Route 15/29 and the current road median, roughly between VDOT stations 209+50 and 211+00 (see Figure 6a). The lot was bounded by Lot 31 on the north, by Lot 36 on the east, and by roads on the west and south. Lot 32 was the site of the Legg/Ware residence/shop (early nineteenth century) and the John S. Trone Blacksmith shop (mid-nineteenth century) (see Table 3). The current fieldwork in this vicinity included the excavation of two shovel tests (B18 and B19) within the existing road median (see Figure 6a). No archaeological sites, artifacts, cultural features, or cultural deposits were identified in the vicinity of Lot 32.

Soil profiles in this area consisted of road fill overlying subsoil and saprolite/bedrock (see Figure 9: Shovel Test B-19). VDOT’s 1953 project plans indicate that this area subjected to “clearing and grubbing” and then excavated to approximately 27 inches (68.6 centimeters) below grade prior to road construction. Road construction in the vicinity of Buckland Mill Road included clearing and grading followed by the addition of approximately 3-5 feet (0.9-1.5 meters) of fill. Based on the results of shovel test excavations and VDOT documents, the portion of Lot 32 located within the Survey Area has been (1) graded and filled during the previous construction of Route 15/29 and (2) disturbed by the construction of a drainage ditch within the Route 15/29 median. Consequently, it appears that the original ground surface in the vicinity of Lot 31 has been eliminated through grading and later drainage construction, and that any cultural features or cultural deposits formerly located within the Survey Area have been destroyed.

7. Lot 35

Lot 35 is located on the right bank of Broad Run, on the north side of existing Route 15/29, roughly between VDOT stations 211+00 and 213+00 (see Figure 6a). Lot 35 was the site of former Water Street and possible nineteenth-century structures associated with the former road (see Table 3). The current fieldwork in this vicinity included the excavation of seven shovel tests (A 20 through A23, A20a, A21a, and A22a) and two mechanical borings (Nos. 18 and 19) within the existing VDOT ROW (see Figure 6a). Although three isolated artifact locations (IA3683-01, IA3683-02, and IA3683-03) were identified (Table 4), no intact cultural deposits or intact cultural features were encountered within the Survey Area.

Soil profiles in this area included (1) road/yard fill overlying subsoil (Figure 11: Shovel Test A-20; Appendix B: Borings 18 and 19) and (2) eroded soils overlying saprolite/bedrock along the floodplain of Broad Run (see Figure 10: Shovel Test A-23). VDOT’s 1953 project plans indicate that approximately 6-10 feet (1.8-3 meters) of fill was added to the floodplain on the right bank of Broad Run. Soil borings performed by VDOT in 1952 indicated that the soil profile in this area prior to construction of the west-bound lane of Route 15/29 consisted of approximately 2.8-3 feet (0.8-0.9 meters) of loam/sand/gravel overlying weathered rock. During the current survey, the soil profile identified in a portion of the floodplain outside of the road related fill (see Figure 10: Shovel Test A-23) demonstrates that the soils along the right bank of Broad Run consist of shallow soil overlying subsoil/bedrock. This soil profile is consistent with the soil profile identified in the 1952 borings and with general soil profile for the Codururs loam soil type found along the floodplain of Broad Run (i.e., surface soils that are subject to severe
FIGURE 11: Lots 35 and 36, Representative Shovel Test Profiles

LEGEND
A  DARK YELLOWISH BROWN (10YR 4/4) SILT LOAM (TOPOSOIL/FILL)
B  STRONG BROWN (7.5YR 5/6) SILTY CLAY (SUBSOIL)

A  DARK GRAY (10YR 4/1) CINDER AND GRAVEL LAYER (ROAD FILL/GRAVEL)
B  YELLOWISH BROWN (10YR 5/4) COMPACT SILT CLAY (SUBSOIL)
erosion, that average 12 inches [30 centimeters] in depth, and that overly subsoil, with bedrock often as deep as 5 feet [1.5 meters]) (Elder 1989:27-28). Based on the results of shovel test excavations, mechanical borings, soil survey data, and VDOT documents, the portion of Lot 36 located within the Survey Area includes road fill overlying eroded floodplain deposits. Consequently, as the original surface soils in the area would have been very shallow, it appears that the original ground surface in the vicinity of Lot 36 has been eliminated through grading and road construction (i.e., grading, fill, and drainage), and that any cultural features or cultural deposits formerly located within the VDOT ROW have been destroyed.

