

**Summary of Area A Archaeological
Phase II Survey: Carlyle Project
Alexandria, Virginia**

prepared by
Alexandria Archaeology
City of Alexandria, Virginia
for
Alexandria Southern Properties, Inc.

**Alexandria Archaeology Publications
Number 67**

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Foreword

The Alexandria Archaeology Publications series is composed of papers on various aspects of research conducted under the auspices of Alexandria Archaeology, a division of the Office of Historic Alexandria, City of Alexandria, Virginia. The authors include professional staff members, university students and Alexandria Archaeology volunteers. Editing of the papers has been kept to a minimum. It should be understood that the papers vary in tone and level of technicality, since they were originally directed toward many different audiences.

We are pleased to offer the papers within this series and in so doing are opening our "manuscripts on file" - including professional conference papers, background documentary studies, student course papers, and volunteer research papers - to professionals and public alike.

This publication is a summary of the work conducted by Tellus, Inc. for Norfolk/Southern Properties in the Carlyle Project area. The work was undertaken by the developer as a condition of the special use permit. The project was divided into three units: Area A, Area B and the Black Baptist Cemetery. Tellus provided a draft report on the Heritage Park investigation, and some preliminary Phase II reports on blocks within Area A. However, no complete or final reports were prepared for either the Park or Area A.

The City of Alexandria archaeologists undertook this Area A summary in order to draw together available data. All preliminary reports are on file at the Alexandria Archaeology Museum. A report has been prepared on Area B by Parsons Engineering Science and is also on file at our Museum. Related reports funded by Norfolk/Southern Properties include a photographic recordation of the roundhouse by Katherine Brown and an historical overview of the West End Village by Kurt Schweigert.

Pamela J. Cressey, Ph.D.
City Archaeologist
1994

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Introduction

Archaeological investigation of the Carlyle Project was conducted from May 1990 to January 1994. Special Use Permit #2253, subsequently modified by Special Use Permit #2253A and #2253B, included obligations for the developer, Alexandria-Southern Properties, Inc. to identify and preserve significant archaeological resources. Later, a Memorandum of Understanding, dated August 28, 1992, signed by a representative of the Oliver Carr Company and the City Archaeologist more fully outlined these obligations. A second Memorandum of Understanding, executed October 29, 1993, between the developer and the City of Alexandria, stated eight final tasks to fully satisfy the special use permits and the August 28, 1992 memorandum (see Appendix IV). The Carlyle Project originally incorporated about 76 acres extending generally between Hooff's Run on the east, Eisenhower Avenue on the south, Mill Road on the west, and Duke Street on the north (Appendix I).

This summary report has been produced by the City of Alexandria archaeological staff to satisfy the Task #3 noted in agreement #3(b) of the October 29, 1993 memorandum (Appendix IV). Francine Bromberg, Preservation Archaeologist, is the principal author. Pamela Cressey, City Archaeologist, and Steven Shephard, Assistant City Archaeologist, assisted in writing, editing and producing the report.

The purpose of this summary is to present in a concise manner the results of the Carlyle Project Area A Phase II archaeological field testing conducted by Tellus Consultants, Inc. Area A was the term used by the Oliver Carr Company, managers of the development project, to designate most of the land west of Holland Lane in Carlyle. Within Area A are sixteen development blocks or parts of blocks referred to as: Block A, southern portions of Blocks B through E, Blocks F, G, H and Blocks J through P (Appendix I).

The results of the Area A Phase II testing were presented orally and through draft preliminary block reports by Tellus Consultants, Inc. personnel to the City archaeologists. On the basis of this information, we accepted the Tellus recommendation that construction in Area A would not adversely affect significant archaeological resources. This report summarizes the testing strategy and findings for each block in Area A, since Tellus did not write a Phase II archaeological report before termination of its relationship with the Oliver Carr Company for Norfolk Southern Properties, Inc.

Project History

Since the history of the archaeological work conducted on the Carlyle Project is complex, it is useful to chronicle all the investigations and to describe the land covered by each study. Phase II archaeological testing was conducted in Area A and in three other areas within the project boundaries. The remaining

land west of Holland Lane was designated as Area B (incorporating the northern portions of Blocks B, C, D and E). A third area, east of Holland Lane, was referred to as the Alexandria African American Heritage Park. The fourth area of archaeological study was Block I (originally part of Area A), which was developed by the General Services Administration for a federal courthouse (Appendix I).

In addition, several specific archaeological test trenches were dug by Tellus, Inc. in Area A, Block I, and the African American Heritage Park area before a Phase II testing strategy was accepted by the City of Alexandria and before the toxic soil remediation was complete. These tests were associated with individual ground disturbing pre-development tasks that necessitated archaeological clearance.

Before the project area was divided, a Phase I archaeological study was done by Tellus, Inc., which included all the land in the four Phase II testing areas. Phase III recovery occurred only on two of the four tested areas: Block I (federal courthouse) and Area B (Shuter's Hill Brewery Site). Both of these archaeological projects were conducted by Engineering-Science, Ltd. and have final reports.

This summary report draws upon the data provided to the City of Alexandria by Alexandria Southern Properties and Tellus. In some cases, we used primary sources, such as field maps and notes, artifact catalogues, and photographs. We also used historical information and archaeological data provided by Tellus in their Phase I report, Phase II scope of work, and preliminary Phase II block reports and certifications. A bibliography is provided at the end of this report. When necessary, the City staff have also used our own observations, notes and Alexandria Archaeology resource materials.

The reports which provide further information regarding the archaeology and history of the Carlyle Project are:

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia.

David L. Miller and Allan R. Westover
Tellus Consultants, Inc. 1991

A review of documentary sources and predictive model of prehistoric sites for the entire Carlyle Project which found that there was a high potential for significant resources to be adversely affected by the planned cost construction.

The African American Heritage Park, Alexandria, Virginia.

Adrian D. Anderson
Tellus Consultants, Inc. 1992.

A preliminary paper authored by Adrian Anderson discussing the testing in the Black Baptist Cemetery to

locate graves prior to site plan development of the Heritage Park.

Alexandria Federal Courthouse Phase I - Historical and Archaeological Investigation in Alexandria, Virginia.

Madeleine Pappas, Janice G. Artemel and Elizabeth Crowell
Engineering-Science, Inc. 1991

An assessment of the potential for significant archaeological resources to be adversely affected by the federal courthouse construction. The assessment states that there "is a moderate to high potential for both prehistoric and historic archaeological resources with Block I."

Archaeological Investigations at the Alexandria Federal Courthouse Site (44 AX164) Alexandria, Virginia.

Mark Walker, Madeleine Pappas, John Bedell, Janice Artemel and Heidy Fogel
Engineering-Science, Chartered 1993

A report of the Phase II testing which locates significant archaeological resources and the Phase III recovery of a sample of these prehistoric and 18th-19th century resources

"The Receptacles Were Emptied of Their Contents": Archaeological Testing of Area II-B of the Carlyle Property and Excavation of the Shuter's Hill Brewery site (44AX35), Alexandria, Virginia.

Mark Walker and Timothy Dennee
Engineering-Science, Inc. 1994

A report on the Phase II testing and Phase III excavation which documents a significant resource, the Shuter's Hill Brewery, and describes the recovery of the Brewery resources.

Historical Photographic Documentation of the Southern Railway Roundhouse

Kathryn Brown
In progress

A photographic documentation at HABS/HAER standards of the 1916 Roundhouse prior to demolition.

The West End

K. Schweigert
In progress

The historic context of the entire Carlyle project area which outlines the development of each block.

Issues

Since 1989, there have been several project managers from the Oliver Carr Company and professional archaeologists and historians involved with the Carlyle archaeological work. It is important to enumerate the issues which affect the methods of study and preparation of this summary.

1. It should be noted that the Carlyle Project special use permit was submitted to City Council before the Archaeological Protection Code was enacted in November, 1989. Thus, the archaeological work was not required under this code (Zoning ordinance, Section 11-411). From the beginning of the archaeological work, separate agreements were reached concerning the scope of work and obligations of the developer.

2. From the first archaeological discussions with the Oliver Carr Company, it was stated to the City that the developer preferred to test large areas at the onset of the project rather than individual blocks associated with specific site plans. Thus, the Carr Company stipulated that archaeological testing should assume that all ground would be affected. The Carr Company wanted to test Area A in a manner that would result in a total City clearance that all archaeological work was complete, if no significance resources were found. Conversely, if significant resources were located during Phase II testing, the Carr Company wanted to mitigate the adverse effect by moving directly into the Phase III data recovery stage. It was explained to the City archaeologists that the Carr Company did not want any archaeological liabilities to be passed on to the several developers who would ultimately build on specific blocks.

3. It was jointly decided between the Carr Company representative, and City staff that development of the Phase II Scope of Work and reporting of results would best be accomplished by individual blocks in Area A. In that manner, the Carr Company could provide clearance to future developers of individual blocks to accompany their preliminary site plan submissions.

4. It should be kept in mind, while reading the Area A block studies, that extensive soil remediation occurred prior to the archaeological investigations. Large quantities of dirt with various kinds of contaminants including, PCB, fly ash, and various petroleum products were excavated, usually by grading by bulldozers and removed from the property. Blocks which had considerable amounts of soil removed included blocks A, F, G, H, I, J, K, and P. Some soil was stored on block G in a large pile composed of approximately (30,000) cubic yards of dirt which was eventually processed for contaminant removal before hauling from the site. Usually soil removal was accomplished by grading off between one and four feet of soil. At other times thousands of cubic feet of contaminated fill soil was removed from large pits.

Methods

Much of the information used to create the block summaries came from Archaeological Certification forms and block reports prepared by Tellus Consultants, Inc. during the course of the Carlyle development project. An archaeological certification (AC) is a permit issued by Alexandria Archaeology for ground disturbance on a particular property. The ground disturbance can relate to archaeological testing or to construction work. The form is designed so that the archaeologist in charge of a project either documents that a construction project will have no impact on significant archaeological resources or outlines the procedures to be followed to ensure preservation of any significant resources which may be present.

Thus, Tellus prepared certification forms for a variety of construction projects on the Carlyle property (e.g. building demolition, grading, utility placement), as well as for the archaeological work (i.e. for the Phase II Scope of Work approval). When the fieldwork was completed, Tellus prepared a form for each block to document that preservation actions had been completed and to certify that no further archaeological work was necessary prior to construction on the block. The certifications often contain supporting documentation to explain the archaeological work on the block. In four cases (Blocks M, N, O and P), the certification was accompanied by a preliminary block report, which summarized the archaeological findings.

The block summaries presented in this document organize the Tellus information into a standard format. The format is designed to provide insight into the reasons for conducting archaeological work on each block, the methods used to perform the investigation, and the results of the testing. Each block summary is divided into ten sections: Description and Location; Historical Landscape; Prehistoric Archeological Potential; Historical Archaeological Potential; Excavation Strategy; Stratigraphy; Features; Artifacts; Conclusions and Recommendations; Pertinent Documents. The following paragraphs list the issues which came to light regarding these topics during the preparation of the block summaries.

Location and Description: No block maps showing existing structures, roads, and other improvements were available during the preparation of this document. Therefore, a few of these features may not be discussed in some of the block summaries.

Historical Landscape: Tellus archaeologists prepared many overlay maps but did not consistently apply them to gain an understanding of the historical landscape and associated potential for the recovery of prehistoric resources. They did not decide which were the best historical maps to use for this purpose. As a result, we have performed this task and prepared a graphic so that the historical topography of the entire project area can be discussed in a consistent manner (Appendix I). Our analysis indicates that the 1861-1865 Army Corps of Engineers map

probably has the most accurate scale and is the one chosen for this purpose. The graphic predicts the locations of the historical uplands, slopes, and lowlands with transitional zones within the Carlyle project area. When there are discrepancies between the interpretation based on this graphic and previous interpretations, they are indicated in the historical landscape section for the block.

Prehistoric Archaeological Potential: An assessment of prehistoric archaeological potential in a given location relies heavily upon an understanding of the environmental conditions which characterized that location in the past. Both the Phase I report and the Phase II Scope of Work emphasize the potential of the historical upland areas within the Carlyle project to yield prehistoric resources, perhaps because these were the only areas Tellus considered accessible due to the presence of significant layers of fill throughout the remainder of the property. Based upon current research, which documents the locations of prehistoric sites in various environments in the local area (Bromberg, 1987; Chittenden, et al., 1987), we have prepared a graphic which illustrates the prehistoric potential throughout the various environmental zones within the project area (Appendix I). When there are discrepancies between our assessment and the previous assessments presented in the Phase I research and Phase II Scope of Work, these are indicated in the prehistoric archaeological potential section for the block.

The graphic defines three basic environmental zones (uplands, lowlands and slopes/terraces) with two transitional zones between the slopes and terraces. The prehistoric archaeological potential associated with these environments is discussed below.

Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, especially along the bluff edge, therefore has high potential to yield significant prehistoric resources. This potential is reduced in the more inland areas where the distance to water sources increases.

The **lowland** areas are generally wet floodplain zones or marshes, which for the purposes of this report have low potential to yield significant prehistoric resources. While floodplain resources might have been utilized, wetland areas would not have been suitable as habitation sites. Archaeological evidence of sporadic visits to the wetlands would be extremely limited. It is true that in the earliest prehistoric times, the lowland area could have had a different character and might have been conducive to habitation; thus, sites might actually be buried in the wetlands. However, the current condition of this part of the Carlyle project, with a high water table and the natural soils deeply buried under unstable and often contaminated fill, precludes the ability to investigate these areas adequately using standard archaeological techniques; it would be more efficient and practi-

cal to test intensively for buried lowland sites in areas where significant landfill has not occurred. Therefore, given the environmental conditions and the excavation methods, the lowland sections of the project area are considered to have low potential to yield significant prehistoric archaeological resources. It was also suggested by Tellus and the contractor that any future development in these areas would not be deep enough to have an impact on any deeply buried resources and that, if present, the resources would thus remain preserved in situ.

The potential of the slope and low terrace area and the transitional areas between terraces and slopes are more difficult to assess, because the historical maps are not detailed enough to indicate escarpment locations. Sloping environments, while not appropriate for settlement sites, sometimes provide information about quarrying activities, because cobbles and pebbles used by Native Americans for stone tool manufacture can be found eroding out of escarpments. Slopes would therefore generally be considered of low to moderate prehistoric archaeological potential. However, for the purposes of this project, the potential for the slopes to yield significant prehistoric resources is rated as low, because it would be more efficient and cost-effective to test for sites on slopes in places where they are not buried under significant landfill. Low terrace areas, however, could have been present and were often occupied. Locating these within the project area is difficult, because of the presence of deep deposits of unstable and often contaminated fill. If these areas could be identified, they would have high prehistoric archaeological potential.

Documentary History and Historical Archaeological Potential: The assessment of historical archaeological potential was based upon the documentary history of the project area. The research was conducted in two phases. The first, incorporated into the Phase I report, identified four lots in Area A with potential to yield information about late eighteenth/early nineteenth century occupation of West End. These were labeled as follows: A--a residence or tavern on Charles Jones' property (Blocks F and G); B--a residence on Matthew Robinson's lot (Blocks D, E, G, H, K and L); C--a structure on John Bolling's lot (Blocks E and H); and D--the possible farm of John West (Blocks A and L). The second phase of research, conducted by Kurt Schweigert at the same time as the fieldwork, found several inaccuracies in the placement of these lots within the project area. He identified one additional area, labeled F, where evidence of early West End occupation might be found (Block K). Discrepancies between these two phases of research are noted in this section of the block summary reports because the Phase II testing strategy was based on the initial assessment.

The project area also had the potential to yield information about Slough Barracks/Hospital, a Civil War Hospital. On the basis of a Civil War Quartermaster's map, this facility was thought to have been about 100 feet south of the Orange and Alexandria Railroad constructed about 1850 (Appendix I).

However, the east/west position of the hospital within the project area could not be determined from the documentary evidence.

