

**ARCHAEOLOGICAL SURVEY
PROPOSED SYCOLIN ROAD OVERPASS OF ROUTE 7/15 BYPASS
LEESBURG, LOUDOUN COUNTY, VIRGINIA**

**VDOT PROJECT 6007-053-S96, B666, C501, D656, P101, R201 (UPC 99256)
VDHR PROJECT: 2012-0251**

MANAGEMENT SUMMARY

**Raymond Ezell, RPA, Archaeologist, VDOT Fredericksburg District
February 29, 2012**

The cultural resources staff of the Virginia Department of Transportation (VDOT) has completed an archaeological survey to assess the potential effects on archaeological properties of the proposed installation of an overpass along Sycolin Road over Rte. 7/15 Bypass in Loudoun County, VDOT Project No. 6007-053-S96, B666, C501, D656, P101, R201 (Figure 1). The project calls for replacing the existing at-grade signalized intersection with an overpass over Rte. 7/15 Bypass. Sycolin Road will be reconstructed as a straight-through north-south overpass with no direct connection to the Route 7/15 Bypass after closure of the existing signalized intersection. Temporary and permanent easements for the project are the subject of the current archaeological survey. The archaeological area of potential effect (APE) was determined to be the project construction footprint and any new and temporary easements.

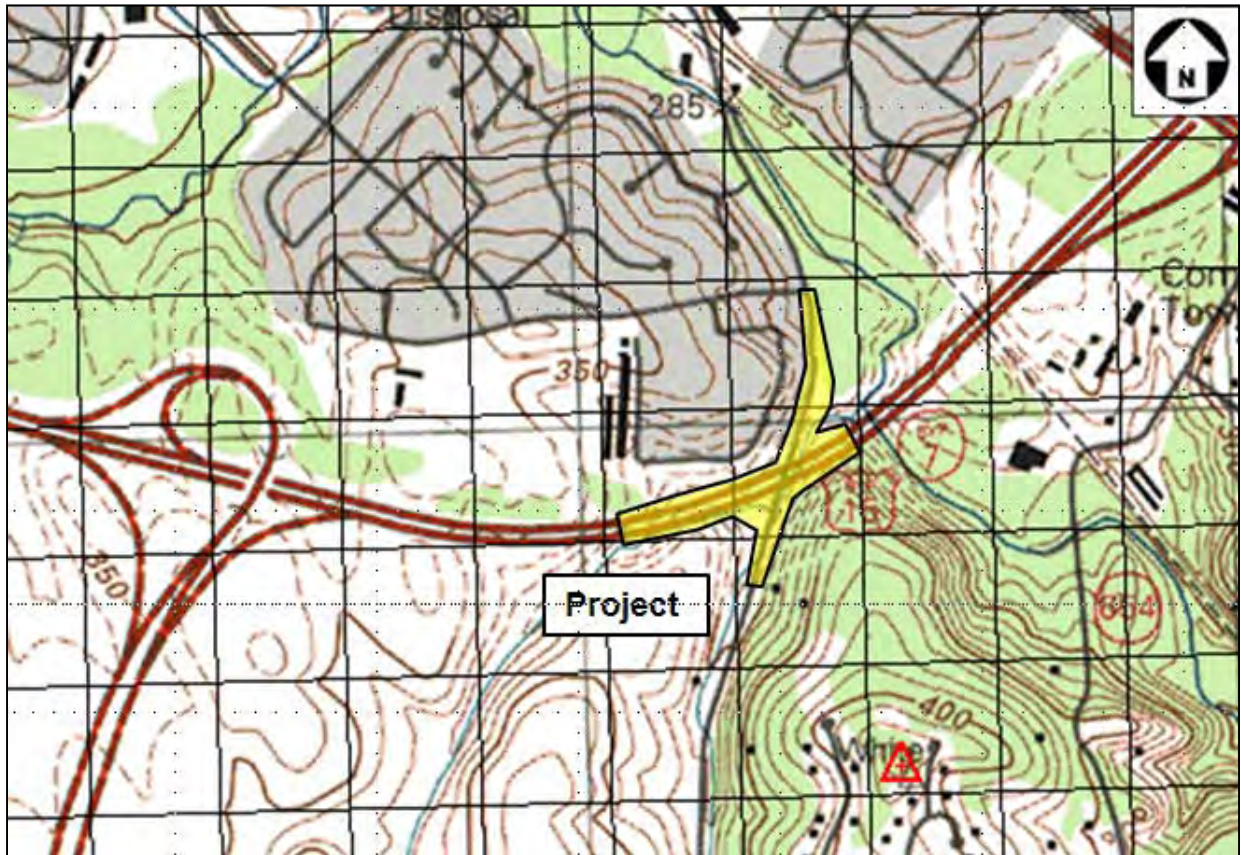


Figure 1. Project Location (USGS Leesburg, VA 1994).