**TABLE 4**

<table>
<thead>
<tr>
<th>ISOLATED ARTIFACT No.</th>
<th>PROVENIENCE</th>
<th>ARTIFACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>IA3683-01</td>
<td>A-20</td>
<td>Quartz bifurcate projectile point (N=1)</td>
</tr>
<tr>
<td>IA3683-02</td>
<td>A-21a</td>
<td>Ironstone flatware (N=1)</td>
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<tr>
<td>IA3683-03</td>
<td>A-23</td>
<td>Whiteware (N=1) and brick (N=1)</td>
</tr>
</tbody>
</table>

8. **Lot 36**

Lot 36 is located on the right bank of Broad Run, within existing Route 15/29 and the current road median, roughly between VDOT stations 211+00 and 213+50 (see Figure 6a). Lot 36 was the site of former Water Street and possible nineteenth-century structures associated with the former road (see Table 3). The current fieldwork in this vicinity included the excavation of five shovel tests (B20 through B24) within the existing VDOT ROW (see Figure 6a). Owing to the steep cut of the drainage within the existing Route 15/29 median and the existing guardrails along the highway, no mechanical boring could be conducted within this portion of the Survey Area. No archaeological sites, artifacts, cultural features, or cultural deposits were identified in the vicinity of Lot 36.

Soil profiles in this area consisted of road fill overlying subsoil and saprolite/bedrock (see Figure 10: Shovel Tests B-20 and B-23). VDOT’s 1953 project plans indicate that approximately 6-10 feet (1.8-3 meters) of fill was added to the floodplain on the right bank of Broad Run. Soil borings performed by VDOT in 1952 indicated that the soil profile in this area prior to construction of the west-bound lane of Route 15/29 consisted of approximately 2.4-3 feet (0.7-0.9 meters) of loam/sand/gravel overlying weathered rock. During the current survey, the soil profile identified in a portion of the floodplain outside of the road related fill (see Figure 10: Shovel Test A-23) demonstrates that the soils along the right bank of Broad Run consist of shallow soil overlying subsoil/bedrock. This soil profile is consistent with the soil profile for the Codurus loam soil type found along the floodplain of Broad Run (i.e., surface soils that are subject to severe erosion, that average 12 inches [30 centimeters] in depth, and that overly subsoil, with bedrock often as deep as 5 feet [1.5 meters]) (Elder 1989:27-28). Based on the results of shovel test excavations, mechanical borings, soil survey data, and VDOT documents, the portion of Lot 36 located within the Survey Area includes road fill overlying eroded floodplain deposits. Consequently, as the original surface soils in the area would have been very shallow, it appears that the original ground surface in the vicinity of Lot 36 has been eliminated through grading and road construction (i.e., grading, fill, and drainage), and that any cultural features or cultural deposits formerly located within the VDOT ROW have been destroyed.

9. **Lots 42 and 43**

Lots 42 and 43 are located on the left bank of Broad Run, within, and on the north side of, existing Route 15/29 and the current road median. Although the Survey Area includes only small portions of these lots, the lots themselves would have been associated with the eighteenth-century Isaac Campbell property, the
nineteenth-century Hunton/Cerro Gordo property, and former Jefferson and Washington streets (see Table 3). The current fieldwork in this vicinity included the excavation of 10 shovel tests (A24 through A28, and B25 through B29) within the existing VDOT ROW (see Figure 6b). Owing to the steep cut of the drainage within the existing Route 15/29 median and the existing guardrails along the highway, no mechanical boring could be conducted within this portion of the Survey Area. No archaeological sites, artifacts, cultural features, or cultural deposits were identified in the vicinity of Lots 42 and 43.