Excavation Strategy: The Phase II testing strategy called for the excavation of a series of diagonal trenches, four feet wide, across the project area. The purpose of the trench excavations was to remove the fill and to locate and identify historical features or soil strata representing buried living surfaces, which would have the potential to yield prehistoric and historical archaeological resources. Whenever buried living surfaces were encountered, hand-excavated units were to be dug within the trenches at 50-foot intervals within the trenches so that the potential significance of the area could be evaluated.

In the four areas with high potential to yield resources related to early West End development (labeled A, B, C, and D; identified above), trenches were to be excavated at 25-foot intervals to maximize the ability to recover evidence of structures and associated residential features. Trenches in the remaining portions of the project area, with potential to yield information about prehistory and Slough Barracks, were excavated at 100-foot intervals. Occasionally, trenches could not be completed because of the presence of a disturbance, such as a concrete footing, or because of flooding and contaminated soil deposits. The completed trenches are shown on the block maps as double lines; a single line represents a planned trench which was not excavated. Variations from this overall strategy in each block are noted in this section of the block summaries (Appendix II).

Stratigraphy: Stratigraphic data presented in this section are excerpted from brief statements in certifications and preliminary block reports, from soil boring data, or from stratigraphic summary figures prepared by Tellus (Appendix III). However, Tellus did not provide stratigraphic profiles for all the blocks. Figures for blocks E, F, G and K do not exist. The stratigraphic data presented here varies in reliability from block to block; sometimes it is based on information from a single soil boring which may or may not be representative of the block. To verify the stratigraphy, it would be necessary to perform an intensive analysis using profile data in the field notes.

Features: During the preparation of the block summaries, it became apparent that Tellus did not always list features and associated artifacts in their proper blocks. Inconsistent listings are noted in this section of the block summaries; and an attempt has been made to correct the record. In addition, a few of the features do not appear on the block maps; the trench location of these features is noted.

Artifacts: Tellus archaeologists made several attempts to analyze the artifacts from the buried surface levels in Blocks A, F, and L. The artifact analysis was insufficient. They often included artifacts from disturbed contexts within the analysis, and did not use appropriate date ranges for the ceramic types;

they did not recognize the potential for the artifacts to provide information about historical occupation of the West End. The artifact data presented in this section is a very preliminary summary based upon raw counts of artifact types as indicated in the artifact inventory prepared by Tellus. In order to make the artifact data useful for describing eighteenth and nineteenth century life, additional analysis would be necessary.

Pertinent Documents: At the end of Tellus' involvement with the project all preliminary block reports, certifications and supporting documents were not complete. Therefore, information contained in the documents listed in this section is often at a first draft level and unreliable. The information in the block summaries of this document supersedes the data in the previous documents provided by Tellus and serves as a guide to the reliability of the previous reports.

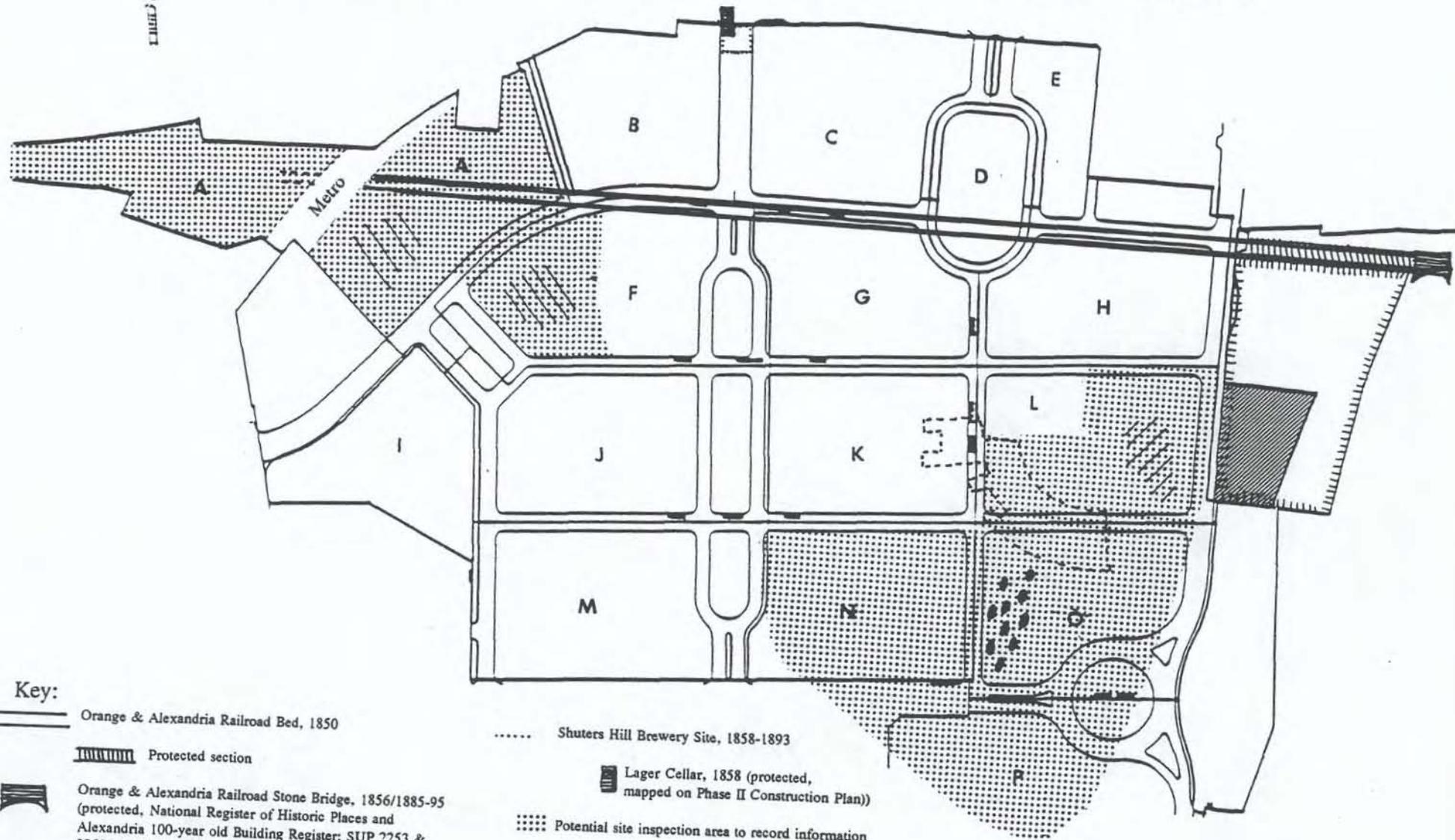
Conclusion

Area A of the Carlyle development project had potential to yield significant resources relating to prehistoric occupation, to the early development of the West End Village, and to the activities at Slough Hospital during the Civil War. The test excavations revealed that historical living surfaces had been graded in most of the upland portion of the project area. No evidence of Slough Barracks, presumed to have occupied the upland area, was discovered.

The Phase II archaeological testing did uncover resources relating to both prehistoric and historical West End occupation in midden deposits in the eastern and western sections of the project area. While historical artifacts from the western section (Blocks A and F) could not be related to specific people or groups, it is possible that the eastern section historical artifacts (Block L) relate to the time of the West family, instrumental in the development of West End. The prehistoric materials from Block L probably represent a temporary encampment to extract resources from Hooff's Run. The large number of artifacts recovered from Block L serves as a sample of the midden assemblages, whereas the small quantities from Blocks A and F are minimally acceptable for this purpose.

Optimally, additional field testing could have provided more information on the following: Blocks N, O and P for additional evidence of prehistoric occupation; Block F to more fully understand the historic midden deposit in that area; Block A to gain a larger sample of historic artifacts; and Block L to examine more fully the features relating to early West End development. While there is no longer an opportunity for controlled fieldwork in these blocks (see Guide to Significant Resources on following page), staff of Alexandria Archaeology may perform site visits during ground disturbing construction on these blocks to gather data relating to these aspects. Construction process will not be impeded.

Guide to Significant Archaeological Resources and Historical Structures on the Carlyle Development Project



Key:

-  Orange & Alexandria Railroad Bed, 1850
-  Protected section
-  Orange & Alexandria Railroad Stone Bridge, 1856/1885-95 (protected, National Register of Historic Places and Alexandria 100-year old Building Register; SUP 2253 & 2253B, condition No. 3)
-  Southern Railway Roundhouse, 1916 (documented)
-  African American Heritage Park, opening 1995
-  Black Baptist Cemetery, 1885 (protected)
-  Shuters Hill Brewery Site, 1858-1893
-  Lager Cellar, 1858 (protected, mapped on Phase II Construction Plan)
-  Potential site inspection area to record information
-  Mid/late 19th century domestic resources, Block A & F
-  Prehistoric temporary encampment and historic resources of early West End. Block L
-  Buried prehistoric/historic ground surfaces, Block N, O and P

The Guide to Significant Resources on the following page is provided to assist the developer in performing Task 4 of the October 29, 1993 Memorandum of Understanding (Appendix IV). In this manner, the developer will have some guidance for alerting construction contractors about the potential locations of resources. Task 4 states:

4. Developer will notify Alexandria Archaeology if significant archaeological resources (including old foundations, wells, privies or concentration of artifacts) are discovered during excavation, remediation or other construction activities. If such resources are discovered, Developer will cooperate with Alexandria Archaeology toward the preservation of these resources; provided, however that Developer shall not be responsible for carrying out or for the cost of carrying out any such actions; and provided, further that such actions will not cause delay in or interference with construction activities that is not acceptable to Developer

Several features were identified which provide insight into Alexandria's railroad heritage. The location of the original Orange and Alexandria railroad bed (circa 1850) was discovered on Blocks A, F, G, D, H and just north of the African American Heritage Park. This line, characterized by the presence of stream deposits used to create the roadbed, was well-documented with both photographs and drawings. The Carr Company has stated that a section of this original railroad line, significant for the role it played in the development of Alexandria, will be protected as part of the development on the east side of Holland Lane adjacent to the O&A Railroad stone bridge in the African American Heritage Park.

Similarly, the extant 1916 Southern Railway roundhouse is a significant historic structure. Kathryn A. Brown is currently completing the photographic documentation before demolition, in accordance with standards set by the Historic American Building Survey and the Alexandria Board of Architectural Review staff. Sub-surface features of this structure were documented according to standard archaeological techniques. The 1945 locomotive shop, while not considered significant enough to warrant HABS documentation, was nevertheless photographed, and the original construction plans were obtained for our files.

While this document only provides the basic findings of the Phase II archaeological work, it is most useful when viewed in a larger interpretive context. When read in conjunction with Kurt Schweigert's West End history, the Mark Walker/Tim Dennee report on the Shuter's Hill Brewery, and the National Register nomination for the Orange & Alexandria Railroad Bridge prepared by Jim Massey and Jere Gibber, this summary takes on greater meaning. In fact, the entire Carlyle Project area was the scene for thousands of years of human history. In the twentieth century, most of the prehistoric and historic landscape was

dramatically altered with grading and filling episodes.

Amazingly, some parts of the past survived in the Carlyle project. The samples of prehistoric and historic artifacts are now curated by Alexandria Archaeology. Several historic elements will continue to be preserved through the development process. The protected resources pertain primarily to Alexandria's earliest railroad period (a section of the 1850 O&ARR bed and the 1856 O&ARR stone bridge over Hooff's Run which was widened between 1885 and 1895), the West End's economic history (1858 Shuter's Hill Brewery lager cellar), and African Americans (the 1885 Black Baptist Cemetery). The lager cellar will remain undisturbed under Duke Street, but the railroad elements and the cemetery will be associated with the Alexandria African American Heritage Park.

BLOCK SUMMARIES

BLOCK A

Background Information

Location and Description: Block A is an irregularly shaped area in the northwest corner of the Carlyle development project (Appendix I). At the time of the Phase II archeological fieldwork, most of the block was a relatively level area with elevations of about 38 to 40 feet above sea level. Covered with sparse grass growth, the land surface sloped gently downward in the southern section of the block. It was known that Metro construction had caused significant ground disturbance across the block along a northeast/southwest line which separated the eastern parts of the block from the long westward extension. Landfill operations had resulted in the known deposition of fill in the southern part of the property.

Historical Landscape: The historical topography of Block A probably consisted of land surfaces which sloped down toward Great Hunting Creek. Relatively flat terrace areas could have been present, especially in the southern portion of the block where the ground surface appears to have leveled off. A small tributary of Great Hunting Creek was present near the western end of the block (Appendix I).

Prehistoric Archaeological Potential: Portions of Block A could have high potential to yield prehistoric archaeological resources (Appendix I). It is highly possible that relatively flat terrace areas existed within the block. These areas would have been particularly suitable for prehistoric occupation because they afforded access to a wide variety of natural resources from the nearby environmental zones--the uplands, the floodplain and marshland, and Great Hunting Creek and the small tributary stream to the west.

Documentary History and Historical Archaeological Potential: Block A was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; Thomas White; Charles Jones; Patrick Byrne; William Yeaton; Nicholas Hingston; George West; William and Catharine Minor; John Peck; John Cline, Lewis and Sarah Sewell; James Sheehy (Shecky); Richard Libby; Bartholomew Rotchford; Orange and Alexandria Railroad; Richard Rotchford; John Underwood; Thomas Dwyer; and Samuel Spencer. The title search did not indicate that houses or other structures were constructed within Block A. Research did not indicate particular uses of the land within the block; thus, the historical land use is thought to have been primarily agricultural prior to the development of the railroad. The Old Colchester Road did cut through the block, probably in the location now occupied by the Metro. It was possible that a portion of Slough Barracks/Hospital could have been present on the property during the Civil War (Appendix I). All of the area of Block A was purchased by the Southern Railway in 1897. Eventually, rail yard buildings were

constructed, and most of the property was covered with tracks.

Thus, the historical archaeological potential of Block A was considered moderate because of the possibility that remains relating to Slough Barracks could be present on the property. If present, remnants of this Civil War facility would be highly significant for their ability to provide insight into barracks and hospital life in Alexandria during the period of federal occupation.

Excavation Strategy: Prior to the approval of the Phase II Scope of Work, the Oliver Carr Company indicated an urgent necessity for clearance on Block A relating to the placement of a sewer line and construction of a stormwater retention pond. As a result, Phase II field investigation of Block A began in January, 1992. Nine trenches, each about 25 feet in length, were dug, five along the proposed sewer alignment and four within the location of the proposed stormwater pond (Appendix II). (NOTE: the stormwater pond was not built in this location, but constructed in Block F. The proposed stormwater pond excavations revealed graded subsoil under 2 to 3 feet of railroad fill, while the sewer line test trenches exhibited disturbances caused by Metro construction to depths in excess of 7 feet below the existing surface. When the sewer line was actually installed, however, it was noted that buried surface soils were present in the southern part of the block at considerably greater depths.

For this reason, when the Phase II Scope of Work was designed, it was decided to place four additional trenches (1 through 4) in Block A. The purpose of the trenches was to provide information on the possible presence of a buried living surface, which could have the potential to yield prehistoric resources, and to add to our knowledge of the stratigraphy, fill depths and sequences, and historical topography of this portion of the project area. Eleven hand-excavated test units (Test Pits 3 through 5 and 67 through 74) were placed in these trenches at 50-foot intervals whenever soil indicative of a buried living surface was encountered. There was great difficulty in excavating these units because the fill was contaminated, trenches continually filled with water, and trench walls often collapsed.

Toward the end of the Phase II fieldwork, a decision was made to scrape a large area in Blocks A and F to the west of the silt pond, because the Carr Company indicated that they wanted the area under the pond cleared for construction without any archaeological testing. The scraping was designed to insure that sufficient testing had occurred on all sides of the silt pond and that potential resources, especially those relating to Slough Barracks/Hospital, would not be overlooked.