The fieldwork was conducted in February 2012 by Raymond Ezell, RPA, VDOT Archaeologist. The VDOT excavated a total of 18 shovel tests within this APE. Approximately 13.18-acres (5.3-hectares) were examined during the survey using a combination of background research, surface inspection, and shovel testing.

The project is situated on terrain drained by Tuscarora Creek. Topography in the project ranges from approximately 310 to 285-ft above mean sea level (amsl). Mapped soils in the project consists of Codorus silt loam, 0-2 percent slopes, occasionally flooded; Hatboro loam, 0-2 percent slopes, frequently flooded; Catlett-Rock outcrop complex, 25-45 percent slopes; and Legore loam, 7-15 percent slopes, very stony (NRCS-WSS 2012). Construction and maintenance of the existing roadways and utilities have disturbed much of the project.

A review of the Virginia Department of Historic Resources (VDHR) Data Sharing System (DSS) identified 23 previously identified archaeological sites and 108 previously recorded architectural properties within a one mile radius of the project. No previously recorded cultural resources were located in the project footprint. Historic properties 053-0276, 253-0009, 253-0035, 253-0048, and 253-0070 have been determined eligible for or listed in the NRHP. Several properties within one mile of the project have been evaluated and determined to be not eligible for NRHP listing. Many of the remaining previously recorded archaeological sites and architectural properties have not been evaluated for their eligibility to the National Register.

Table 1. Previously Recorded Cultural Resources within a Mile of the Project.

VDHR No.	Description	NRHP Evaluation
053-0276	Alexandria, Loudoun and Hampshire Railroad Washington & Old Dominion Railroad Regional Park Washington & Old Dominion Railroad Historic District	DHR Staff: Eligible-1999/02/04 DHR Staff: Potentially Eligible-1999/01/07
253-0009	Dodona Manor, General George C. Marshall House	Easement: DHR-1997/10/15 VLR Listing-1996/12/04 NRHP Listing-1996/06/19 NHL Listing-1996/06/19 DHR Staff:Eligible-1988/10/28
253-0020	Johnston, William, House, 214 Edwards Ferry Road	Not Evaluated
253-0022	Merker, Albert E. Jr. & Mary H. House DeButts House	Not Evaluated
253-0034	Mighty Midget Kitchen	Not Evaluated
253-0035	Leesburg Historic District	NRHP Listing-1970/2/26 VLR Listing-1969/12/2
253-0036	Sycolin Road Bridge, Rte 631, Tuscarora Creek	Destroyed-9999/99/99
253-0045	Hough, Bernard, House Tolbert Building	Not Evaluated
253-0048	Waverly	NRHP Listing-1983/2/10 VLR Listing-1982/5 /18
253-0064	Tuscarora Mill Restaurant Saffer Mill/McKimmey Mill	Not Evaluated
253-0065	Market Station Depot, 52 Harrison Street, SE Washington and Old Dominion Freight Station	Not Evaluated
253-0066	Leesburg Livestock Pavilion	Not Evaluated
253-0070	Douglass Community School Frederick Douglass High School Douglass High School	NRHP Listing-1992/9/24 VLR Listing-1991/10/9 DHR Staff: Potentially Eligible-1990/3/22
253-5001	Bridge #8002	DHR Staff: Not Eligible-2008/12/22 Destroyed-2008/09/02
253-5004	Farm, Off Route 621 Silo, Miller Drive, Southeast	DHR Staff: Not Eligible-2008/12/22 Destroyed-2008/09/02