Soil profiles in this area included (1) topsoil/fill overlying subsoil on the north side of Route 15/29 (Figure 11: Shovel Tests A-24 and A-28), and (2) road fill overlying subsoil and saprolite/bedrock in the existing median (see Figure 11: Shovel Tests B-25 and B-26). VDOT’s 1953 project plans indicate that, on the floodplain on the left bank of Broad Run, some portions of the area were cut by as much as 9 feet (2.7 meters) and other portions were cleared and filled between 2-8 feet (0.6-2.4 meters) to create the grade necessary for road construction. Soil borings performed by VDOT in 1952 indicated that the soil profile in this area prior to construction of the west-bound lane of Route 15/29 consisted of approximately 3.2-6 feet (1-1.8 meters) of stream-deposited loam overlying shale. The soil profile in a portion of the floodplain on the north side of Route 15/29 (outside of the road related fill) demonstrates that the soils along the left bank of Broad Run consist of shallow soil overlying subsoil/bedrock (see Figure 10: Shovel Test A-24). This soil profile is consistent with the soil profile for the Codurus loam soil type found along the floodplain of Broad Run (i.e., surface soils that are subject to severe erosion, that average 12 inches [30 centimeters] in depth, and that overly subsoil, with bedrock often as deep as 5 feet [1.5 meters]) (Elder 1989:27-28). Based on the results of shovel test excavations, mechanical borings, soil survey data, and VDOT documents, the portions of Lots 42 and 43 located within the Survey Area include road fill overlying eroded floodplain deposits. Consequently, as the original surface soils in the area would have been very shallow, it appears that the original ground surface in the vicinity of Lot 36 has been eliminated through grading and road construction (i.e., grading, cut/fill, and drainage), and that any cultural features or cultural deposits formerly located within the VDOT ROW have been eliminated or destroyed.

10. **Survey Area East of Cerro Gordo Road**

Within the portion of the Survey Area located east of Cerro Gordo Road the current survey included the excavation of 12 shovel tests (A29 through A32, and B30 through B37) and eight mechanical borings (Nos. 10 through 17) (see Figure 6b). No archaeological sites, artifacts, cultural features, or cultural deposits were identified in this portion of the Survey Area.

Soil profiles in this area included (1) topsoil/colluvium overlying saprolite/bedrock on the north side of Route 15/29 (Figure 13: Shovel Tests A-29 and A-31), and (2) road fill overlying subsoil and saprolite/bedrock in the existing median (see Figure 13: Shovel Tests B-32 and B-36; Appendix B: Borings 10-17). VDOT’s 1953 project plans indicate that this area was excavated to approximately 27 inches (68.6 centimeters) below grade prior to road construction and that road construction in this area involved cutting approximately 5-10 feet (1.5-3 meters) below the original ground surface. Based on the results of shovel test excavations, mechanical borings, and VDOT documents, it appears that this portion of the Survey Area has been cut below the original ground surface (into bedrock in places) and that any cultural features or cultural deposits formerly located within the VDOT ROW have been eliminated.
FIGURE 12: Lots 42 and 43, Representative Shovel Test Profiles
FIGURE 13: East End of Survey Area, Representative Shovel Test Profiles
VI. SUMMARY AND RECOMMENDATIONS

The Louis Berger Group, Inc., Richmond, Virginia, has completed an archaeological survey in association with the proposed bridge deck replacement over Broad Run at Buckland on Route 15/29, Prince William County, Virginia. The archaeological survey was carried out on behalf of VDOT as part of VDOT Project 0015-076-115 (PPMS No. 55581). The proposed project involves replacing the deck of the south bound lane of the bridge. The archaeological survey area extends for a distance of 1,522 feet (464 meters) in length between the project termini at Station 205+66.73 and Station 220+88.27, and includes the median of existing Route 15/29 and the existing ROW on the north side of the highway (see Figure 1; Figures 6a and 6b). The Survey Area measures approximately 0.29 miles (0.46 kilometers) in length and 4.0 acres (1.6 hectares) in size and exceeds the archaeological area of potential effects for the project, where direct impacts from construction will occur.

Prior to the archaeological fieldwork, Berger conducted a review of the archaeological and architectural site inventory and National Register files at the Virginia Department of Historic Resources in Richmond. Twelve previously recorded archaeological sites were identified within a 1-mile (1.6-kilometer) radius of the Survey Area. One previously recorded archaeological site (Site 44PW1705) was identified within the Survey Area. Portions of the Survey Area are located within the National Register-listed Buckland Historic District (VDHR No. 076-0313), and the entire Survey Area is located within the core area of the National Register-eligible Buckland Mills Battlefield (VDHR No. 030-5152). The VDHR has determined that the Buckland Mills Battlefield is eligible for inclusion in the National Register under Criterion A, as the Civil War Battle of Buckland Mills was a significant historical event associated with J.E.B. Stuart’s retreat south through New Baltimore in the aftermath of the Gettysburg campaign.