Archaeological Findings

Stratigraphy: The archaeological excavations and soil boring analysis suggest that the in the north and central portions of Block A, about 2 or 3 feet of clay and gravel fill capped the

natural soil horizons, which appeared at elevations of about 38 to 39 feet above sea level. In some places, a buried topsoil was present, but in most instances, the historical living surfaces were graded away. The original ground surface apparently sloped toward the south and west. In the southern portion of the block, the stratigraphic summary indicates that about 8 to 13 feet of fill covered a living surface, which occurred at an elevation of about 20 feet above sea level (Appendix II). In general, the buried surface level, an olive-gray silty clay, usually a foot or less in thickness, graded into the underlying yellow-orange clay sub-soil.

Features: The original (circa 1850) bed of the Orange and Alexandria Railroad cut an east/west path through the northern part of Block A and was recognized in Trenches 3 and 4 (Appendix III). This feature differs from later roadbeds in that it was formed by laying down a ribbon of yellow brown clay mixed with water-worn pebbles and cobbles, known as "bank run." A wooden edge was sometimes present, especially on the south side of the "bank run." Presumably serving as a retaining wall, this line of wood was made up of planks, measuring 6 feet long by 2 feet wide, set into the ground on edge to form a linear border. In Trench 3, there was evidence that the tracks ran on top of an artificially created embankment of clay, about 8.6 feet above the surrounding land surface; the ground surface apparently sloped down in this area, and the embankment was created to keep the tracks relatively level. The original roadbed is significant for its association with the role of the railroad in the development of Alexandria.

Later roadbeds exhibited the use of cinder and crushed rock as ballast. Railroad tie stains of these later roadbeds appear in the clay subsoil as rectangular shapes filled with this black ballast. Presumably, the ties were removed and the ballast fell into the depressions made by them in the clay. Tie stains were recognized in two of the trenches dug in the location of the proposed erosion control pond in Block A, but they were apparently not assigned official feature numbers. Feature 7 in Trench 3 serves as another example of tie stains on Block A.

Other features on the block include Feature 1 (Trench 1), a basin-shaped depression containing modern fill material; and Feature 8 (Trench 3), two gray clay stains containing charcoal, cinders, green slate, and cobbles.

Artifacts: A total of 664 artifacts were recovered during the excavation of Block A. Fifteen were found in Feature 1, a trash deposit containing modern debris (4 sherds machine made bottle glass, 2 brick fragments, 1 sewer tile, 4 wire nails, 3 pieces of wire, and 1 fragment of window glass). Twenty-one artifacts (1 sherd creamware, 3 sherds pearlware, 7 sherds whiteware, 2 sherds porcelain, 2 sherds stoneware, 1 ginger beer bottle, 1 pipe bowl, 3 bottle or vessel glass fragments, and a bone fragment) were also kept from unprovenienced contexts in Trenches 3, 4, and other parts of the block. The remaining artifacts came from the

test unit excavations of the buried surface. One of the units, however, seemed to be placed in a disturbed context and contained primarily modern architectural and industrial debris (1 sherd each of colonoware, whiteware and bottle glass, along with 4 sewer pipe fragments, 2 pieces of coal or slag, 17 machine cut nails, 35 wire nails, 24 welding rods, 5 iron bolts, 1 wood screw, and 27 items which could not be identified).

The remaining 511 artifacts came from the buried surface horizon and suggest primarily a mid- to late nineteenth century date range. Ceramic sherds in the assemblage included: 13-pearlware, 253-whiteware, 15-porcelain, 8-coarse buff-bodied wares, 34-red earthenware, 12-refined earthenware, 2-Rockingham/Bennington, 13-stoneware, and 3 of other types. Other historical artifacts included: 61 bottle or vessel glass fragments, 4 pipe fragments, 2 minie balls, 3 fragments of leather, 2 brick fragments, 1 piece of coal or slag, 17 machine cut nails, 1 fragment copper, 2 iron fragments, 3 wire fragments, 2 wood fragments, 1 metal file, 16 shells, 4 bones, 1 peach pit, 30 fragments of flat glass, and 1 unrecognizable item. In addition, four prehistoric artifacts (1 quartz and 3 quartzite flakes, the by-products of stone tool manufacture) were recovered; and three late twentieth century artifacts (2 fragments of aluminum foil and one of plastic) were noted. In general, the assemblage provides a sample from a sheet midden which probably relates to West End occupation. It is even possible that the artifacts relate to midden deposits from Slough Barracks. Certainly, the date of the midden does not preclude this possibility, and it is reasonable to assume that trash from the hospital could have been thrown down nearby slopes. However, military artifacts are few in number, and it is not really possible to associate the assemblage with any particular person or group.

Conclusions and Recommendations

Block A had potential to yield archaeological resources relating to both prehistoric and historical use and occupation of the area. The only feature of significance uncovered during the excavation were sections of the original Orange and Alexandria railroad bed, which was well-documented with both photographs and drawings. A section of this original railroad line, significant for the role it played in the development of Alexandria, will be protected as part of the development on the east side of Holland Lane adjacent to the stone bridge in the African American Heritage Park. Other features uncovered include railroad tie stains, unusual soil stains, and a recent trash deposit. Fully documented according to standard archaeological techniques, these features do not require additional field investigation.

A buried historical surface was found under about 12 feet of fill in the central and southern parts of the block. Artifacts recovered from the hand-excavated units placed to investigate this living surface appeared to indicate the presence of a mid- to late nineteenth century domestic trash midden. Although, a larger sample of the midden deposit would have been ideal, we accepted

the rationale that the Block A artifacts (along with those in the adjacent Block F), represented a minimally acceptable assemblage for comparison with others, such as Blocks I and L (Federal Courthouse). The artifacts in this section of the Carlyle project (Blocks A and F) could not be definitively associated with any particular historical household or group, and their significance was somewhat reduced by this fact. Moreover, the midden deposit in Block A was deeply buried under unstable and contaminated fill, making continued excavation difficult and impractical. As a result, no further fieldwork was recommended in Block A.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Carlyle Archaeological Certification, AC-6 plus later revisions, submitted October 17, 1991, not approved.

Block A Archaeological Testing, Letter report from Allan Westover, Tellus Consultants, to Steven Shephard, Alexandria Archaeology, February 6, 1992.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block A, Archaeological Certification, AC-45, approved July 1, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February, 24 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

The O&A Railroad Roadbed, ms, Tellus Consultants, n.d.

BLOCK B, SOUTHERN SECTION

Background Information

Location and Description: Block B lies in the north central section of the Carlyle development project (Appendix I). The Duke Street right-of-way forms the block's northern boundary, and Elizabeth Street, near its eastern edge, turns to cut through the block and provide access to the transit authority building to the west. The block is a relatively level area, covered with sparse grass growth, with a maximum elevation of about 44 feet above sea level. The southern portion of the block falls in the northern end of Area A of the project. A large underground electrical transmission line cuts an east/west path across the middle of this section of the project area.

Historical Landscape: Block B was historically part of an upland terrace area near the confluence of Hooff's Run and Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. Therefore the upland section of the Carlyle project area, including Block B, had high potential to yield significant prehistoric resources (Appendix I).

Documentary History and Historical Archaeological Potential:

Block B was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners or occupants of all or part of the block included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West; John West, Jr.; John West's heirs; John Sawkins; Gilbert Simpson; Henry Zimmerman and his heirs; Charles Jones; James Sheckey; Thomas Watkins and his heirs; Bartholomew Rotchford; Richard Rotchford; John Underwood; Thomas Dwyer; Thomas Skinner; George Watkins; Rosier Catts; and Costance and Felicitie Ponnet. The area consisted of portions of six lots of John West's Subdivision (Appendix I). At least one of the lots contained a residence, fronting on Little River Turnpike (Duke Street), by the end of the eighteenth century. In the nineteenth century, a store and brewery were built on Duke Street along with additional residences. The rear portion of the Block, just north of Area A, was the location of the Ponnet's greenhouses during the late nineteenth and early twentieth centuries. Thus, Block B had high potential to yield archaeological resources which could provide insight into domestic, industrial, and commercial life in Alexandria's West End beginning in the late eighteenth century. The portion of Block B which lies in Area A was situated in the rear of the lots that fronted on Little River Turnpike (Duke Street). While no structures were known to have existed in this part of the block, it was nevertheless possible that evidence of past use remained buried in this area.

Excavation Strategy: At the time of the development of the Phase II Scope of Work, it was assumed that testing of this entire block would be part of the Area B investigation; historically, the rear portions of the block were associated with the properties which fronted on Duke Street. As a result, the Area A Scope did not call for testing of this area. When it became apparent that the Carr Company wanted the southern section of the block included in Area A, a field decision was made to add Stratigraphic Trench 9 (ST9) to the overall trenching plan to test for the possibility that prehistoric and historical archaeological resources could be present in the area. A north/south running trench on the south central side of Block B, ST9 only extended about 10 feet into the area (Appendix II); it was placed in this location prior to consultation with Alexandria Archaeology.

Archaeological Findings

Stratigraphy: Excavation of ST 9 and analysis of data from soil borings in the vicinity indicate the presence of up to about 5 feet of recent fill in the area, with graded, natural sub-soil horizons occurring at elevations of about 39 feet above sea level.

Features: While not exposed during the excavation, it is projected that a portion of the original Orange and Alexandria Railroad roadbed would be present in the southwest corner of Block B (Appendix III). This feature differs from later roadbeds in that it was formed by laying down a ribbon of yellow brown clay mixed with water-worn pebbles and cobbles, known as "bank run." The original roadbed is significant for its association with the role of the railroad in the development of Alexandria.

Artifacts: No artifacts were kept from the excavation of ST9 in Block B, because field analysis indicated that all artifact-bearing deposits were recent fill.

Conclusions and Recommendations

The southern portion of Block B in Area A had the potential to yield archaeological resources relating to both prehistoric and historical use and occupation of the area. The archaeological testing done in this area, one 10-foot trench, does not really provide adequate coverage to state with any degree of certainty that no resources exist. However, excavations of this one small area did indicate that artifact-bearing surfaces had been graded away, and this fact was confirmed both by analysis of a soil boring in the vicinity and by excavation data in neighboring blocks. The only expected feature of significance was a section of the original Orange and Alexandria railroad bed; however, this feature was well-documented in other blocks with both photographs and drawings, and a section will be protected as part of the development on the west side of Holland Lane adjacent to the stone bridge in the African American Heritage Park. In addition, it was known that a large buried electrical line cut across the

block, and any resources in its path would be disturbed. Given these facts, coupled with the knowledge that additional testing could occur in the block during the Area B investigation, Alexandria Archaeology agreed to accept Tellus' recommendation that no further archaeological work be conducted in the portion of Block B in Area A.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, Inc., February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block B, Archaeological Certification, AC-49, approved July 1, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

The O&A Railroad Roadbed, ms, Tellus Consultants, Inc., n.d.

Scope of Work, Area B, prepared by Kurt Schweigert and Engineering Science, Ltd.

Carlyle Area II-B, Title Histories by Lot/Tract, ms, Tellus Consultants, Inc., n.d.

BLOCK C, SOUTHERN SECTION

Background Information

Location and Description: Block C lies in the north central section of the Carlyle development project. The Duke Street right-of-way forms its northern boundary, and Elizabeth Street lies near its western edge. At the time of the archaeological work, asphalt and gravel parking areas were present on the block; the remainder was covered with sparse grass growth. The area was relatively level with a maximum elevation of about 42 feet above sea level. Only the southern portion of Block C, part of the grassy area, falls within the boundaries of Area A. A large underground electrical transmission line cuts an east/west path across the middle of this section the project area.

Historical Landscape: Block C was historically part of an upland terrace area near the confluence of Hooff's Run and Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. Therefore, the upland section of the Carlyle project area, especially along the bluff edge, therefore has high potential to yield significant prehistoric resources (Appendix I). This potential was somewhat reduced in the more inland areas, such as Block C, where the distance to water sources was increased.

Documentary History and Historical Archaeological Potential: Block C was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners or occupants of all or part of the block included: John Alexander; John West; John West's heirs; Patrick Byrne; Charles Jones; James Sheckey; Henry Zimmerman; John Underwood; Thomas Dwyer; Rosier Catts; Constant and Felicitie Ponnet; and George West. Consisting of portions of five lots of John West's subdivision (Appendix I), the block contained at least one residence and a coach factory by the end of the eighteenth century. In subsequent years, a candle/soap factory and tavern associated with the nearby brewery were located on the block, along with additional residences. The rear portions of the block, just north of Area A, were occupied by the Ponnet's greenhouses during the late nineteenth and early twentieth centuries. Thus, Block C had high potential to yield archaeological resources which could provide insight into domestic, industrial, and commercial life in Alexandria's West End beginning in the late eighteenth century. The portion of Block C which lies in Area A was situated in the rear of the lots that fronted on Little River Turnpike (Duke Street). While no structures were known to have existed in this part of the block, it was nevertheless possible that evidence of past use remained buried in this area.

Excavation Strategy: At the time of the development of the Phase

II Scope of Work, it was assumed that testing of this entire block would be part of the Area B investigation; historically, the rear portions of the block were associated with the properties which fronted on Duke Street. As a result, the Area A Scope did not call for extensive testing of this area. When it became apparent that the Carr Company wanted the southern section of the block included in Area A, a field decision was made to extend the north ends of Trenches 10, A3, A4, A5, A6, A7, and G2 a few feet into the block and to add Trench 21, about 325 feet in length, to the overall trenching plan to investigate the possibility that prehistoric and historical archaeological resources were present in the area (Appendix II). The northern limits of Trenches 10, A3-7, and G2 and the location of Trench 21 on an east/west line in the northern part of the area were governed by three main circumstances: the need for maneuverability of the backhoe in the area, which was bounded by a fence on the north and an erosion control berm on the south; the need to maintain the erosion control berm intact; and the need to avoid the active electrical line which cut across the property.

Archaeological Findings

Stratigraphy: Excavation of the trenches and analysis of data from soil borings in the vicinity indicate the presence of about 4 to 5.5 feet of recent fill overlaying graded natural sub-soil horizons.

Features: No features were identified during the investigation of Block C.

Artifacts: No artifacts were kept from the excavation because field analysis indicated that all artifact-bearing deposits were recent fill.

Conclusions and Recommendations

The portion of Block C in Area A had potential to yield archaeological resources relating to both prehistoric and historical use and occupation of the area. Both excavation and soil-boring data indicated that artifact-bearing surfaces had been graded away. In addition, it was known that a large buried electrical line cut across the block, and any resources in its path would be disturbed. Given these facts, coupled with the knowledge that additional testing could occur in the block during the Area B investigation, Alexandria Archaeology agreed to accept Tells' recommendation that no further archaeological work be conducted in the portion of Block C in Area A.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, Inc., February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block C, Archaeological Certification, AC-48, approved July 1, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, Inc., April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

BLOCK D, SOUTHERN SECTION

Background Information

Location and Description: Block D is an oval-shaped, level area with an elevation of about 35 feet above sea level near the northwest corner of the Carlyle development project. At the time of the Phase II archaeological work, the structures of a small shopping mall and a paved parking lot covered most of the block. The structures were all situated in the northern part of the block, outside of Area A, while the southern section, within Area A, was characterized primarily by sparse grass growth with remnants of some asphalt pavement. A large underground electrical transmission line cut an east/west path across the portion of Block D within Area A.

Historical Landscape: Block D was historically part of an upland terrace area near the confluence of Hooff's Run and Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, especially along the bluff edge, therefore has high potential to yield significant prehistoric resources (Appendix I). This potential was somewhat reduced in the more inland areas, such as Block D, where the distance to water sources was increased.

Documentary History and Historical Archaeological Potential:

Block D was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners or occupants of all or part of the block included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West; John West, Jr.; John West's heirs; Richard Hewitt; Fredrick Trydal; Frederick Trydal's heirs; Elizabeth Lyles; Goerge Keating; William Richards; Thomas Javins; Edward Javins; Cassius Auger; Wesley Makely; Ida Watkins; William Winston; and partners in the Virginia Glass Company. Block D included portions of four lots of John West's sub-division (Appendix I). Between 1797 and 1901, several houses or commercial buildings were constructed on these lots. During the Civil War, the extreme southern periphery of Block D could have contained portions of Slough Hospital. The tracks of the Orange and Alexandria Railroad were constructed through the block in 1850. Beginning in the 1890s, structures of the Virginia Bottle Company factory were located on the block, just north of the section within Area A.