VDHR No.	Description	NRHP Evaluation
253-5005	Truss Bridge, Route 621 Tuscarora Creek Site Bridge, Davis Avenue Southeast	DHR Staff: Not Eligible-2008/12/22 Destroyed-1972/99/99
253-5008	Tuscarora Mill Site	DHR Staff: Not Eligible-2008/12/22 Destroyed-2008/09/02
253-5009	Leesburg Mills Site	DHR Staff: Not Eligible-2008/12/22 Destroyed-2008/06/99
253-5011	Confederate Headquarters Fort Evans Tenant House	DHR Staff: Not Eligible-2007/12/10
253-5013	House at Fort Beauregard	DHR Staff: Not Eligible-2008/12/22
253-5017	Stone Dairy, Route 7	Not Evaluated
253-5023	Leesburg Square	Not Evaluated
253-5024	Meadowbrook Site Hopkins Mansion	DHR Staff: Not Eligible-2008/12/22 Destroyed-1964/12/24
253-5025	Clemens-Kline Property Rockledge Dairy Farm	Destroyed-2008/06/99 DHR Staff: Not Eligible-1995/06/27
253-5064	House 232 Edwards Ferry Road	Not Evaluated
253-5065	House, 235 Edwards Ferry Road	Not Evaluated
253-5066	House, 236 Edwards Ferry Road	Not Evaluated
253-5067	House, 237 Edwards Ferry Road	Not Evaluated
253-5068	House, 240 Edwards Ferry Road	Not Evaluated
253-5069	House, 241 Edwards Ferry Road	Not Evaluated
253-5070	House, 242 Edwards Ferry Road	Not Evaluated
253-5071	House, 245 Edwards Ferry Road	Not Evaluated
253-5072	House, 248 Edwards Ferry Road	Not Evaluated
253-5073	House, 247 Edwards Ferry Road	Not Evaluated
253-5074	House, 302 Edwards Ferry Road	Not Evaluated
253-5075	House, 303 Edwards Ferry Road	Not Evaluated
253-5076	House, 304 Edwards Ferry Road	Not Evaluated
253-5077	House, 307 Edwards Ferry Road	Not Evaluated
253-5078	House, 306 Edwards Ferry Road	Not Evaluated
253-5079	House, 308 Edwards Ferry Road	Not Evaluated
253-5080	House, 310 Edwards Ferry Road	Not Evaluated
253-5081	House, 311 Edwards Ferry Road	Not Evaluated
253-5082	House, 312 Edwards Ferry Road	Not Evaluated
253-5083	House, 313 Edwards Ferry Road	Not Evaluated
253-5084	House, 314 Edwards Ferry Road	Not Evaluated
253-5085	House, 315 Edwards Ferry Road	Not Evaluated
253-5086	House, 316 Edwards Ferry Road	Not Evaluated
253-5087	House, 317 Edwards Ferry Road	Not Evaluated
253-5088	House, 318 Edwards Ferry Road	Not Evaluated
253-5089	House, 319 Edwards Ferry Road	Not Evaluated
253-5090	House, 320 Edwards Ferry Road	Not Evaluated
253-5091	House, 321 Edwards Ferry Road	Not Evaluated
253-5092	House, 404 Edwards Ferry Road	Not Evaluated
253-5093	House, 401 Edwards Ferry Road	Not Evaluated
253-5094	House, 406 A & B Edwards Ferry Road	Not Evaluated
253-5095	House, 405 Edwards Ferry Road	Not Evaluated
253-5096	Loudoun Baptist Temple	Not Evaluated
253-5097	House, 407 Edwards Ferry Road	Not Evaluated
253-5098	House, 504 Edwards Ferry Road	Not Evaluated
253-5099	House, 501 Edwards Ferry Road	Not Evaluated
253-5100	House, 506 Edwards Ferry Road	Not Evaluated
253-5101	House, 503 Edwards Ferry Road	Not Evaluated
253-5102	House, 505 Edwards Ferry Road	Not Evaluated

VDHR No.	Description	NRHP Evaluation
253-5103	House, 507 Edwards Ferry Road	Not Evaluated
253-5104	House, 508 Edwards Ferry Road	Not Evaluated
253-5105	Shed, 509 Edwards Ferry Road	Not Evaluated
253-5106	House, 601 Edwards Ferry Road	Not Evaluated
253-5107	House, 606 Edwards Ferry Road	Not Evaluated
253-5108	House, 605 Edwards Ferry Road	Not Evaluated
253-5109	House, 608 Edwards Ferry Road	Not Evaluated
253-5110	House, 609 Edwards Ferry Road	Not Evaluated
253-5111	House, 610 Edwards Ferry Road	Not Evaluated
253-5112	House, 611 Edwards Ferry Road	Not Evaluated
253-5113	House, 701 Edwards Ferry Road	Not Evaluated
253-5114	House, 702 Edwards Ferry Road	Not Evaluated
253-5115	House, 707 Edwards Ferry Road	Not Evaluated
253-5133	House, 602 Edwards Ferry Road	Not Evaluated
253-5134	House, 104 Catoctin Circle, NE	Not Evaluated
253-5135	House, 229 Edwards Ferry Road	DHR Staff: Not Eligible-2004/07/15
253-5136	House, 1006 Market Street	DHR Staff: Not Eligible-2008/12/22 DHR Staff: Not Eligible-2005/03/29
253-5137	Dairy Complex, Route 7	DHR Staff: Not Eligible-2008/12/22 DHR Staff: Not Eligible-2005/03/29
253-5149	House, 151 Lawson Rd	DHR Staff: Not Eligible-2008/12/22
253-5150	House, 161 Lawson Rd	DHR Staff: Not Eligible-2008/12/22
253-5151	House, 202 Lawson Rd	DHR Staff: Not Eligible-2008/12/22
253-5152	House, N of E. Market St	DHR Staff: Not Eligible-2008/12/22
253-5153	Wolford & Chen PC, 39 Fort Evans Rd Dwelling, 39 Fort Evans Rd	DHR Staff: Not Eligible-2008/12/22
253-5154	House, 130 Fort Evans Rd	DHR Staff: Not Eligible-2008/12/22
253-5155	E.A. Wilkerson Building, 154 Fort Evans Rd Dwelling, 154 Fort Evans Rd	DHR Staff: Not Eligible-2008/12/22
253-5156	Montessori School, 166 Fort Evans Rd	DHR Staff: Not Eligible-2008/12/22
253-5157	House, 40 Sycolin Rd, SE	DHR Staff: Not Eligible-2008/12/22
253-5159	House, 724 Valley View Ave.	DHR Staff: Not Eligible-2008/12/22
253-5160	House, 716 Valley View Ave.	DHR Staff: Not Eligible-2008/12/22
253-5164	House, 601 S. King St	DHR Staff: Not Eligible-2008/12/22
253-5165	House, 7 First St.	DHR Staff: Not Eligible-2008/12/22
253-5166	House, 604 Wirt St.	DHR Staff: Not Eligible-2008/12/22
253-5167	House, 602 Wirt St.	DHR Staff: Not Eligible-2008/12/22
253-5168	House, 608 Wirt St.	DHR Staff: Not Eligible-2008/12/22
253-5169	House, 704 Wirt St.	DHR Staff: Not Eligible-2008/12/22
253-5170	House, 705 Wirt St.	DHR Staff: Not Eligible-2008/12/22
253-5171	House, 603 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5172	House, 609 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5173	House, 611 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5174	House, 701 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5175	House, 715 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5176	House, 719 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5177	House, 721 S. King St.	DHR Staff: Not Eligible-2008/12/22
253-5178	Office Building, 25 East First St.	DHR Staff: Not Eligible-2008/12/22
253-5179	Douglass Support Facility, 30 Sycolin Road Douglass School	DHR Staff: Not Eligible-2008/12/22
44LD0117	Cemetery	Not Evaluated
44LD0227	Artifact Scatter	Not Evaluated
44LD0229	Mill	Not Evaluated

