



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

July 20, 2018

Marc Holma
Project Review Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: *Route 28 Widening, Prince William County Line to Route 29
Centreville, Fairfax County, Virginia*
Historic Architectural Properties, Area of Potential Effects and Determinations of Eligibility
Pursuant to Section 106 of the National Historic Preservation Act

Dear Mr. Holma:

Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800), this letter is being transmitted to initiate the Section 106 consultation process for the subject project and to seek concurrence from the Virginia Department of Historic Resources (DHR) with the Area of Potential Effects (APE) delineation for historic architectural properties, and eligibility determinations pursuant to 36 CFR 800 based on the results of historic architectural field survey for the subject project. We are concurrently making a similar request for archaeological resources for the subject project in a separate letter and package.

Project Information

Federal funds administered by the Federal Highway Administration (FHWA) may be used for the subject project, which is being managed by the Fairfax County Department of Transportation (FCDOT). The Virginia Route 28 Widening Project (Project) consists of widening Virginia Route 28 (Centreville Road) between the Prince William County line (Bull Run Bridge) and the Old Centreville Road/Upperridge Drive intersection from four to up to eight lanes, and would include improvements to intersections and pedestrian/bicycle facilities. Additional right-of-way for the Project would exclusively or largely be needed for the intersection improvements and stormwater management facilities. The additional lanes would be provided within the existing right-of-way in previously disturbed areas. Conceptual Project plans are included as Attachment 1.

Historic Context of Project Vicinity

Centreville was established in 1792 and grew into a small economic center for the area's rural inhabitants. Major nineteenth century transportation routes in the vicinity largely excluded Centreville. However, the Warrenton Turnpike (Lee Highway/US-29) passed through the town. By 1835, Centreville had grown to include thirty residences, two taverns, a school, merchant shops, and a church despite lacking a substantial transportation network. Still, the town struggled economically during the first half of the nineteenth century and experienced a period of decline.

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Centreville became a strategic location during the Civil War due to its elevated vistas and proximity to regional transportation networks and Washington, DC. South of Centreville and along Route 28/Centreville Road near Bull Run was one of the earliest Civil War battles: Blackburn's Ford on July 18, 1861. Confederate troops occupied the town by June 1861, and following the First Battle of Manassas (First Battle of Bull Run), Confederates constructed earthworks around the town, occupied its buildings, and constructed the Centreville Military Railroad between Manassas Junction and Centreville. Union troops occupied the town in 1862 and removed the military railroad.

Centreville did not quickly recover from the Civil War. A 1914 assessment of Centreville concluded the town felt "stagnant" and comprised approximately twelve dwellings. This began to change as Virginia's population expanded and its transportation networks improved during the 1920s and 30s. Around Centreville, Lee Highway/VA-29 was rerouted to provide a more efficient route through the area. The increased federal presence affected development in Northern Virginia as government employees established residences and the population grew. Route 28/Centreville Road was widened in the 1940s to address this growth. Dulles Airport opened in 1962, and at the time, Route 28/Centreville Road consisted of two lanes. The highway quickly became an important link to the airport and Interstate 66. Rapid suburban growth led Fairfax and Loudoun Counties to create the Route 28 Highway Transportation Improvement District in 1987, recognizing the need for Route 28/Centreville Road to accommodate existing and future growth. Between 1970 and 2010, Centreville's population grew considerably with suburban residential developments and shopping centers along Route 28/Centreville Road.

Area of Potential Effects

The APE, as defined in 36 CFR 800.16(d), is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

As part of an initial field view in November 2016, a qualified architectural historian developed of an APE that encompasses a 200-foot buffer from the centerline of Route 28/Centreville Road and areas with ground disturbing activities. This APE extends from approximately Old Centreville Road/Upperridge Drive south to the Bull Run Bridge and includes a segment of Compton Road and Ordway Road on the west side of Centreville Road to account for a proposed roadway reconfiguration in those areas. This APE essentially encompasses properties that flank the project alignment and includes all areas that may be directly or indirectly affected by the proposed project. An APE map is included as Attachment 2.

Identification of Historic Properties

Research was conducted by qualified architectural historians to determine if historic properties exist within the APE. A field survey was conducted in May 2017 and a second survey conducted in February 2018. A total of 26 properties were identified in the APE that included 17 residences that are more than 45 years of age, and five cemetery sites. The cemetery sites as well as four Civil War battlefield sites were previously surveyed and documented in the Virginia Cultural Resource Information System (VCRIS). The five cemetery sites were previously evaluated as archaeological sites and the four battlefields were determined to be potentially eligible for listing in the National Register of Historic Places (NRHP). During July 2017, project staff discussed with DHR staff on the appropriate approaches for documenting and evaluating the battlefield and cemetery sites. Following DHR staff guidance, the architectural historians evaluated the cemeteries, which are not within the limits of disturbance and are not subject to direct effects, as architectural resources. Also, following DHR staff feedback, the architectural historians considered the areas of the battlefields within the APE, which are built up with recently constructed commercial and residential architecture and assessed the integrity of these areas only.

Table 1 below lists the 26 properties not previously evaluated in VCRIS as architectural resources (i.e., residences and cemeteries). Table 2 lists properties previously evaluated in VCRIS as architectural resources (i.e., the battlefields).