Thus, Block D had high potential to yield archaeological resources which could provide insight into activities at a Civil War hospital and into domestic and industrial life in Alexandria's West End, perhaps beginning as early as the late eighteenth century. While no structures were known to have existed on the part of Block D which was situated within Area A,

it was nevertheless possible that evidence of past use remained buried in this area.

Excavation Strategy: The Phase I research indicated that the southern section of Block D within Area A could have contained a structure in the late eighteenth or early nineteenth century. Therefore, the Phase II Scope of Work called for diagonal trenches to traverse the area at 25 foot intervals. Trenches B1, B2, B3, B4 and B5 cut through the southern section of Block D within Area A (Appendix II).

At the time of the development of the Scope of Work, it was assumed that testing of the northern section of Block D within Area A would be part of the Area B investigation; historically, this section was associated with the properties which fronted on Duke Street. As a result, the Area A Phase II Scope of Work did not call for testing of this part of the block. When it became apparent that the Carr Company wanted this section included in Area A, a field decision was made to add Trench 22 to the overall trenching plan to test for the possibility that prehistoric and historical archaeological resources could be present in the area. Trench 22 extended about 100 feet into the block. Its location on an east/west line in the northern part of the area was governed by two main circumstances: the need for maneuverability of the backhoe in the area, which was bounded by a fence on the north and an erosion control berm on the south, and the need to avoid the active electrical line which cut across the property. Two test units (TP63 and TP64) in Block D were hand-excavated in Trench 22 because it was thought that a buried historical surface had been encountered.

Archaeological Findings

Stratigraphy: Excavation of the "B" trenches in the southern part of the block revealed about 2 feet of crushed rock and cinder ballast fill resting upon graded sub-soil (Appendix III). In Trench 22, the stratigraphic profile indicated the presence of 6.5 feet of fill, also overlying the graded sub-soil. When Trench 22 was first opened, some of the fill was thought to represent a buried historical surface, because it was a deposit of very black humus. As a result, two test units were hand excavated in the trench in Block D. Both test units indicated that the humic material was redeposited in the area and not the remnants of an in situ buried surface.

Features: The original (circa 1850) bed of the Orange and Alexandria Railroad cut an east/west path through this portion of Block D and was recognized in each of the "B" trenches (Appendix III). This feature differs from later roadbeds in that it was formed by laying down a ribbon of yellow brown clay mixed with water-worn pebbles and cobbles, known as "bank run". A wooded edge was often present, especially on the southern side of the "bank run". Presumably serving as a retaining wall, this feature was made up of planks, measuring 6 feet long and 2 feet wide, set into the ground to form a border. The original roadbed is

significant for its association with the role of the railroad in the development of Alexandria. Later roadbeds exhibited the use of cinder and crushed rock as ballast. Railroad tie stains of later tracks appeared in the clay as rectangular shapes filled with this black ballast; presumably, the ties were removed and the ballast fell into the depressions they had made in the clay. The archaeological certification form indicates that railroad tie stains cutting into the natural clay surface were also encountered during excavation of the "B" trenches. However, according to the feature catalog, Tellus does not appear to have assigned separate feature numbers to the tie stains in this block.

Artifacts: A few artifacts (i.e. porcelain, whiteware, a railroad spike, bottle glass, insulators, and indeterminate metal objects) were saved from the fill of the "B" trenches. The vast majority came from the hand-excavated units and included brick; nails; bed springs; bottle, vessel and window glass; plaster; clinker; sheet metal; wooden stakes; plastic; and minor amounts of stoneware, pearlware and whiteware. The assemblage appears to date to the twentieth century. Tellus archaeologists believe that these artifacts were redeposited as part of the black humic layer on graded sub-soil in this area. It is noteworthy, however, that the vast majority of the artifacts fall into the category of bottle glass. A bottle company was located to the north of this area, and the bottle glass should be examined with this fact in mind.

Conclusions and Recommendations

The southern portion of Block D in Area A had potential to yield archaeological resources relating to both prehistoric and historical use and occupation of the area. However, the archaeological investigation indicated that living surfaces had been graded away. Artifacts were present only in disturbed contexts. The only feature of significance uncovered during the excavation was a section of the original Orange and Alexandria railroad bed; this feature was well-documented with both photographs and drawings, and a section will be protected as part of the development on the west side of Holland Lane adjacent to the stone bridge in the African American Heritage Park. Therefore, it was recommended that no further archaeological fieldwork be conducted in the portion of Block D in Area A. Analysis of the artifacts, however, would be useful in order to see if the bottle glass found in the test units provides any insight into local bottle manufacturing.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, Inc., February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block D in Area A, Archaeological Certification, AC-50, approved July 1, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, Inc., April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

The O&A Railroad Roadbed, ms, Tellus Consultants, Inc., n.d.

BLOCK E, SOUTHERN SECTION

Background Information

Location and Description: Block E is a relatively level area with an elevation of about 30 feet above sea level at the northwest corner of the Carlyle development project. At the time of the archaeological work, the structures of a small shopping mall and a paved parking lot covered most of the block. The structures were all situated in the northern part of the block, outside of Area A, while the southern section, within Area A, was characterized primarily by sparse grass growth with remnants of some asphalt pavement. A large underground electrical transmission line cut an east/west path across the portion of Block E within Area A.

Historical Landscape: Block E was historically part of an upland terrace area near the confluence of Hooff's Run and Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including Block E, therefore has high potential to yield significant prehistoric resources (Appendix I).

Documentary History and Historical Archaeological Potential:

Block E was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners or occupants of all or part of the block included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Thomas Richards; John Limerick; Michael Omeara; Michael Quigley; Quigley heirs; Richard Hewitt; Frederick Trydal; Frederick Trydal's Heirs; Elizabeth Lyles; George Keating; William Richards; Thomas Javins; Edward Javins; Cassius Auger; Wesley Makely; Ida Watkins; William Winston; and partners in the Virginia Glass Company. Containing portions of four lots of John West's sub-division (Appendix I), the area began to be developed in the late eighteenth and early nineteenth centuries. John Limerick's property contained a house and bake house by 1803; and at least six houses were constructed within these three lots between 1797 and 1901. The exact locations of these structures and any ancillary buildings is unknown; three were definitely along Duke Street outside of the project area. Beginning in the 1880s, structures of the Virginia Bottle Company factory were located on the block, just north of the section within Area A. Thus, Block E had high potential to yield archaeological resources which could provide insight into domestic, industrial and commercial life in Alexandria's West End beginning in the late eighteenth century. While no structures were known to have existed on the southern part of Block E, it was nevertheless possible that evidence of past use remained buried in this area.

Excavation Strategy: Prior to approval of the Phase II Scope of Work, Alexandria Archaeology was informed on January 28, 1992, that Tellus archaeologist Alan Westover was excavating a series of unapproved test trenches on the Carlyle property. Two of these trenches were located in the extreme southeast corner of Block E. While there is documentation of the trench locations, (Archaeological Certification Number 7) there is no written report of the findings on file. Steven Shephard, a City archaeologist, provided the following information from his observations at the site. The two backhoe trenches ran east/west and were placed 50 feet apart in order to test an area where electric power lines would be buried along the west side of Holland Lane. The trenches were about ten feet long, three feet wide and five feet in depth. Westover stated that no significant artifacts or features were found. The northern trench contained black soil soaked with petroleum product starting about two feet below the ground surface. A City inspector was informed about this contamination and both trenches were backfilled.

At the time of the development of the Phase II Scope of Work, it was assumed that testing of the section of Block E within Area A would be part of the Area B investigation; historically, this section was associated with the properties which fronted on Duke Street. As a result, the Area A Scope did not call for testing of this part of the block. When it became apparent that the Carr Company wanted this section included in Area A, a field decision was made to extend Trenches C4, C5 and C6 into the block and to add Trenches 20 and 22 to the overall trenching plan to test for the possibility that prehistoric and historical archaeological resources could be present in the area (Appendix II). Trench 20 was about 100 feet in length, while the portion of Trench 22 in the block measured about 125 feet long. The northern limits of the "C" trenches and the locations of Trenches 20 and 21 on an east/west line in the northern part of the area were governed by three main circumstances: the need for maneuverability of the backhoe in the area, which was bounded by a fence on the north and an erosion control berm on the south; the need to maintain the erosion control berm intact; and the need to avoid the active electrical line which cut across the property. Two test units (TP61 and 62) were hand-excavated in Trench 22 because it was thought that a buried historical surface had been encountered.

Archaeological Findings

Stratigraphy: Excavation of Trench 20 and the "C" trenches revealed about 5 feet of cinder and clay fill resting upon graded sub-soil. In Trench 22, Tellus indicated the presence of 6.5 feet of fill, also overlying the graded sub-soil. However, when Trench 22 was first opened, some of the fill was thought to represent a buried historical surface, because it was a deposit of very black humus. As a result, two test units were hand excavated in the trench in Block E. Both test units indicated that the humic material was redeposited in the area and not the remnants of an in situ buried surface. No stratigraphic profile was provided of this block by Tellus.

Features: No features were identified during the investigation of Block E.

Artifacts: An insulator and two bottle glass fragments were recovered from the fill in Trench 20. Artifacts recovered from the hand-excavated units included brick; coal; slag; bottle, vessel and window glass; nails; milk glass; mortar; plastic; leather; metal objects; and minor amounts of whiteware and Rockingham/Bennington ceramics. The assemblage appears to date to the twentieth century. Tellus archaeologists believe that these artifacts were redeposited as part of the black humic layer on graded sub-soil in this area. It is noteworthy, however, that a great number of the artifacts fall into the category of bottle glass. A bottle company was located to the north of this area, and the bottle glass should be examined with this fact in mind.

Conclusions and Recommendations

The southern portion of Block E in had potential to yield archaeological resources relating to both prehistoric and historical use and occupation of the area. However, the archaeological investigation indicated that living surfaces had been graded away. Artifacts were present only in disturbed contexts. Therefore, it was recommended that no further archaeological fieldwork be conducted in this portion of Block E in Area A. Analysis of the artifacts, however, would be useful in order to see if the bottle glass found in the test units provides any insight into local bottle manufacturing.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Carlyle Archaeological Certification AC-7, submitted November 14, 1991, not approved.

Block E in Area A, Archaeological Certification, AC-36, approved April 9, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document,
March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by
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Carlyle Project, Catalog D, Census and City Directory
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Consultants, Inc.

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Virginia, Phase II-Area A, Catalogue of Artifacts by Block,
Draft, by Tellus Consultants, Inc., April 27, 1993.

BLOCK F

Background Information

Location and Description: Block F is situated in the central portion of the Carlyle development project (Appendix I). At the time of the Phase II archaeological fieldwork, the block was a relatively flat area, covered by sparse grass growth, with elevations of about 38 feet above sea level. A large, above-ground, rectangular stormwater retention pond had been built across the northern section of the block for erosion control during the construction of the Federal Courthouse on Block I.

Historical Landscape: The eastern portion of Block F was historically an upland terrace area overlooking the floodplain and marshland near the confluence of Great Hunting Creek and a small unnamed tributary flowing down from Shuter's Hill. Toward the west and south, the topography of the block began to slope down to the creeks (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including the eastern portion of Block F, therefore had high potential to yield significant prehistoric resources (Appendix I). Portions of the more sloping area toward the southwest could also have high potential, depending upon the angle of the slope and the location of the escarpment, which cannot be determined from the available historical documents.

Documentary History and Historical Archaeological Potential: Block F was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Thomas White; Charles Jones; Patrick Byrne; William Yeaton; Nicholas Hingston; James Sheehy (Shecky); William Minor; John Kline; Lewis and Sarah Sewell; Richard Libby; Bartholomew Rotchford; Richard Rotchford; Orange and Alexandria Railroad; John Underwood; Thomas Dwyer; Samuel Spencer; and Southern Railway.

The Phase I research documented that the northeast corner of the block had the potential to yield evidence of occupation of West End Village during the late eighteenth or early nineteenth centuries. However, most of Block F was in John West's 18th century sub-division (Appendix I). The subsequent title search did not indicate that houses or other structures were constructed on Block F in the eighteenth or nineteenth centuries. The historical land use for most of the block is, therefore, thought to have been primarily agricultural or pastoral prior to the development of the railroad. During the Civil War, however, a portion of Slough Hospital could have been present on the block (Appendix I). All of Block F was purchased by the Southern

Railway in 1897. Eventually, tracks and other railyard structures, including a car shop in the southern portion, covered the majority of the block.

Thus, the historical archaeological potential the northeast corner of Block F was considered at the time of the Phase II Scope of Work to be high, because the Phase I research had indicated the presence of late eighteenth/early nineteenth century occupation. The potential for the remainder of the block was moderate because there was a possibility that remains relating to Slough Barracks Hospital could be uncovered on the property. If present, archaeological resources of these periods would be highly significant for their ability to provide insight into hospital activities and life in Alexandria the early years of West End development and during the Civil War.

Excavation Strategy: The Phase II Scope of Work called for trenches at 100-foot intervals across most of Block F to test for the presence of prehistoric resources and evidence of Slough Barracks/Hospital (Trenches 5 through 10) (Appendix II). In the northeast corner, the interval between trenches was reduced to 25 feet to test additionally for the presence of resources relating to early West End historical occupation (Trenches A1 through A7). Because the stormwater retention pond was built in the northern section of the block prior to the archaeological testing, it was stated at the time of approval of the Scope of Work that investigation of the area under the pond would occur after it was no longer needed. However, as the Phase II fieldwork neared its end, the Oliver Carr Company stated that they wanted this entire block cleared for construction, including the area under the erosion control facility. Therefore, to insure that potential resources would not be overlooked, several trenches were extended in the area south of the stormwater retention pond (southern extensions of A3, A5, and A7); one trench (ST9) was added to the north; and the fill was scraped off an area to the west to expose natural soils. Eight test units (TP 6 through 11, 13, and 14) were placed in the trenches whenever a soil horizon indicating a possible buried living surface was encountered. It was not possible to maintain a 50-foot interval between test units in this block due to several circumstances: the presence of concrete floors and footings from demolished railroad structures; constant flooding of the trenches; and the instability of the trench walls, which often collapsed before the units could be dug.

Archaeological Findings

Stratigraphy: A stratigraphic summary for Block F was not provided by Tellus, and the information presented here is culled from brief references in the certification form and from some of the soil boring data. Throughout much of the block, about 6 feet of fill capped the natural soil levels on the block. In the eastern section, this fill rested upon graded clay subsoil. However, a buried soil horizon, representing a historical living surface, was found under fill in the central and western portions

of the block. About 8 inches thick, the buried surface layer was olive gray in color and blended into the yellow-orange clay subsoil below. The upper surface commonly exhibited about a quarter inch of darker humus. Toward the west, the fill over this buried surface became thicker, suggesting that the original ground surface in this area had begun its slope toward the creeks.

Features: The original (circa 1850) bed of the Orange and Alexandria Railroad cut an east/west path through the northern part of Block F and was recognized in Trenches A1, A2, A3, A4 and ST9 (Appendix III). This feature differs from later roadbeds in that it was formed by laying down a ribbon of yellow brown clay mixed with water-worn pebbles and cobbles, known as "bank run." A wooden edge was sometimes present, especially on the south side of the "bank run." Presumably serving as a retaining wall, this line of wood was made up of planks, measuring 6 feet long by 2 feet wide, set into the ground on edge to form a linear border. The original roadbed is significant for its association with the role of the railroad in the development of Alexandria.

Later roadbeds exhibited the use of cinder and crushed rock as ballast. Railroad tie stains of these later roadbeds appear in the clay subsoil as rectangular shapes filled with this black ballast. Presumably, the ties were removed and the ballast fell into the depressions made by them in the clay. Feature 3 (Trench 7), Feature 4 (Trench 6), and Feature 5 (Trench 8) consist of railroad tie depressions filled with cinders. Features 11 and 12 (Trenches A2 and A1, respectively) included tie stains associated with the "bank run."