VDHR No.	Description	NRHP Evaluation
44LD0230	Mill	DHR Staff: Not Eligible-2011/05/26
44LD0392	Artifact Scatter	Not Evaluated
44LD0393	Artifact Scatter	Not Evaluated
44LD0420	Farmstead	Not Evaluated
44LD0529	Farmstead	DHR Staff: Not Eligible-1995/07/11
44LD0872	Fort	Not Evaluated
44LD1007	Dwelling, single	Not Evaluated
44LD1095	Dwelling, single Trash scatter	Not Evaluated
44LD1096	Trash scatter Dwelling, single	Not Evaluated
44LD1098	Trash scatter	Not Evaluated
44LD1099	Trash scatter	Not Evaluated
44LD1100	Trash scatter	Not Evaluated
44LD1101	Lithic scatter	Not Evaluated
44LD1102	Lithic scatter Trash scatter	Not Evaluated
44LD1103	Trash scatter Camp, temporary	Not Evaluated
44LD1104	Camp, temporary Trash scatter	Not Evaluated
44LD1439	Dwelling, single	Not Evaluated
44LD1440	Garage	Not Evaluated
44LD1492	Farmstead	Not Evaluated
44LD1580	Dwelling, single	Not Evaluated

Although no indication of prehistoric archaeological remains was found during the fieldwork, the area was likely utilized to some degree by prehistoric and early historic Native Americans. Loudoun County was formally established in 1757 but had been officially opened up to settlement for several decades prior as a part of Fairfax County. In 1753, the forerunner to the Town of Leesburg was officially established by Nicholas Minor and was named "George Town". In 1758, the name was formally changed to Leesburg. Throughout the late seventeenth and early/middle eighteenth centuries, the county developed a pattern of dispersed plantations/farms primarily practicing mono-crop agriculture (e.g., tobacco). An early transportation route in the vicinity was the Leesburg Turnpike (Route 7) which was an important avenue for the shipping of agricultural produce to markets east (Figure 2). The Alexandria, Loudoun and Hampshire Railroad, organized in 1853, was constructed from Alexandria and reached Leesburg in 1859. Examination of the 1853 Yardley Taylor map of Loudoun County shows no homesteads in the immediate location of the project; however the Leesburg Turnpike is in close proximity to the north.

Within Loudoun County there were forty-six skirmishes during the Civil War, including the Battle of Ball's Bluff on October 21, 1861, and excluding less known skirmishes with Mosby's Rangers (Poland 1976: 183, 191-192, 209). Between 1863 and 1865 the southeastern part of Loudoun County was known as "Mosby's Confederacy" and was largely controlled by Mosby's Rangers, who conducted unconventional guerrilla warfare against Federal units in the county. A Civil War era map of the vicinity shows the newly completed Alexandria, Loudoun and Hampshire Railroad just east of the project. No homesteads appear to be located in or adjacent to the project on this map. However, the map indicates that the homes of D.G. Smith, Hardy, Dr. Gross, and T.G. Edwards were located in the vicinity.