Table 1: Previously Unevaluated Architectural Resources within APE

DHR No.	Name	Address	Recommended NRHP Status
029-6263	House, 6009 Old Centreville Road	6009 Old Centreville Road	Not Eligible
029-6264	House, 6321 Old Centreville Road	6321 Old Centreville Road	Not Eligible
029-6265	House, 6724 Centreville Road	6724 Centreville Road	Not Eligible
029-6266	House, 6802 Centreville Road	6802 Centreville Road	Not Eligible
029-6267	House, 7010 Centreville Road	7010 Centreville Road	Not Eligible
029-6268	House, 7014 Centreville Road	7014 Centreville Road	Not Eligible
029-6269	House, 7018 Centreville Road	7018 Centreville Road	Not Eligible
029-6270	House, 7100 Centreville Road	7100 Centreville Road	Not Eligible
029-6271	House, 7102 Centreville Road	7102 Centreville Road	Not Eligible
029-6272	House, 7104 Centreville Road	7104 Centreville Road	Not Eligible
029-6273	House, 7106 Centreville Road	7106 Centreville Road	Not Eligible
029-6274	House, 7114 Centreville Road	7114 Centreville Road	Not Eligible
029-6275	House, 7118 Centreville Road	7118 Centreville Road	Not Eligible
029-6276	House, 14400 Compton Village Drive	14400 Compton Village Drive	Not Eligible
029-6277	House, 7017 Ordway Road	7017 Ordway Road	Not Eligible
029-6278	House, 7108 Ordway Road	7108 Ordway Road	Not Eligible
029-6279	House, 14620 Compton Road	14620 Compton Road	Not Eligible
029-6280	Cemetery, 44FX1399	Centreville Road	Not Eligible
029-6281	Cemetery, 44FX1231	Centreville Road	Not Eligible
029-6282	Cemetery, 44FX1406	Centreville Road	Not Eligible
029-6283	Cemetery, 44FX1665	Centreville Road	Not Eligible
029-6284	Cemetery, 44FX1791	Centreville Road	Not Eligible

Table 2: Previously Evaluated Architectural Resources within APE

DHR No.	Name	Address	DHR Property Evaluation Status
029-5117	Blackburn's Ford Battlefield	Centreville Road	Potentially Eligible; noncontributing within APE
076-5036	Bristoe Station Battlefield	Centreville Road	Potentially Eligible; noncontributing within APE
076-5335	First Battle of Manassas	Centreville Road	Potentially Eligible; noncontributing within APE
076-5190	Second Battle of Manassas	Centreville Road	Potentially Eligible; noncontributing within APE

The unidentified properties were evaluated using the NRHP guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation." Following evaluation of each property, the architectural historians concluded that the previously unidentified properties, which were all residences, and

the previously identified cemeteries are not eligible for listing in the NRHP. In general, residences did not have architectural significance or were substantially altered and the cemeteries did not retain above-ground markers or other character-defining features. For additional information, please see the enclosed VCRIS survey forms including photographs as Attachment 3.

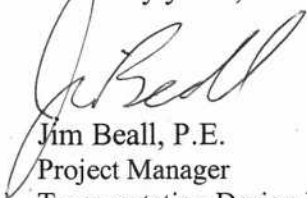
The four Civil War battlefields listed in Table 2 are the only historic properties in the APE as they were previously determined to be potentially eligible for listing in the NRHP. The First Battle of Manassas (076-5335) and Second Battle of Manassas (076-5190) are both listed in the NRHP as Manassas National Battlefield Park (1966)/Manassas Battlefield Historic District (Amended and Boundary Expansion) (2006). However, the historic property boundaries are not consistent among these designations and the APE is outside and not proximate to the NRHP historic property boundary for Manassas National Battlefield Park/Manassas Battlefield Historic District.

The NRHP Bulletin “Guidelines for Identifying, Evaluating, and Registering America’s Historic Battlefields” states that “[a] basic test of integrity for a battlefield important for its association with a historic event or person is whether a participant in the battle would recognize the property as it exists today. Generally, the most important aspects of integrity for battlefields are location, setting, feeling, and association.” These battlefields do not retain integrity and do not convey historic associations because of recent commercial and residential construction. There are no remnants or elements that convey any Civil War historic associations within the APE. However, because the battlefields encompass a large area and the survey was limited to the APE, no changes to the DHR Property Evaluation Status for the battlefields are recommended. Battlefield areas outside of the APE may retain integrity, but evaluating them was outside of the scope of the Project. For additional information, please see the enclosed VCRIS survey forms as Attachment 3.

Request for Concurrence

We respectfully request the concurrence of your office with the APE delineation for historic architectural resources, and with eligibility determinations based on the results of architectural surveys conducted for the Project. In the event your office disagrees with these findings and determinations, please notify us within 30 days. You may contact Jim Beall at 703-877-5673 or email at james.beall@fairfaxcounty.gov if you have any questions or require additional information.

Sincerely yours,



Jim Beall, P.E.
Project Manager
Transportation Design Division
Fairfax County Department of Transportation

cc: W. Todd Minnix, Chief, Transportation Design Division, FCDOT
Derick Undan, VDOT
Anissa Brown, VDOT
Steven Varner, VDOT

Enclosures: Attachment 1, Conceptual Project Design Plans
Attachment 2, Area of Potential Effects Map
Attachment 3, VCRIS Forms and Photos