In the southern part of the scraped area, beginning about 109 feet west of the southwest corner of the stormwater retention pond, the excavations uncovered two lines of parallel timbers set about 5.5 feet apart. A similar feature (Feature 28) was found to the east in Block G (Appendix III). The timbers were set into the underlying clay sub-soil about 5.5 feet apart and extended west in Block F for a distance of approximately 48 feet. When first uncovered, it was suggested that these timbers related to plank walkways which were known to have been constructed at Slough Barracks. However, further work indicated that the timbers were definitely related to railroad activities. Railroad workers have stated that parallel lines of timbers were sometimes used to keep roadbeds from spreading or as skids for moving materials along a railroad track.

Three other features identified in Block F probably also relate to railroad activities. Feature 10 (Trench 7--improperly listed in Block J in the feature catalog) represented the remnants of two adjacent railroad privies, one of which was completely excavated. Feature 6 (Trench A7) was a small pit, about 18 inches in diameter, containing electrical and metal hardware. Feature 9, a dark organic stain with a wooden plank perpendicular to it, was found during the excavation of Test Unit 6 in Trench 5.

Feature 13 (Trench A3) was a gray, artifact-bearing clay deposit in Unit 13 along the northern edge of the "bank run." It appears to represent a nineteenth through early twentieth century domestic trash deposit. It might be useful later to reexamine this feature to see if it represents redeposition in a low area near the "bank run" similar to what was noted in Test Units 61, 62, 63 and 64 in Blocks D and E.

Artifacts: Artifacts were recovered from excavation of several of the features described above. Feature 10 yielded a button, a leather fragment, 1 sherd pearlware, 4 rusted iron objects, 1 fiberboard fragment, and several pieces of wood, undoubtedly remnants of the privy itself and the few objects inadvertently dropped into it. Feature 6 was an area containing industrial debris from railroad activities: 3 insulators, 2 metal bolts and a metal bar; one of the bolts and the bar apparently had threads which could have fit the insulators. Artifacts recorded in Feature 13, the only artifact-bearing portion of Unit 13, included: 2 fragments brick, a letter "A" made of copper, 17 sherds of whiteware, 4 mammal bones, 3 machine cut nails, a kaolin pipe stem, a fragment of wood, and 7 bottle fragments, one of which was definitely machine made.

Artifacts were not recovered during most of the trench excavations in the eastern portion of the block, because field analysis indicated that artifact-bearing levels were recent fill. However, a sample was saved from investigations of Trenches A3, A5 and A7; these included 3 insulators, 1 sherd pearlware, 17 sherds whiteware, a bolt, a washer, 2 iron objects, a milk glass fragment, an oyster shell and 7 bottle sherds, 1 of which was definitely machine-made.

Seven test units (TP 6 through 11 and 14) were excavated in the southern and western parts of Block F to recover artifacts from the buried living surface found under the fill. However, the artifact catalog only lists artifacts from five units; none are indicated for TP9 and TP10. The five units yielded a total of 129 artifacts; the vast majority, 103, came from Unit 14. The artifacts from the excavations of the buried surface included: 6 sherds pearlware, 58 sherds whiteware (6 from unprovenienced locations in Unit 14), 6 machine made bottle or vessel glass fragments, 11 other fragments vessel or bottle glass, 4 fragments flat glass, 2 peat pots, 7 unidentifiable iron objects, 5 pieces of coal, 7 clinkers, 8 wood fragments, 9 brick fragments, 2 cut nails, 2 mortar fragments, 1 oyster shell and 1 unidentifiable item. The assemblage appears to represent nineteenth through early twentieth century domestic refuse; it does not include the industrial refuse associated with the railroad. However, in general, artifacts are very sparse; the only intense signs of occupation came from Unit 14.

Conclusions and Recommendations

Block F had high potential to yield prehistoric archaeological resources and moderate to high potential to provide insight into

activities related to West End development and to Slough Barracks/Hospital during the Civil War. The major feature of significance uncovered during the excavation was a section of the original Orange and Alexandria railroad bed; this feature was fully recorded with photographs and drawings. A section will be protected as part of the development on the east side of Holland Lane adjacent to the stone bridge in the African American Heritage Park. Other railroad features uncovered included the parallel timbers, which provided insight into twentieth century railyard activities, and two railroad privies, one of which was fully excavated. It is assumed that the other privy would yield similar information. All of the features uncovered were fully documented according to standard archaeological techniques and do not require additional field investigation.

A buried historical surface was found in the western and central sections of Block F. Artifacts recovered from the hand-excavated units placed to investigate this living surface appeared to indicate the presence of a nineteenth through early twentieth century domestic trash midden in vicinity of TP14, where there was a significant artifact concentration. Ideally, additional fieldwork would have been done in the immediate area to gain a better understanding of the significance of this midden. However, we accept the rationale that the Block F artifacts, along with those in the adjacent Block A, represented a small sample of the midden deposits in this portion of the West End development, and could serve as a minimally acceptable assemblage for comparison with other nearby assemblages, such as those from Blocks I and L. The artifacts in this section of the property (Blocks A and F) could not be definitively associated with any particular historical household or group, and their significance was somewhat reduced by this fact. As a result, no further fieldwork was recommended relating to the domestic artifact scatter in Block F.

The remaining eastern portion of Block F was represented by layers of railroad fill over graded subsoil. Tellus archaeologists have argued that the location of the area where the grading ends and intact living surfaces are found in the central section of Block F provides a clue to the location of Slough Barracks/Hospital. The Tellus analysis is based on a combination of the archaeological findings and their interpretation of a Civil War photograph of the area. The claim is that the photograph shows that, to the north of Slough Barracks, the 1850 railroad tracks ran below the surface grade across what is now Blocks F, G, D and H of the Carlyle development project; i.e., they ran in a ditch which was cut into the natural clay subsoil. The excavations revealed that this ditch was no longer present and that the surrounding surface had been graded down to the level of the original tracks; in other words, the "bank run" and the surrounding graded land were at the same elevation. The extent of the grading accounts for the fact that no remains of Slough Barracks, including sub-surface features such as post holes, have been found throughout the area. Intact historical surfaces appear only on the slopes with elevations which were too low to

have been graded and not on the flat uplands where the structures once stood; as might be expected, it is on the slopes that the midden deposits are found.

The Tellus archaeologists' interpretation continues that the photograph shows a sloping surface to the west of the hospital, where they believe the tracks no longer appear to run in a ditch but are instead raised on an embankment. In the area to the west of the stormwater retention pond, Tellus archaeologists indicated that the trenches and scraping have revealed the beginning of this slope in Block F and the presence of the embankment in Block A. If Tellus's interpretation is correct, then the northwest corner of Slough Barracks was located no further west than the eastern section of the stormwater pond (Appendix I). To the west of this area, intact historical surfaces are found on the slopes buried under the fill. To the east, evidence of grading, which would have destroyed remains of the barracks, is evident.

Despite the fact that a corner of the barracks may have been located under the stormwater pond, the above analysis suggests that further investigations would prove fruitless. All remains of the facility under the pond, including sub-surface features such as post holes to support the buildings, would have been obliterated by the railroad's grading of the upland area where these buildings stood. Certainly, this appears to have been the case elsewhere on the property. As a result, it was agreed not to insist on testing under the stormwater retention pond and to accept the recommendation that no further work be conducted in Block F.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block F, Archaeological Certification, AC-46.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

The O&A Railroad Roadbed, ms, Tellus Consultants, n.d.

Research on Parallel Timbers, ms, Tellus Consultants, n.d.

BLOCK G

Background Information

Location and Description: Block G is situated in the central portion of the Carlyle development project (Appendix I). At the time of the Phase II archaeological fieldwork, a large locomotive shop covered the southeastern quarter of the block. It was constructed in 1945. The majority of the ground surface was covered with sparse grass growth, although there were some areas which contained gravel surfaces and roadways.

Historical Landscape: Block G was historically part of an upland terrace area near the confluence of Hooff's Run and Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including Block G, therefore had high potential to yield significant prehistoric resources (Appendix I).

Documentary History and Historical Archaeological Potential: Block G was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Matthew Robinson and his heirs; Charles Murray; William Burton Richards; Henry Zimmerman and his heirs; Thomas Watkins and his heirs; George West; William Minor; John Peck; John Cline; Lewis and Sarah Sewell; Bartholomew Rotchford; Richard Rotchford; Harrison Emerson; John Underwood; Thomas Dwyer; George and Lewis Peverill; Samuel Spencer; and the Southern Railway. Historical research did not indicate the definite presence of any structures or other potentially significant improvements on Block G prior to the Civil War. Phase I research indicated that Matthew Robinson's lot, possibly containing his residence and out-buildings, extended into the eastern and northwestern sections of the block. It is probable that most of the land was used primarily for agricultural or pastoral purposes throughout the nineteenth century.

The Orange and Alexandria Railroad was constructed through the block in 1850. Slough Barracks, originally a Union Army barracks then converted to a hospital, probably occupied much of the block from 1863 to 1866-67. In 1897, Southern Railway purchased the block and surrounding land and soon thereafter began constructing a large railyard on the property. The locomotive shop extends into the southeastern corner of the block, and tracks covered much of the remainder of the property prior to their removal in the anticipation of development. Thus, the historical archaeological potential of Block G was considered high in the eastern and northwestern sections for the recovery of resources

related to the late eighteenth/early nineteenth century development of West End. The potential was moderate throughout the remainder of the block, because the possibility existed that resources relating to Slough Barracks could be present on the property. If present, these archaeological resources would be highly significant for their ability to provide insight into the activities associated with the early years of West End development and with the Civil War period.

Excavation Strategy: The Phase II Scope of Work called for the excavation of portions of four diagonal trenches (9 through 12) at 100-foot intervals across the center of Block G (Appendix II). These trenches were placed primarily to investigate the area for evidence of Slough Barracks/Hospital and prehistoric occupation. Close interval trenches at 25-foot intervals were to be placed in the eastern and northwestern sections where the potential also existed for the recovery of information on the early development of West End Village. Portions of five "B" trenches (B3, B4, B5, B6, B7) were excavated in the east, and portions of three "A" trenches (A5, A6, and A7). In addition, several "B" trenches at 25-foot intervals were dug in the northwest corner. A field decision was made to add the "G" trenches (G1 through G10) to the original testing strategy, because several footings, thought to be possible remnants of Slough Hospital, were found on the block. It was believed that the 100-foot interval was too large and that sub-surface remains of the facility, if present, could be missed. In addition, the area around the footings was scraped to gain information on the dimension of the structure and on its function and date (Appendix II).

Archaeological Findings

Stratigraphy: Tellus did not provide a stratigraphic summary of this block. In general, the soil borings and test trenches indicated the presence of about two feet of cinder and clay fill over graded natural sub-soil horizons.

Features: The original bed of the Orange and Alexandria Railroad cut an east/west path through the northern part of Block G and was recognized in Trenches A4, A5, A6, A7, G1, G2, G3 and 10 (Appendix III). This circa 1850 feature differs from later roadbeds in that it was formed by laying down a ribbon of yellow brown clay mixed with water-worn pebbles and cobbles, known as "bank run." A wooden edge was sometimes present, especially on the south side of the "bank run." Presumably serving as a retaining wall, this line of wood was made up of planks, measuring 6 feet long by 2 feet wide, set into the ground on edge to form a linear border. The original roadbed is significant for its association with the role of the railroad in the development of Alexandria.

Later roadbeds exhibited the use of cinder and crushed rock as ballast. Railroad tie stains of these later roadbeds appear in the clay subsoil as rectangular shapes filled with this black ballast. Presumably, the ties were removed and the ballast fell

into the depressions made by them in the clay. Feature 2 (Trench 9, improperly listed in Block F in the feature catalog) is one of the railroad tie stain areas identified during the excavation.

A series of brick and mortar piers on concrete footings was identified in Block G (Appendix III). These 23 features (Nos. 14-27, 29-30, 36-42; some improperly listed in Block F in the feature catalog) formed two parallel lines, about 160 feet long and 30 feet apart. They appear to have been set on 14- to 16-foot centers. An iron pipe (Feature 33, improperly listed in Block F in the artifact catalog) was found paralleling the western and northern sides of the footings. When first uncovered, it was postulated that these piers were remnants of one of the structures of Slough Barracks/Hospital. However, further research indicated that Armour Car Lines constructed an ice house and car icing platform in this location in 1902. The dimensions of the ice house match the dimensions of the structure which would have stood on the footings. The Armour/Mutual Ice House continued in use at this location until 1906, at which time it was demolished or moved, according to historical documentation (Appendix III).

Feature 28, found about 25 feet south of the westernmost footing, consisted of two lines of parallel timbers set about 5.5 feet apart (Appendix III). A similar feature was found to the west in Block F. The timbers were set into the underlying clay sub-soil and extended east for a distance of approximately 68 feet. When first uncovered, it was suggested that these timbers related to plank walkways which were known to have been constructed at Slough Barracks. However, further work indicated that the timbers were definitely related to railroad activities. Railroad workers have indicated that parallel lines of timbers were sometimes used to keep roadbeds from spreading or as skids for moving materials along a railroad track. A twentieth century date was established by the fact that the timbers crossed over the pipe trench which had been dug to place the iron pipe which led to the north and west sides of the ice house features. The pipe, probably associated with ice house use, was put in place in 1902 or later; and the timbers post-date the pipe placement.

The only additional feature uncovered in Block G was a post hole (Feature 31) containing preserved wood. There is some confusion about the location of this post hole in Tellus's documents; it is sometimes improperly listed in Block H. While the feature does not appear on the Block G map, actually, it is located near the southern end of Trench B5.

Artifacts: Few artifacts were kept from the excavation of trenches in Block G, because field analysis indicated that artifact-bearing levels over the clay sub-soil were recent fill. The only artifacts recovered came from the features and included a machine-cut bolt associated with the parallel timbers, the wood from Feature 31, and a single sherd of whiteware found during the excavation of one of the footings (Feature 38).

Conclusions and Recommendations

Block G had the potential to yield archaeological resources relating to both prehistoric and historical occupation of the area. However, the archaeological investigation indicated that living surfaces had been graded away. Artifacts were present only in disturbed contexts. All features uncovered were fully documented according to standard archaeological techniques and do not require additional investigation. The ice house and parallel timbers provided some insight into twentieth century railyard activities.

The major railroad features of significance uncovered during the excavation were sections of the original Orange and Alexandria railroad bed, which was well-documented with both photographs and drawings. A section of this original railroad line, significant for the role it played in the development of Alexandria, will be protected as part of the development on the east side of Holland Lane adjacent to the stone Orange & Alexandria Railroad bridge in the African American Heritage Park. Therefore, it was recommended that no further archaeological fieldwork be conducted in this portion of Block D in Area A.

It should be noted that the locomotive shop extends into the eastern part of Block G. The shop was constructed in 1945 from brick and concrete and designed to house locomotives undergoing repair. Alexandria Archaeology has the original plans for this structure on file and has taken both interior and exterior photographs of the building; three photographs were provided in the Archaeological Certification (AC-19). While not in accordance with the standards of the Historic American Building Survey, the plans show the structure as it was meant to be built, and the photographs serve as a record documenting the building in 1993. Because other shops made from the same design are extant, the structure was not determined to be significant.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block G, Archaeological Certification, AC-52, approved July 2, 1993.

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The O&A Railroad Roadbed, ms, Tellus Consultants, n.d.

Research on Parallel Timbers, ms, Tellus Consultants, n.d.

History of the Armour/Mutual Ice House, ms, Tellus Consultants, n.d.

Footings, Piers, and Associated Features, ms, Tellus Consultants, n.d.

BLOCK H

Background Information

Location and Description: Block H is situated along the eastern edge of Area A of the Carlyle development project (Appendix I). Holland Lane forms its eastern boundary. At the time of the Phase II archaeological fieldwork, the 1945 locomotive shop extended into the western portion of the block, and a fence surrounded a large storage tank in the south central section. The majority of the ground surface was covered with sparse grass growth, although there were some areas of gravel surface. A gravel road led from Holland Lane to the locomotive shop.