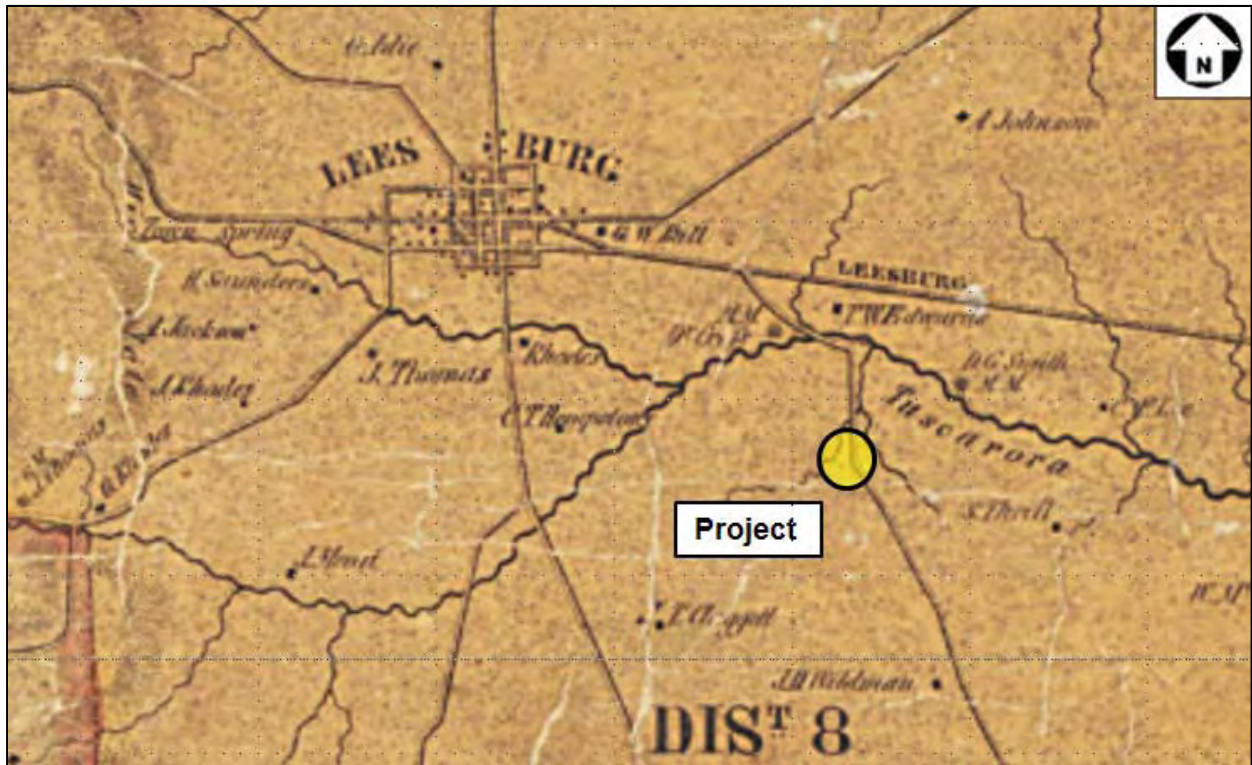


Figure 2. 1853 Map of the Project Vicinity (Taylor et al. 1853)