Further research was conducted prior to fieldwork and included a field review of the survey area and a review of land and deed records, plat maps, historical maps, and business directories in Richmond at the Virginia Historical Society and the Library of Virginia, and in Prince William County at the county courthouse and Bull Run Regional Library. VDOT and the Buckland Preservation Society were consulted relative to additional maps and other records (e.g., architectural survey, turnpike and bridge records, Civil War records, VDHR records, deeds, and the town grid and landscape).

The objectives of the archaeological survey, conducted between April 3 and 7, 2006, were to (1) identify any archaeological sites within the Survey Area and (2) evaluate the possible eligibility of any such sites for inclusion in the National Register. The archaeological survey fieldwork consisted of (1) pedestrian surface survey, (2) shovel testing and hand-augering, (3) systematic metal detector survey, and (4) machine-assisted augering.

The archaeological survey resulted in the identification of three-artifact locations (TS3683-02, TS3683-03, and TS3683-04) and three isolated artifact locations (IA3683-01, IA3683-02, and IA3683-03) (see Figure 6a). Additionally, the survey established the boundary of previously recorded archaeological site 44PW1705 (McIntosh House Site) through shoveling and map overlays in ArcGIS. Although the Survey Area is located within the boundaries of the Buckland Mills Battlefield (VDHR No. 030-5152) and the Buckland Historic District (VDHR No. 076-0313), no identifiable Civil War-related artifacts, intact cultural features, or intact cultural deposits were encountered within the Survey Area. No other archaeological sites, intact cultural features, or intact cultural deposits were encountered within the Survey Area. The National Register eligibility of cultural resources identified within the Survey Area is summarized in Table 5.

Site 44PW1705 includes the remains of a nineteenth- to mid-twentieth-century domestic occupation that represents the early nineteenth- to mid-twentieth-century Saunders/McIntosh House. The portion of the site identified within the existing VDOT ROW has been extensively disturbed by the previous
construction of the existing road, a culvert, and a drainage ditch. No intact cultural features or intact cultural deposits were identified within the Survey Area, and all artifacts were recovered along with modern debris in disturbed soils that may have been associated with the site or may represent fill transported from a separate location. There appears to be a portion of the site that is buried under existing Route 15/29. Because the scope of work for the project has changed to limit disturbance in the vicinity of the site to the existing edge of pavement, the portion under the existing roadway was not investigated. Berger recommends that an eligibility statement on Site 44PW1705 not be made at this time, because intact portions of the site may be located under Route 15/29.

TABLE 5

NATIONAL REGISTER RECOMMENDATIONS FOR CULTURAL RESOURCES IDENTIFIED WITHIN THE SURVEY AREA

<table>
<thead>
<tr>
<th>SITE No.</th>
<th>SITE TYPE</th>
<th>TEMPORAL PERIOD</th>
<th>NATIONAL REGISTER RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>030-5152</td>
<td>Military-Buckland Mills Battlefield</td>
<td>October 19, 1863</td>
<td>Determined eligible under Criterion A by the VDHR, June 5, 2002.</td>
</tr>
<tr>
<td>44PW1705</td>
<td>Saunders/McIntosh House</td>
<td>19th-20th Centuries</td>
<td>Undetermined</td>
</tr>
</tbody>
</table>
VI. REFERENCES CITED


Civil War Sites Advisory Commission [CWSAC] 1993 Civil War Advisory Commission Report on the Nation’s Civil War Battlefields. Prepared for the Committee on Energy and Natural Resources, United States Senate; the Committee on Natural Resources, United States House of Representatives; and the Secretary of the Interior by the Civil War Sites Advisory Commission, Washington, D.C.


Harrison, Fairfax

Hartley, Chris J.

Kidd, James H.

Leitch, Martha

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1797 Petition to establish the town of Buckland, December 8, 1797. General Assembly Legislative Petitions, 1776-1819, Prince William County, REEL 164; FRAME 4237-38. Library of Virginia.

Love, George

Massey, James C.

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Ratcliff, R. Jackson

Ridout, Orlando V., Alfredo Maul, and Willie Graham
Scheel, Eugene M.

Townsend, Janet

Turner, Ronald Ray

United States [U.S.] Department of the Interior

United States Geological Survey [USGS]


Virginia Department of Historic Resources [VDHR]


Works Progress Administration [WPA]