Historical Landscape: Block H was historically part of an upland terrace area near the confluence of Hooff's Run and Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including Block H, therefore had high potential to yield significant prehistoric resources (Appendix I).

Documentary History and Historical Archaeological Potential: Block H was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr., and John West (Appendix I). An individual block title summary for the late eighteenth through nineteenth centuries was not prepared for this block. Kurt Schweigert's research indicates that two houses were erected in the northern part of Block H, one in the western section in 1798 and one in the eastern section between 1849 and 1882. The Phase I report indicated that both lots contained structures, on farms formerly owned by J. Bolling and John West, occupied during the late eighteenth and early nineteenth centuries. While some outbuildings associated with the houses could have been present on the block, the main use prior to the development of the railroad was probably agricultural. During the Civil War, however, a portion of Slough Barracks/Hospital could have been present on the block (Appendix I). The Orange and Alexandria Railroad was constructed through the northern part of the block in 1850, and in 1897 Southern Railway purchased the entire block for the purpose of constructing a large railyard. In 1916, the locomotive shop was constructed, and eventually, tracks covered virtually all of Block H.

In summary, the historical archaeological potential of Block H was considered to be high because the Phase I research indicated the presence of late eighteenth/early nineteenth century residences, perhaps with associated out-buildings, as well as the possible presence of Slough Barracks/Hospital resources on the

block. If present, these archaeological resources could have provided insight into the activities associated with the early years of West End development and with the Civil War period.

Excavation Strategy: Prior to approval of the Phase II Scope of Work, Alexandria Archaeology was informed on January 18, 1992, that Tellus archaeologist Allan Westover was excavating a series of unapproved trenches on the Carlyle property in order to test an area where electrical power lines would be buried along the west side of Holland Lane (Archaeological Certification No. 7). Three of these trenches, about 50 feet apart, were located along the eastern boundary of Block H (Appendix II). They measured about 10 feet long, 3 feet wide and 5 feet in depth. Westover stated that no significant artifacts or features were found.

The Phase II Scope of Work called for close interval testing throughout most of Block H because the initial research had indicated the presence of residences dating to the late eighteenth/early nineteenth centuries (Appendix II). Placed 25 feet apart, the "B", "C", and "D" trenches also tested for the presence of resources relating to prehistoric occupation or evidence of use of the area during the Civil War. All or portions of 25 diagonal trenches (B5 through B15; C1 through C11 the northern tips of D2 and D3; and the northern extension of 15) were excavated across the block. In one small area in Trenches C3 and C4 near the northern boundary of the block, Tellus archaeologists found evidence of buried topsoil and hand-excavated two units (TP31 and TP32).

Archaeological Findings

Stratigraphy: Throughout most of the block, excavation and soil boring data indicate about one or two feet of fill containing coal, cinders, clay and crushed rock lay over graded natural sub-soil horizons (Appendix III). With elevations of about 29 to 32 feet above sea level, the sub-soil surface sloped gently down toward the east. Near the eastern edge of the block, however, the slope became more pronounced, and about eight feet of fill covered the graded sub-soil in the southeast corner. The buried topsoil in the two hand-excavated units was found to be fill which had eroded into a ditch parallel to one of the railroad track locations; it was not the remnants of a buried living surface.

Features: The original (circa 1850) bed of the Orange and Alexandria Railroad cut an east/west path through the northern part of Block H and was recognized in each of the "B" and "C" trenches. This feature differs from later roadbeds in that it was formed by laying down a ribbon of yellow brown clay mixed with water-worn pebbles and cobbles, known as "bank run." A wooden edge was sometimes present, especially on the south side of the bank run. Presumably serving as a retaining wall, this line of wood was made up of planks, measuring 6 feet long by 2 feet wide, set into the ground on edge to form a linear border (Appendix III). In Trenches B7 and B8, two levels of "bank run"

were found, perhaps indicating some of the earliest changes in the rail line. Later roadbeds exhibited the use of cinder and crushed rock as ballast. The original roadbed is significant for its association with the role of the railroad in the development of Alexandria.

Eight other features on Block H are listed in the feature catalog. However, one of these (Feature 31, a post hole with preserved wooden post in Trench B5) actually occurs on the map in Block G. The remaining features are as follows: Feature 32 (indicated in Block G in the artifact inventory but in Block H on the map and the feature catalog, Trench B5)--a post hole which contained electrical hardware; Features 34 and 35 (Trenches B8 and B10, respectively)--the remnants of large wooden posts, probably telephone poles driven into the ground; Feature 43 (Trench B14, mislabeled on the map as Feature 48)--a post hole with intact post; Feature 44 (Trench B15)--brick and mortar footing section of a structure containing two superimposed concrete floors separated by about .6 foot of cinder fill, may be the structure which appears on the Phase I map, possibly the remains of a recent railroad office building; Feature 68 (indicated in Block L in the feature catalog, but in Block H on the block map and in the feature artifact inventory, Trench D2)--a hand-whittled wooden stake; Feature 78 (not shown on map, northern extension Trench C8)--post hole containing remains of three decayed posts. All of these features probably relate to railroad activities; they have been fully documented and do not warrant further investigation.

Artifacts: Artifacts recovered from features are mentioned above. Those collected from the fill in Trenches B6, 8, 9, 10, and 13 included 2 sherds of transfer printed whiteware, 1 transfer printed pearlware, 2 machine made bottles and several bottle sherds. There is a problem with the inventory with regard to the hand-excavated units; TP31 does not appear. Our current understanding is that artifacts from TP31 included 2 glass insulators, parts of 2 railroad switching devices, 4 machine-made bottle sherds, and 18 sherds of whiteware, one of porcelain. TP32 yielded 2 insulators, 2 sherds of machine-made bottle glass and 17 additional sherds of vessel and bottle glass, 1 kaolin pipe bowl, 1 sherd of whiteware, and 4 sherds of red earthenware, 2 with lead glaze. These artifacts were apparently redeposited in the ditch parallel to the railroad tracks sometime in the twentieth century.

Conclusions and Recommendations

Block H had potential to yield archaeological resources relating to both prehistoric and historical use and occupation of the area. However, the archaeological investigation indicated that significant living surfaces had been graded away. Artifacts were present only in disturbed contexts. The only features of significance uncovered during the excavation were sections of the original (circa 1850) Orange and Alexandria railroad bed, which was well-documented with both photographs and drawings. A

section of this original railroad line, significant for the role it played in the development of Alexandria, will be protected as part of the development on the east side of Holland Lane adjacent to the stone bridge in the African American Heritage Park. Therefore, it was recommended that no further archaeological fieldwork be conducted in Block H.

It should be noted that the locomotive shop extends into the western part of Block H. The locomotive shop was constructed in 1945 from brick and concrete and designed to house locomotives undergoing repair. Alexandria Archaeology has the original plans for this structure on file and has taken both interior and exterior photographs of the building; three photographs were provided in the Archaeological Certification (AC-19). While not in accordance with the standards of the Historic American Building Survey, the plans show the structure as it was meant to be built, and the photographs serve as a record documenting the building in 1993. Since other shops made from the same design are extant, the structure was not determined to be significant.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Carlyle Archaeological Certification, AC-7, submitted November 14, 1991, by Tellus Consultants, not approved.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Carlyle Archaeological Certification, AC-19, approval February 24, 1993

Block H, Archaeological Certification, AC-37, approved April 9, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

The O&A Railroad Roadbed, ms, Tellus Consultants, n.d.

BLOCK J

Background Information

Location and Description: Block J is situated in the central portion of the Carlyle development project (Appendix I). At the time of the Phase II archaeological fieldwork, the block was relatively flat with an elevation of about 35 feet above sea level. Sparse grass growth and gravel covered much of the area. Just prior to the investigation, grading had occurred throughout the southern section of the block to remove soil contaminants.

Historical Landscape: The northeast corner of Block J was historically an upland terrace area overlooking the marshland and floodplain at the confluence of Hooff's Run and Great Hunting Creek. The topography throughout much of the block sloped gradually down toward the southwest (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including the northeast corner of Block J, therefore had high potential to yield significant prehistoric resources (Appendix I). Portions of the more sloping area toward the southwest could also have high potential, depending upon the angle of the slope and the location of the escarpment, which cannot be determined from the available historical documents.

Documentary History and Historical Archaeological Potential: Block J was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth and eighteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; and John West. An individual block title summary for the late eighteenth through nineteenth centuries was not prepared for this block. Apparently, historical documentation was not found to indicate that houses or other structures were constructed in the area of Block J. The research did not indicate particular uses of the land within the block; thus the historical land use is thought to have been primarily agricultural prior to the development of the railroad. During the Civil War, however, a portion of Slough Barracks/Hospital could have been present on the block (Appendix I). All of the area of Block J was purchased by the Southern Railway in 1897, but it was probably peripheral to railroad activities which were concentrated to the north. Thus, the historical archaeological potential of Block J was moderate because of the possibility that remains relating to Slough Barracks/Hospital could be present on the property. If present, remnants of this Civil War facility would be highly significant for their ability to provide insight into barracks and hospital activities in Alexandria during the period of federal occupation.

Excavation Strategy: The Phase II Scope of Work called for the excavation of portions of six diagonal trenches (7 through 12) at 100-foot intervals across Block K (Appendix II). These trenches were placed primarily to investigate the area for evidence of Slough Barracks and prehistoric occupation. In several areas, Tellus archaeologists encountered buried living surfaces, and three test units (TP1, TP2, and TP66) were hand-excavated in these areas.

Archaeological Findings

Stratigraphy: In several noncontiguous areas in the northwest and southeast section of the block, Tellus archaeologists apparently found living surfaces buried under the fill. However, these were the exception rather than the rule. The excavated trenches and soil boring analysis in Block J indicate that, in general, one or two feet of gravelly fill covered graded sub-soil horizons, which appeared at elevations of about 34 feet throughout much of the block. This fact suggests the possibility that much of the block was fairly level with elevations higher than 34 feet above sea level. Alternatively, it is also possible that some of what appears to be a flat, upland area may have actually been sloping, and the slopes were graded to form a fairly level plateau. Near the southwest corner, the ground certainly began to slope, and landfill deposits more than eight feet thick cap the natural soil levels (Appendix III).

Features: The feature catalog indicates that no features were identified during the excavation of Block J. However, the Block K map shows Feature 80 within Trench 11 of Block J to the west of the Block K boundary. This feature, listed in the feature catalog under Block K, was a wooden conduit containing an iron pipe, undoubtedly used by the railroad for the underground movement of liquids. It was drawn and photographed in accordance with standard archaeological procedures and does not warrant further investigation.

Artifacts: While the Block J map shows three hand-excavated units, the artifact catalog lists materials recovered from only one of these contexts--Test Unit 1. The artifacts included: brick; clinker; insulator tubes; a gear; screws; a ball bearing; wire nails; metal objects; plastic; vessel, bottle, window and safety glass; rubber tire fragments; and only 5 ceramic sherds, (2 unglazed red earthenware, 2 whiteware, and 1 of an undeterminable type.) These artifacts appear to represent a recent trash deposit.

Conclusions and Recommendations

Block J had high potential to yield prehistoric archaeological resources and moderate potential to provide insight into activities associated with Slough Hospital during the Civil War. However, the living surfaces had, for the most part, been graded off across the block. In the few noncontiguous areas where buried surfaces were encountered, artifacts recovered included

primarily late twentieth century trash. The one feature which may have been present on the block provided evidence of twentieth century railroad activities and was fully documented; it did not warrant additional investigation. Therefore, no further archaeological fieldwork was recommended on Block J.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block J, Archaeological Certification, AC-38, approved April 9, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

BLOCK K

Background Information

Location and Description: Block K is situated in the central portion of the Carlyle development project (Appendix I). The eastern portion of the block contains railroad buildings and the western end of a large roundhouse constructed in 1916. Prior to the archaeological work, a railroad spur crossed the block from the northwest to southeast corners. To the south of the tracks, three artificial mounds had been created, probably for storage tanks. The contours of two of the mounds appear to have been disturbed, probably as a result of removal of the tanks. In general, the ground surface of the block contained pavement and sparse grass growth.

Historical Landscape: Most of Block K was historically part of an upland terrace area overlooking the marshes and floodplain at the confluence of Hooff's Run and Great Hunting Creek. The ground appears to have begun to slope downward near the southwest corner (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including Block K, therefore had high potential to yield significant prehistoric resources (Appendix I). Portions of the more sloping area near the southwest corner could also have high potential, depending upon the angle of the slope and the location of the escarpment, which cannot be determined from the available historical documents.

Documentary History and Historical Archaeological Potential:

Block K was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners or occupants of all or part of the block included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; Allen Davis; John West's heirs; Matthew Robinson; Henry Zimmerman and his heirs; Thomas Watkins and his heirs; William Minor, John Peck; John Cline; Lewis and Sarah Sewell; Bartholomew Rotchford; Richard Rotchford; John Underwood; Thomas Dwyer; Harrison Emerson; George and Lewis Peverill; Samuel Spencer; and the Southern Railway. Block K includes all of a 1-acre lot and very small portions of two 1/2-acre lots of the 1796-1805 West End townsite subdivision. Historical documentation has not been found to indicate that houses or other structures were constructed in the area of Block K as part of West End development; however, houses were present in the eighteenth century on lots which extended into the northern periphery of the block. A portion of Slough Barracks/Hospital may have occupied part of the block during the Civil War. Historical documents do not indicate particular uses for the land within Block K, and the historic land use is therefore thought to have been agricultural prior to

the development of railroad facilities. The Southern Railway constructed and operated a large railyard beginning about 1900, initially to the north of Block K; eventually railroad facilities covered all of the block. A large roundhouse and ancillary buildings were constructed in 1916 in the eastern half of Block K and extending eastward into Blocks L and O.

Historical archaeological potential of Block K was considered moderate. While the block probably served as agricultural land peripheral to the development of West End, the historical research indicated that late eighteenth century houses were present on lots which extended into the northern periphery of the block, and there was potential for the recovery of evidence of Slough Hospital on the property. If present, remnants of this Civil War facility would be highly significant for their ability to provide insight into hospital activities and life in Alexandria during the period of federal occupation. In addition, the extant roundhouse was considered a significant feature which required documentation prior to demolition.

Excavation Strategy: The Phase II Scope of Work called for the excavation of portions of five diagonal trenches (11 through 15) at 100-foot intervals across Block K. These trenches were placed primarily to investigate the area for evidence of Slough Barracks and prehistoric occupation. In addition, several "B" trenches at 25-foot intervals were to extend into the northeast corner, because documentary research had indicated that an eighteenth century structure was present on a lot which extended into that area (Appendix II).

Trenches were added to the original testing strategy for two reasons: 1. Several footings, thought to be possible remnants of Slough Hospital, were found in the block to the north. It was believed that the 100-foot interval was too large and that sub-surface remains of the hospital structures could be missed. Therefore, "G" trenches were added to test for this possibility; two of these trenches extend into the northern part of Block K. 2. Kurt Schweigert's historical research indicated the possible presence of a late eighteenth or early nineteenth century structure on a lot in the center of the block. Therefore, the "F" trenches were added in this area.

In all, the trenches excavated across the block measured a total of about 1500 linear feet. As shown in Appendix II, many of the trenches are discontinuous lines; the interruptions resulted from encountering either contaminants or obstacles which could not be removed by the backhoe.

Archaeological Findings

Stratigraphy: Tellus did not prepare a specific summary of the stratigraphic information from this block. The certification indicates that cinder and clay fill capped graded natural sub-soil levels across the block, with deeper landfill materials over the graded sub-soil in the southern part of the block. Soil

contamination was evident throughout much of the area.

Features: Three features were identified during the Phase II excavation of Block K. Feature 80 in Trench 11 was a wooden conduit containing an iron pipe. This feature, though listed in Block K in the feature catalog, actually appears in Block J on the map. Feature 82 in Trench 12 may represent another section of this conduit, which has been cut by a later pipe. Feature 81 consisted of five posts, apparently upended railroad ties, in a row in Trench 12. All three features undoubtedly represent railroad activities. They were drawn and photographed in accordance with standard archaeological procedures and do not warrant further investigation. However, the extant roundhouse, which extends into the eastern part of the block, was considered significant, for its ability to document broad patterns of twentieth century railroad history.