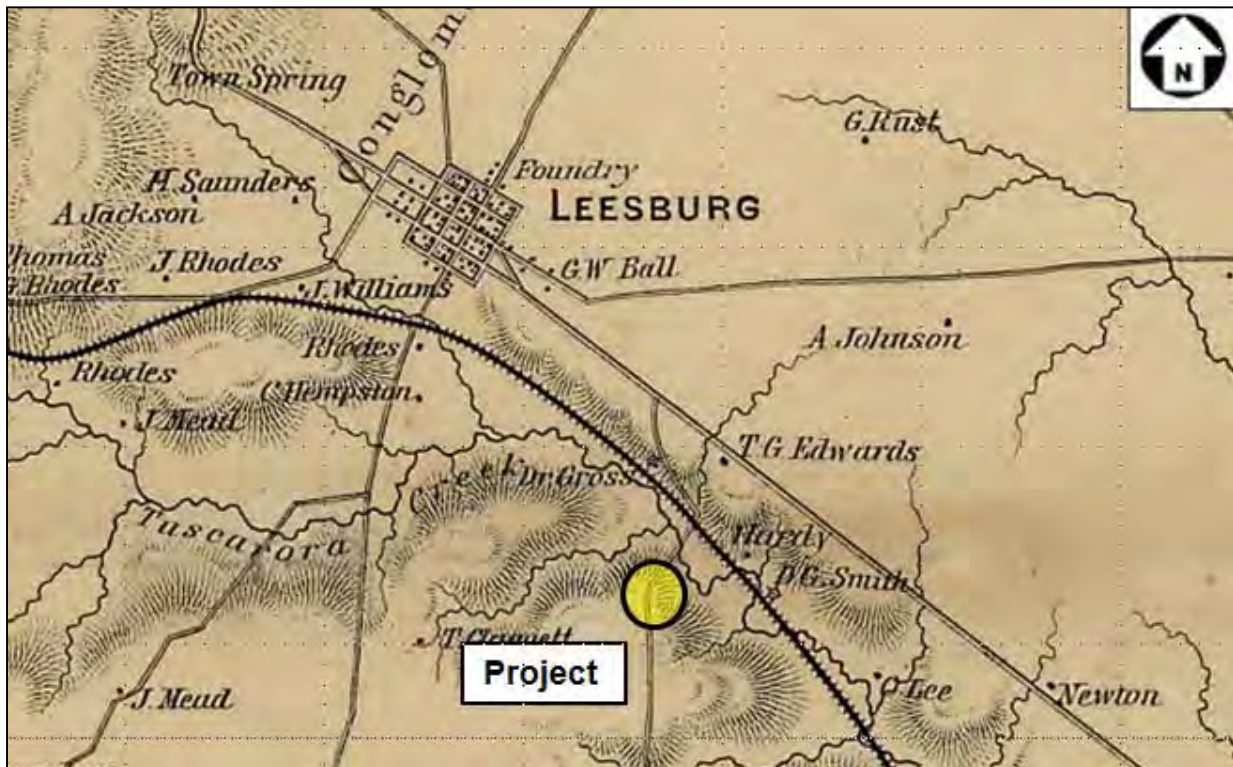


Figure 3. 1862 Map of the Project Vicinity (US War Department 1862)

Historic utilization of the project appears to have been limited through the early twentieth century. A 1944 map of this portion of Loudoun County shows that there were no dwellings situated in the project during the mid-twentieth century (Figure 3). Examination of additional available historic mapping confirms the absence of historic era structures in the project area, as it appears to have been undeveloped and used exclusively for agricultural lands.

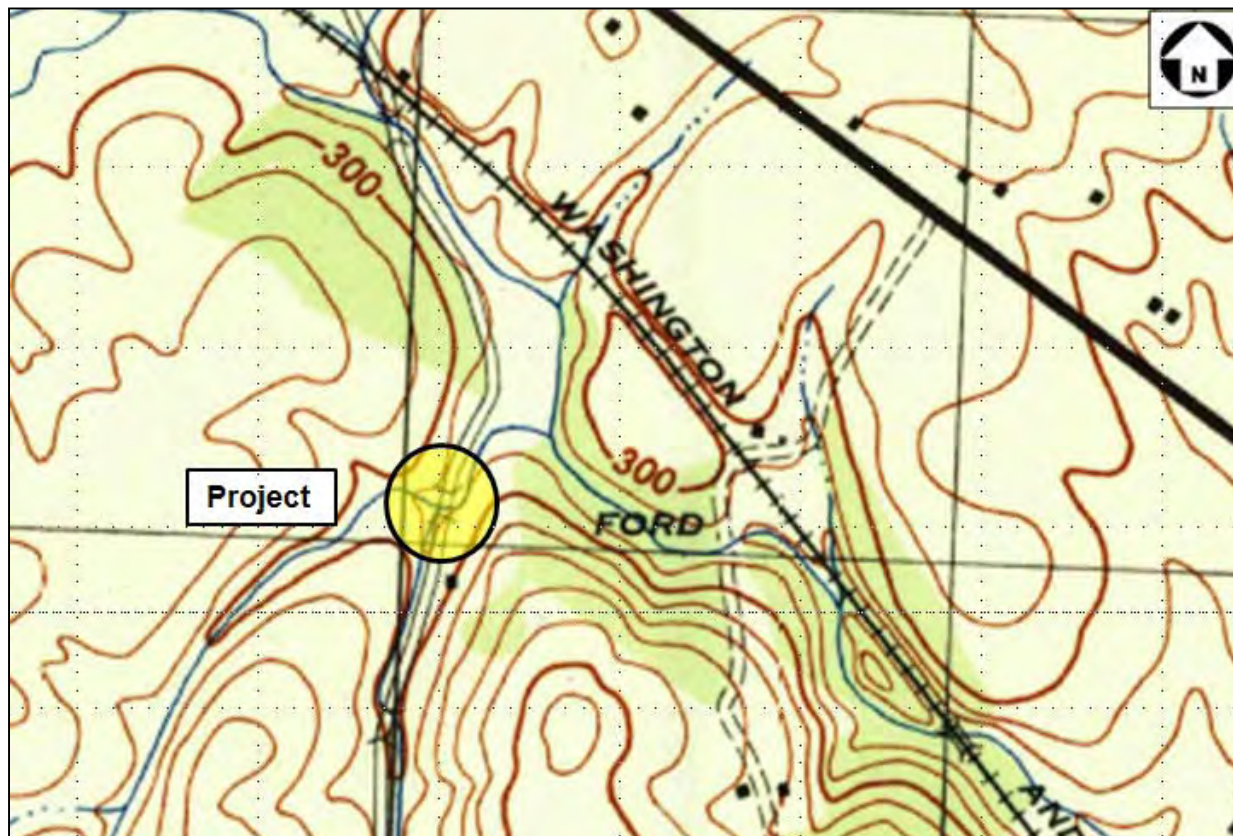


Figure 3. Twentieth Century Map of the Project Vicinity (USGS 1944).

Apparently Sycolin Road was established during the early years of Loudoun County and was a clearly established as local transportation corridor since before 1853. It appears that the current alignment of Sycolin Road matches well with the historic road footprint from historic maps. Inspection of the 1926 U.S. Postal Service map (Figure 4) shows that a nearby home was occupied by the Williams family at the south end of the project area. No other mapped dwellings were noted in or adjacent to the project area on this map; however, its scale may not have been conducive to the mapping of all dwellings in the vicinity. In any event, the majority of the historic occupation during this era was focused along these local transportation corridors.

Throughout the mid-twentieth century, this area remained relatively undeveloped (Figure 5). However, during the late twentieth century, the areas adjoining the project have become increasingly developed with residential, commercial, and transportation improvement. The lands along the existing Rte. 7/15 Bypass and Rte. 4201 (Sycolin Road) alignments include limited areas of woodlands (mostly on slopes) and tracts developed in single family and multi-family housing units. A small portion of the land adjacent to this intersection remains undeveloped, but it is in or is adjacent to the Tuscarora Creek floodplain. Disturbances within the APE include construction and maintenance associated with Rte. 7/15 Bypass and Rte. 4201 right of way (ROW) improvements and installation of associated utilities in adjacent easements.

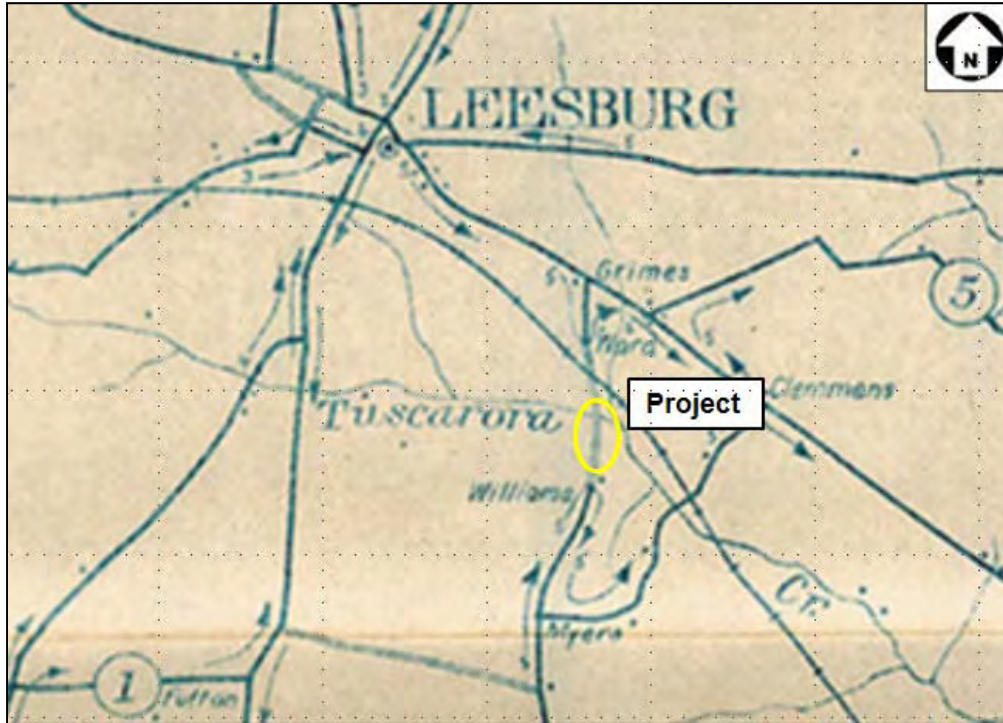


Figure 4. 1926 Map of the Project Vicinity (USPS 1926).