Artifacts: A Coca Cola bottle and an ink bottle were recovered from the fill in Trench F7.

Conclusions and Recommendations

Block K had high potential to yield prehistoric archaeological resources and moderate potential to provide insight into activities related to West End Village development and to Slough Barracks/Hospital during the Civil War. However, the trenches excavated across the block revealed that all significant living surfaces had been graded. Artifacts were found only in fill in disturbed contexts. The sub-surface features provided evidence of twentieth century railroad activities and were fully documented; they do not warrant additional investigation. Therefore, no further archaeological fieldwork was recommended on Block K. The roundhouse, however, was considered significant. It was recommended that documentation of the structure be performed in accordance with standards set by the Historic American Building Survey. Kathryn A. Brown is currently photographing the structure.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block K, Archaeological Certification, AC-51, approved July 2, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

The O&A Railroad Roadbed, ms, Tellus Consultants, n.d.

Research on Parallel Timbers, ms, Tellus Consultants, n.d.

History of the Armour/Mutual Ice House, ms, Tellus Consultants, n.d.

Footings, Piers, and Associated Features, ms, Tellus Consultants, n.d.

Scope of Work, Area B, prepared by Kurt Schweigert and Engineering Science, Ltd., n.d.

Carlyle Area II-B, Title Histories by Lot/Tract, ms, Tellus Consultants, n.d.

BLOCK L

Background Information

Location and Description: Block L is situated along the eastern edge of the Area A section of the Carlyle development project (Appendix I). At the time of the Phase II archaeological fieldwork, the block was a relatively level area with an elevation of about 30 feet above sea level. A railroad roundhouse occupied the southwest corner of the block and served as a storage warehouse for Curtis Lumber Company. An entrance road and other paved areas were present to facilitate the lumber company activities, and the remainder of the block was covered by sparse grass growth.

Historical Landscape: Historical maps suggest that Block L was an upland area overlooking Hooff's Run to the east just north of its confluence with Great Hunting Creek (Appendix I).

Prehistoric Archaeological Potential: Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. The upland section of the Carlyle project area, including Block L, therefore, had high potential to yield significant prehistoric resources (Appendix I).

Documentary History and Historical Archaeological Potential: Block L was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Elizabeth West; George West; William and Catharine Minor; John Peck Cline; Lewis and Sarah Sewell; Bartholomew Rotchford; Harrison Emerson; George and Lewis Peverill; and Samuel Spencer. Documentary research revealed that John West inherited substantial lands in the West End area following the death of his father in 1777.

The property included the area designated as Block L (Appendix I). When John West died in 1806, he left his property to his wife, Elizabeth, and their twelve children. The children deeded a one-acre tract in Block L to their mother, who later sold it to her son George. Although there was no mention of a building or structure on the property, it has been speculated that the heirs' activities suggest the possibility that a residence was provided for the widowed mother on the property. The Phase I research also indicated the possibility that a lot which extended into the northwest corner of the block contained a late eighteenth/early nineteenth century structure. In addition, it was possible that a portion of Slough Barracks/Hospital could have been present on the property (Appendix I).

As a result, Block L had high potential to yield historical archaeological resources which could provided insight into the

lifestyle and activities associated with the early years of West End development and with the Civil War period. In 1897, the Southern Railway purchased Block L and the surrounding land with the intention of constructing a large railyard in the area. By 1916, portions of a railroad roundhouse occupied most of Block L, and railroad activities would have been predominant on the block during the twentieth century.

Excavation Strategy: Close interval trenches, at 25-foot intervals, were excavated across most of Block L because the potential existed for the recovery of resources relating to early West End development (Appendix II). These trenches included portions of the "B" trenches (B12 through B17) and most of the "D" trenches (D1 through D12). Whenever a buried surface horizon was encountered, hand excavated units were placed in the trenches. Throughout most of the block, the hand-dug units were at the prescribed fifty-foot intervals within the trenches. However, in the southeast corner of the block, where artifacts numbers increased, the testing interval was shortened. A total of 43 test units were excavated (Appendix II).

Archaeological Findings

Stratigraphy: The trench excavations and soil boring data indicate that most of Block L was covered with about 2 to 4 feet of fill containing crushed stone, cinders, ash, coal, gravel and clay (Appendix III). The underlying natural soil levels were found at elevations of about 30 feet above sea level. The original topography had apparently begun to slope down to Hooff's Run at the eastern edge of the block, where natural soil elevations under the fill were discovered at about 21 feet above sea level.

Throughout much of the block, a buried living surface was found under the fill. Profiles of the units indicated that the level, an olive gray clay about 8 inches in thickness, graded into the underlying orange clay subsoil. Analysis of the elevations of this surface indicated that the original landform was characterized by a high point in the vicinity of Trench D10, and this isolated hillock yielded the greatest concentration of artifacts.

Features: Thirty-two features were identified during the Phase II investigation of Block L. The vast majority of the features recognized relate to railroad activities. The extant roundhouse, which extends into the southwestern part of the block, was considered significant, because it relates to broad patterns of American history and has potential to yield information about Alexandria's early twentieth century railroad yard structures and activities. Two of the archaeological features (50 in Trenches D2, D3, and D5; and 63 in D4) relate to the roundhouse; they represent the pivot block and other foundations and slabs associated with the turntable. Several other features (44 in Trench B16; 64 in Trench D4; and 74 in Trench D5) were characterized by concrete slabs or footings which undoubtedly represented the remnants of other railroad buildings.

The most common of the railroad features were series of posts and post holes which formed lines in the ground. The vast majority, 16 features, consisted of vertical posts in the ground; no post holes were evident. Most of these post features (45-46, 51-56, 58-62) were identified in Trench D2, but three (71, 72, 75) were in D4. Trench D2 also contained three posts which were surrounded by postholes (Features 48, 57, and 65). Another post hole or pit (Feature 66) was identified in Trench D5. Two wooden planks (Feature 47) and a cinder-filled depression (Feature 49) were associated with the post features in Trench D2.

The five remaining features on Block L may relate to pre-railroad activities. Feature 67 was an ovoid depression filled with dark gray clay containing oyster shells and brick fragments. Feature 73, a bowl-shaped depression in the bottom of Unit 24 (Trench D4), contained a mass of charcoal. Feature 76 was a square soil stain at the bottom of Unit 25 in Trench D5. Feature 77 (Unit 46, Trench D10) consisted of possible plow scars. Feature 79 in Units 54 and 57 of Trench D11 was a line of brick fragments mixed with burnt shell resting on a layer of crushed coal containing fragments of glass. Features 76 and 79 were not adequately explained in the feature catalog prepared by Tellus and so no interpretation is possible.

Artifacts: A total of 3,279 prehistoric and historic artifacts were recovered during the excavation of Block L. The prehistoric assemblage, possibly representing a temporary encampment, consisted of 94 specimens: 29 quartz flakes, 47 quartzite flakes, 7 quartz shatter fragments, 7 fragments of quartzite which may have been worked, 4 bifaces (2 of quartz and 1 of quartzite). One of the quartz bifaces may have been the mid-section of a projectile point, but its type could not be determined.

The remaining historical artifact types on the block are summarized in two tables prepared by Tellus (see following pages). There are numerous problems with these tables. The functional categories need reorganization. Note that half of the artifacts are categorized as "Other." In addition, when the tables were prepared, it is possible that the artifacts clearly associated with features relating to the twentieth century railroad activities were included in the analysis; it would have been better not to include these in the analysis of artifacts from the buried surface layer. A minimal level of analysis would include the preparation of maps to illustrate the artifact distributions of the various functional groups during the various time periods.

Nevertheless, even from the preliminary analysis, it is clear that the artifacts represent a domestic midden deposit. It is true that twentieth century artifacts are mixed into the assemblage, probably as a result of both railroad activities and earlier plowing, as indicated by the possible presence of plow scars in Unit 46. However, the ceramic types recovered suggest that a residence, probably first associated with the West family, existed on the lot in the early to middle nineteenth century.

FUNCTIONAL GROUP	FREQUENCY
Domestic	1205
Ceramics (904)	
Bottle Glass (135)	
Vessel Glass (25)	
Lamp Glass (25)	
Milk Glass (21)	
Pipe Frags (21)	
Leather bits (15)	
Buttons (4)	
Table Spoon (1)	
Dry Cell Core (3)	
Rubber bits (13)	
Plastic bits (4)	
Clinkers & Coal (29)	
Cartridges (2)	
Bullets (Ball) (3)	
Architecture	204
Brick Fragments (17)	
Tile Fragments (16)	
Wrought nails (1)	
Mach. Cut nails (163)	
Wire nails (7)	
Faunal	272
Shell (210)	
Bone (59)	
Teeth (3)	
Floral	18
Peach Pits (16)	
Walnut Shell (2)	
Other	<u>1580</u>
TOTAL	3279

BLOCK L ARTIFACT FUNCTIONAL GROUPS

	Frequency
Chinese Export Porcelain	4
American Porcelain	48
Semi Porcelain, Plain	1
Pearlware--	3
Pearlware, Annular	7
Pearlware, Decorated	1
Pearlware, Hand Painted	29
Pearlware, Mocha	1
Pearlware, Plain	109
Pearlware, Shell-Edged	12
Pearlware, Transfer Printed	16
Redware	
Yellow Ware, Annular	2
Yellow Ware, Hand Painted Annular	1
Yellow Ware, Molded	2
Yellow Ware, Plain	17
Yellow Ware, Slip Decorated	1
Whiteware, Annular	1
Whiteware, Blue Tinted	2
Whiteware, Brown Glaze	1
Whiteware, Burnt	1
Whiteware, Decalomania	1
Whiteware, Embossed	1
Whiteware, Flow Blue	2
Whiteware, Plain	311
Ironstone	18
Jackfield	1
Rockingham/Bennington	23
Staffordshire Plain	1
Whieldon Ware	1
Tin Glazed	1

BLOCK L CERAMIC TYPES

The artifacts recovered represent an adequate sample for an analysis which can provide insight into residential life in Alexandria's nineteenth century West End Village. No evidence of the actual structure was found, but it may have been situated in the roundhouse location.

Conclusions and Recommendations

Block L had high potential to yield prehistoric archaeological resources and to provide insight into activities related to West End Village development. Moderate potential existed for the recovery of resources related to Slough Barracks Hospital during the Civil War. A prehistoric archaeological site, probably representing a temporary encampment related to the extraction of resources from nearby Hooff's Run, was discovered on the block. It is true that the historical artifact assemblage is not spatially separated from the prehistoric, and it contains a small percentage of twentieth century materials. The mixing probably resulted from both plowing and railroad activities. Nevertheless, the preliminary analysis suggests the presence of a residential midden deposit, perhaps representing domestic refuse of the West family, which was instrumental in the development of West End Village. The large number of artifacts recovered from Block L serve as a sample of the midden deposit in this area and can be used for comparison with other assemblages. Based upon the data presented by Tellus, no further fieldwork was recommended in Block L.

However, during the preparation of this report, it has come to our attention that two features (77 and 79) on the block were not adequately explained by Tellus archaeologists. Both of these appear to relate to the nineteenth century occupation, but their function is unclear. During the presentations to clear Block L for construction, Tellus archaeologists never mentioned the presence of any pre-railroad historical features which could provide insight into West End life during the nineteenth century. The first time Alexandria Archaeology became aware of their existence was when the data were being reviewed in preparation for this block summary. Ideally, these features should have been explored enough to determine their function and significance prior to recommending that Block L be cleared for construction activities.

Several sub-surface features relating to the railroad activities provided information about the roundhouse structure. These were adequately documented with drawings and photographs, according to standard archaeological techniques. The extant 1916 roundhouse was considered significant. It was recommended that photographic documentation of the structure be performed in accordance with standards set by the Historic American Building Survey. Kathryn A. Brown is currently providing this documentation.

Other Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Block L, Archaeological Certification, AC-47, approved July 1, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features, Draft, by Tellus Consultants, April 27, 1993.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block, Draft, by Tellus Consultants, Inc., April 27, 1993.

Historical Photographic Documentation of the Southern Railway Roundhouse, by Kathryn A. Brown, in progress.

BLOCK M

Background Information

Location and Description: Block M occupies the southwestern corner of the Carlyle development project and fronts on Eisenhower Avenue to the south (Appendix I). The ground supports sparse grass growth. With a maximum elevation of about 35 ft. above sea level, the surface in 1993 sloped gently to the south and southwest with a small gully cutting across southern part of block.

Historical Landscape: In the Phase II Scope of Work for this project, Tellus archaeologists indicated that all of Block M once consisted of steeply sloping ground. However, a terrace escarpment was probably present near the northern edge of the block, with the majority of the area consisting of a low terrace or floodplain adjacent to the marshes of Great Hunting Creek (Appendix I). Landfill activities beginning in the 1960s resulted in the known deposition of over 20 feet of fill. In 1990, extensive grading of up to 4 feet of soil occurred on the block to remove contaminants.

Prehistoric Archaeological Potential: The initial assessment by Tellus archaeologists suggested that the sloping ground surface, which would have characterized Block M in prehistoric times, would not be suitable for habitation sites, and therefore, that the area had low potential to yield significant prehistoric archaeological resources. The City staff analysis suggests that while slope and floodplain areas with low archaeological potential were undoubtedly present, the block could also contain the remnants of a well-drained, low terrace area which would have high potential to yield significant prehistoric resources (Appendix I).

Documentary History and Historical Archaeological Potential: Block M was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Bartholomew Rotchford; Richard Rotchford; Thomas Dwyer; and Samuel Spencer. Throughout this period, the drier portions of Block M probably served as agricultural or pasture land. Historical maps show fence lines cutting across the landscape, presumably dividing fields or pastures in the vicinity of the block. In 1897, the Southern Railway purchased this property along with the surrounding land and constructed a large railroad yard to the north of the block.

None of the historical documents consulted indicate the presence of structures or improvements on the block, and the slope and floodplain conditions would have precluded significant occupation or building. Since the environmental conditions and land use history suggest that the block was peripheral to the eighteenth and nineteenth century development in the area, Block

M was considered to have low potential to yield significant historical archaeological resources.

Excavation Strategy: Due to Tellus' assessment of low archaeological potential, Block M testing, was limited to the excavation of two stratigraphic trenches (ST1 and ST2, each measuring 50 by 25 feet) to gain information on the sequences and depths of the landfill and to add to our knowledge of the historical topography (Appendix II). ST1 was excavated to a depth of 31 feet below the existing surface. Safety concerns, coupled with the fact that this was the maximum reach of the backhoe, prevented any deeper excavations. ST2 was excavated to a depth of about 19 feet below the existing surface, at which point it was abandoned because of a rapid infiltration of ground water into the trench and instability of the trench walls.

Archaeological Findings

Stratigraphy: Neither of the stratigraphic trenches penetrated the historic landfill (Appendix III). In ST1, two distinct fill sequences were identified: (1) 24 feet of fly ash (containing automobile parts, cans, plastics and other modern cultural materials) overlying 7 feet of silt, and (2) clay in three distinct levels (also containing modern artifacts). Excavation in ST2 revealed 19 feet of modern landfill debris, which included military ordnance found at a depth of about 12 feet below the existing surface. (See artifact description below.) Thus, the stratigraphic trenches indicated the placement of up to 30 feet of modern landfill on Block M. Information from soil borings complemented the archaeological test results. The archaeological and geophysical data confirm that the historical landscape would have been characterized by a predominance of wet lowland with an escarpment near the northern edge of Block M (Appendix I).

Features: No features were identified.