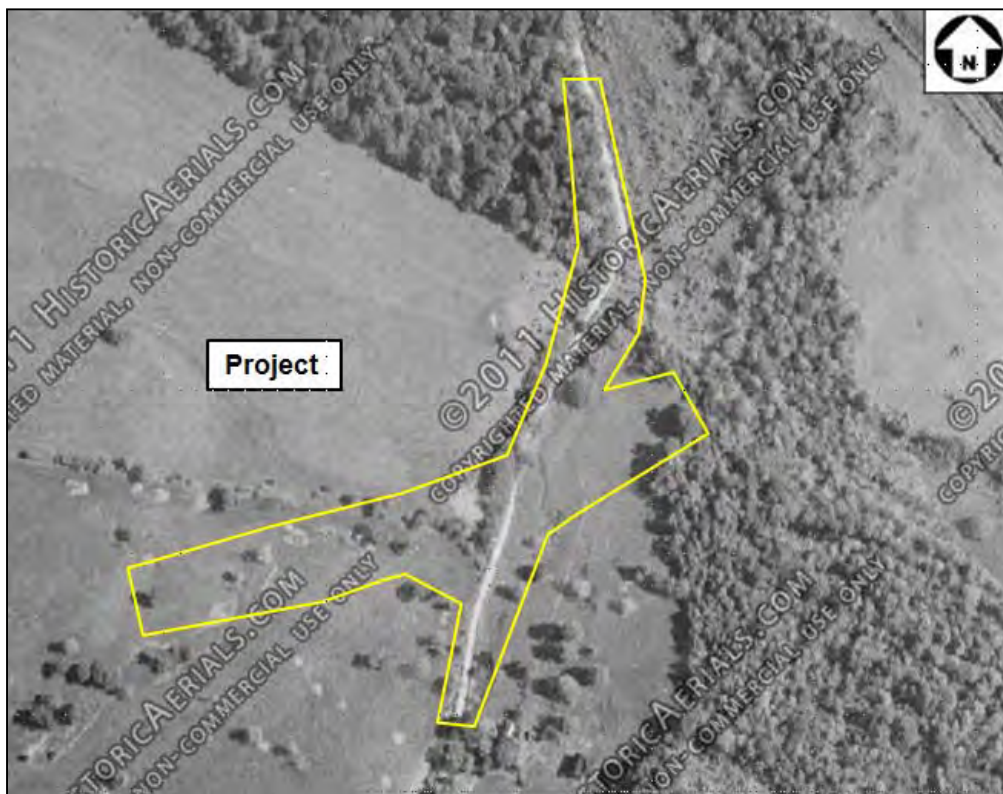


Figure 5. 1958 Aerial Image Showing the Project Vicinity (HistoricAerials.com 2012).

The VDOT excavated a total of 18 shovel tests in the project APE (Figure 6). The excavated shovel tests were located in the southwest quadrant of the Rte. 7/15 Bypass/ Rte. 4201 intersection, as well as along Rte. 4201 in areas of expanded ROW and easements on the east side of the roadway. Other areas of the project were either contained within existing ROW or were located on obviously disturbed and/or heavily sloped ground that was not appropriate for shovel testing. Generally, the project is situated a high ridge that overlooks a small tributary to Tuscarora Creek (south of Rte. 7/15 Bypass), as well as along a terrace adjacent to the Tuscarora Creek floodplain (north of Rte. 7/15 Bypass).

Shovel tests on the ridge southwest of the present intersection were shallow and consisted of 10YR 4/6 silt loam (0 to 0.5-ft below ground surface (bgs)) over a 10YR 5/8 gravelly, silty clay (0.5 to 0.85-ft bgs). One shovel test in this area encountered bedrock just under the surface. A buried waterline corridor crossed the northern portion of this landform adjacent to the Rte. 7/15 Bypass ROW.

Along Rte. 4201 shovel test profiles were better developed. A typical shovel test profile consisted of 10YR 4/4 silt loam (0 to 0.8-ft bgs) over 10YR 5/8 silty clay (0.8 to 1.2+-ft bgs). Several of the shovel tests along Rte. 4201 contained moderate amounts of angular gravels, and the disturbed plowzone extended from 0.6 to 1.1-ft bgs. A few of these shovel tests contained disturbed soils resulting from maintenance of the adjacent roadway or utility/drainage easements.

Other areas in the APE had adequate surface visibility to make a careful surface inspection which precluded shovel testing. No archaeological remains were noted on the surface in the project APE.

Soils in the project APE were rather unremarkable, and no intact cultural zones, archaeological remains, or archaeological features were noted in any of the shovel tests. Portions of the project APE were excluded from shovel testing by a variety of factors including obvious disturbances, excessive slopes, and low/wet areas. Photographs showing conditions in the project are provided for reader examination (Figures 7-8). No archaeological resources will be affected by the proposed project.



Figure 6. Schematic Planview of the Project APE.



Figure 6. Rte. 7/15 Bypass/4201 Intersection, View East.



Figure 7. Area Southwest of the Rte. 7/15 Bypass/4201 Intersection, View South.

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