Artifacts: No artifacts were kept from the Block M archaeological investigation, because field analysis indicated that all deposits were fill containing modern debris. The military ordnance recovered from ST2, however, required special treatment. An expert from Explosives Disposal, Inc., of Washington, D.C., determined that these object items (thirteen sea mines and one cluster bomb) were no longer hazardous because their explosive charges had been replaced with a plastic material. The materials were manufactured between the end of World War II and the end of the Vietnam War. According to an accompanying tag, one item had been refitted in 1976, thereby indicating that the upper twelve feet of fill in this area was deposited after that date. As of March, 1993, the mines and bombs were stored on the Carlyle property pending their removal as scrap metal.

Conclusions and Recommendations

Limited archaeological testing was conducted on Block M to gain and verify information about the historical landscape of the project area. The archaeological work confirmed that historically a steep escarpment sloping down to the lowlands adjacent to Hunting Creek would have been present near the northern edge of the block. It appeared unlikely that well-drained, low terrace areas would be present. Most of the block probably consisted of a wet, floodplain environment. Therefore, the block has low potential to yield significant archaeological resources. No further archaeological work was recommended in Block M.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992. Includes: Site Map, Phase II, Area A, Archaeological Investigations, Carlyle Project.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block M, Draft 3, prepared Tellus Consultants, Inc., March 8, 1993.

Block M, Archaeological Certification, AC-34, approved March 17, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

BLOCK N

Background Information

Location and Description: Block N occupies the south central section of the Carlyle development project and fronts on Eisenhower Avenue to the south (Appendix I). The ground surface supports sparse grass growth. In 1993, the surface gently sloped generally to the south and southwest. There was a portion of a rectangular mound of earth, about 10 feet in height, in the north central part of the block and a small gully parallel to the southern edge.

Historical Landscape: In the Phase II Scope of Work for this project, Tellus Consultants, Inc., indicated that this block once consisted of steeply sloping land. A more careful examination of available historical maps, however, suggests that the northeastern part of Block N was originally an upland terrace area, while the southern and southwestern sections sloped down to a low terrace or floodplain adjacent to the marshes of Great Hunting Creek (Appendix I). The precise location of the escarpment(s) between these upland and terrace areas could not be determined from the historical maps. A low, wetland environment could have been present in the southwestern corner. Grading was thought to have occurred throughout some of the upland area, and landfill activities beginning in the 1960s resulted in the known deposition of fill near the southwest corner.

Prehistoric Archaeological Potential: Tellus' original assessment was that most of this block consisted of steeply sloping ground, and therefore, had low potential to yield significant prehistoric archaeological resources. The City staff analysis, however, suggests that in prehistoric times, the northeastern section of Block N was probably part of an upland terrace area overlooking the lowland and marshes adjacent to Great Hunting Creek (Appendix I). Upland terrace locales near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. Upland terrace portions of Block N which had not been subjected to grading, therefore, had high potential to yield significant prehistoric archaeological resources.

In the southern and southwestern sections of Block N, the historical ground surface appears to have sloped down to the lowlands and wetlands adjacent to the creek. If low, well-drained terraces were present, these are considered to have high prehistoric archaeological potential. The potential of wetlands, if present, is considered low. Sloping areas, which undoubtedly did exist on the block, also have low prehistoric potential.

Documentary History and Historical Archaeological Potential: Block N was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas

Harrison; John West, Jr.; John West; John West's heirs; Bartholomew Rotchford; Richard Rotchford; Harrison Emerson (eastern portion); Thomas Dwyer (western portion); George and Lewis Perverill (eastern portion); and Samuel Spencer. Throughout this period, most of Block N probably served as agricultural or pasture land. None of the documents consulted indicate the presence of eighteenth or nineteenth century structures or improvements on the block; certainly, historical development would have been unlikely in the lowland or sloping section. Historical maps show fence lines cutting across the landscape, presumably dividing fields or pastures in the vicinity of Block N. This land use would be consistent with the block's location to the southwest of John West's eighteenth century plantation house and at the periphery of nineteenth century development of West End Village, which included slaughterhouses as well as homes of butchers and dairymen (Appendix I). Indeed, census records list these occupations for two of the property's nineteenth century owners: Harrison Emerson was a butcher and Lewis Peverill, a dairyman.

In 1897, the Southern Railway purchased this property along with the surrounding land and constructed a large railroad yard to the north of the block. To support large storage tanks, the railroad built an artificial, rectangular hill, about 10 feet high, which extends into the north central part of Block N. The storage tanks were removed prior to the beginning of the archaeological work.

Historical archaeological potential of Block N was considered to be low, because of the block's probable use as agricultural or pasture land and its peripheral location with regard to the area's development.

Excavation Strategy: Because of Tellus' initial assessment that most of the block was a sloping area with low archaeological potential, the Phase II Scope of Work called for only limited testing to gain information on the sequences and depths of the landfill and to aid in providing a complete picture of the historical landscape of the project area (Appendix II). Three 4-foot wide trenches (numbered 14, 15, and 16) were planned to extend about 125 feet into the northern part of Block N. In actuality, only Trenches 15 and 16 extended the full 125 feet into the block. The southernmost 100 feet of Trench 14 was not excavated because gullies had cut across the line of the trench and eroded the soil levels which would have contained prehistoric and historic resources. Depths of these trenches in Block N varied from about 4.5 to 7.7 feet below the existing surface. In addition, a stratigraphic trench (ST3) was placed in a location predicted by Tellus to cross the slope and lowland area in order to gain information on the sequences and depths of the landfill and to add to our knowledge of the historical topography. This trench measured 50 by 25 feet at the surface and was excavated to a depth of 13 feet. All four trenches were actually placed in what was historically an upland area, which should have been designated as high potential.

Archaeological Findings

Stratigraphy: The four trenches excavated in Block N by Tellus revealed the presence of graded natural sub-soil horizons at depths of .2 to 1 foot below the existing ground surface at elevations of about 31.7 to 34.8 feet above sea level (Appendix III). In most places, the graded surface had been capped by up to one foot of recently deposited fill. In one section of Trench 16, the fill rested on top of a .6 foot thick layer representing a crushed rock roadway, which in turn lay on top of the graded subsoil. At the southern end of Trench 15, no fill was present, and a thin layer of topsoil was found on top of the natural soil. Tellus interpreted this topsoil as a recent deposit on graded sub-soil.

The investigation revealed that historical and prehistoric living surfaces in this upland terrace area had been graded. In various documents, Tellus states that some of this grading may have occurred in 1990 during soil remediation on the block. Our files indicate that Block N was outside of the area scraped in 1990, and it is therefore more likely that the surfaces were graded earlier in the twentieth century, probably as a result of some railroad activity.

One of the goals of the archaeological testing of Block N was to gain information relating to fill sequence depths and to the historical topography of the Carlyle project area. The archaeological data and geotechnical information from soil borings on the property provide some insight into these aspects of Block N (Appendix III). Actual slopes could not be determined because original ground surfaces had been graded. However, elevations of natural sub-soil in the trenches and borings suggest the possibility that much of the area could have been fairly level with elevations higher than 32 feet above sea level. It is also possible that some of what appears to be a flat, upland area may have actually been sloping, and the slopes were graded to form a fairly level plateau. The escarpment down to the floodplain was definitely present to the southeast and southwest of the location of ST3; soil borings E-33 and E-35 indicate 6 to 7 feet of recent fill over the natural soil deposits, which occur at elevations of about 22 to 23 feet above sea level. A soil boring (I-41) just outside the southwest corner of the block confirms that the downward slope continued to the west; more than 10 feet of recent fill capped natural soil deposits, which were identified at elevations of 18 feet above sea level.

Features: Tellus did not assign a feature number to the crushed rock roadway discovered in their field investigation of Block N, presumably because they considered it of very recent origin. No other features were identified.

Artifacts: No artifacts were kept from the Block N archaeological investigation, because field analysis indicated

that all artifact-bearing deposits were fill containing modern debris.

Conclusions and Recommendations

The archaeological potential of Block N was based on the historical topography and on associated patterns of prehistoric and historical land use. Documentary sources had indicated that the block had low potential to yield significant historical resources, because of its peripheral location and role with regard to the area's development. The initial assessment of low potential for prehistoric resources, based upon an inaccurate representation of the environmental setting, was reevaluated. As a result, the upland portions of the block are considered to have high potential, while the assessment of prehistoric archaeological potential for the slopes and lowland remain low.

Given the initial assessment, archaeological testing was confined to the excavation of four short trenches. The investigation revealed that historically most of the block was probably an upland terrace area with a gentle slope to the southeast and a more pronounced drop-off toward the southwest. The test trench profiles confirmed soil boring data and indicated that previous living surfaces in the uplands had been graded, probably as a result of railroad activities. Once it became clear that this could have been a flat upland terrace, the field archaeologists should have recommended additional tests to insure that grading had indeed occurred throughout the entire area. The four short trenches and soil borings do not provide complete coverage of the upland portions of the block. Nevertheless, grading was apparent in all four trenches as well as the borings, suggesting that all potential artifact-bearing levels were gone. Therefore it was agreed that this testing was minimally adequate to accept Tellus' recommendation for no further archaeological work on Block N.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block N, Draft 3, prepared Tellus Consultants, Inc., March 8, 1993.

Block N, Archaeological Certification, AC-35, approved March 18, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

BLOCK O

Background Information

Location and Description: Block O is situated in the southeastern section of the Carlyle development project at the northwest corner of Holland Lane and Eisenhower Avenue (Appendix I). The existing land surface, a generally flat area at about 30 feet above sea level, slopes slightly to the south and east. Improvements on the block include the southern third of a railroad roundhouse currently utilized as a warehouse by Curtis Lumber Company, lumber storage areas, remnants of a concrete loading dock, and an asphalt road surface. The remainder of the block supports sparse grass growth.

Historical Landscape: In the Phase II Scope of Work for this project, Tellus Consultants, Inc., indicated that this block consisted of sloping land. Our examination of available historical maps, however, suggests that much of Block O was an upland terrace area overlooking the floodplain and marshes at the confluence of Great Hunting Creek and Hooff's Run (Appendix I). The precise location of the escarpment(s) down to the creeks and marshes could not be determined from the historical maps. Landfill activities beginning in the 1960s resulted in the deposition of fill in the southern and eastern parts of the block.

Prehistoric Archaeological Potential: The original assessment by the Tellus archaeologists indicated that most of this block consisted of steeply sloping ground, and therefore, had low potential to yield significant prehistoric archaeological resources. As indicated above, however, the review of the data for the preparation of this summary resulted in the discovery that this initial determination was not completely accurate. The following paragraphs present an assessment based on our evaluation of the historical landscape and predictive models of prehistoric settlement.

In prehistoric times, much of Block O was part of an upland terrace and escarpment area overlooking the lowlands and marshes adjacent to Great Hunting Creek and Hooff's Run. Upland terraces near creeks and marshes were particularly suitable for prehistoric occupation, because they afforded access to a wide variety of natural resources from the various nearby environmental zones. Upper terrace environments on Block O therefore had high potential to yield significant prehistoric archaeological resources. Sloping environments, while not appropriate for settlement sites, sometimes provide information about quarrying for stone tool manufacture, because cobbles and pebbles eroding out of escarpments were used by Native Americans for this purpose. Buried slopes, wherever present, would therefore be characterized by low to moderate prehistoric archaeological potential. If deeply buried floodplain or marshy areas were present on the block, they would be characterized by low potential for the purposes of this project.

Documentary History and Historical Archaeological Potential: Block O was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Bartholomew Rotchford; Richard Rotchford; Harrison Emerson; George and Lewis Perverill; and Samuel Spencer. Throughout this period, most of Block O probably served as agricultural or pasture land. None of the documents consulted indicate the presence of eighteenth or nineteenth century structures or improvements on the block; historical development would have been unlikely in the lowland or sloping section. Historical maps show fence lines cutting across the landscape, presumably dividing fields or pastures in the vicinity of Block O. This land use would be consistent with the block's location to the southwest of John West's eighteenth century plantation house and at the periphery of nineteenth century development of West End Village, which included slaughterhouses as well as homes of butchers and dairymen (Appendix I). Indeed census records list these occupations for two of the property's nineteenth century owners; Harrison Emerson was a butcher and Lewis Peverill, a dairyman.

In 1897, the Southern Railway purchased this property along with the surrounding land. In 1916, the railroad constructed a roundhouse, which extends into Block O, and the block was probably used for activities peripheral to the operation of the railyard complex.

Historical archaeological potential of Block O was considered to be low, because of the block's probable use as agricultural or pasture land and its peripheral location with regard to the area's development. The extant roundhouse was considered a significant feature which required documentation prior to demolition.

Excavation Strategy: Because of Tellus' initial assessment that Block O was a sloping area with low archaeological potential, the Phase II Scope of Work called for only limited testing (Appendix II). Trench 17 was to be excavated in the northwest corner of the block to gain information relating to buried soils, developmental cut and fill sequences, and prehistoric and historic use of the area. Stratigraphic Trench 4 (ST4) was to be placed in the southeast corner to provide data on the sequences and depths of landfill and to add to our knowledge of the historical topography. Neither of these trenches accomplished these goals. Trench 17 was not excavated, because its planned location was cut by a 36-inch active sewer line and the concrete channel for a rail line. ST4, measuring 50 by 25 feet at the surface, was excavated to a depth of 13 feet. Within minutes, the trench filled with about 2.5 feet of water contaminated with petroleum by-products, and its sides were unstable and began to collapse. Environmental specialists discouraged continued excavation because of potential contamination of Hooff's Run by the run-off. No information was recorded on ST4.

Thus, when Tellus first recommended the release of this block for development, no archaeological data was available. A review of the geotechnical information from soil borings indicated the possible presence of a buried terrace with an undisturbed surface near the southwest corner of the block. Prehistoric artifacts had been recovered from a buried surface layer in Block L to the north. To clarify the extent of this possible buried surface layer and the potential for significant archaeological resources in Block O, Tellus archaeologists supervised the placement and analysis of additional soil borings and excavated additional test holes with a backhoe in areas where buried surfaces were found. There is a discrepancy in the Tellus documents regarding the number of soil boring and backhole tests conducted; the report which accompanies the archaeological certification indicates 12 borings and 3 test holes, while the site map shows 13 borings and 4 test holes (labeled ST5, 6, 7 and 8). The instability of the walls of the test holes prevented the hand excavation of test units, but soil from the buried surface level was brought up by the backhoe bucket and examined for artifacts. It is problematical that Tellus' documents do not indicate the way the soil was examined; it is presumed that it was not screened, but could have been trowel-sorted.

Archaeological Findings

Stratigraphy: Soil borings suggest that a steep escarpment down to the floodplain historically cut across Block O, roughly following a line connecting the northeast and southwest corners. Low terraces and marshes, identified at elevations of 3 to 7 feet above sea level and covered by more than 19 feet of fill, were located to the southeast of the escarpment line. Scraping of historical surfaces had occurred throughout most of the upland area to the northwest; graded subsoil levels were found under the fill at elevations ranging from about 20 to 29 feet above sea level (Appendix III).

However, in a small area above the escarpment near the southwestern corner of Block O, three soil borings and the test holes revealed the presence of the topsoil of a buried terrace at elevations of about 18 to 21 feet above sea level. In some areas, the buried surface was overlain by about 14 feet of fill containing sand, gravel and black cinders, while in other areas the fill consisted of about 5 feet of gypsum wall board resting on the old surface and capped by 7 feet of mixed clay, sand and gravel. Observations during the excavation of ST4 and a strong odor of gasoline detected during the coring process suggested significant contamination of the soil by petroleum by-products.

Features: No features were identified during the investigation of Block O. However, the southern third of the roundhouse, a significant standing structure of the railroad, was present on the block.

Artifacts: No artifacts were found during the examination of the soil recovered from the buried surface level.

Conclusions and Recommendations

The investigation provided insight into the historical topography of the Carlyle project area. From the northeast corner of the block, a steep escarpment cut across the area toward the southwest. This escarpment, and the lowlands and marshes to its east and southeast, had low potential to yield significant archaeological resources. For the most part, higher terrace areas to the northwest of the escarpment had been graded; all significant archaeological levels had been removed. The one exception was an area near the southwest corner of the block, where the investigation revealed the presence of a topsoil level at an elevation of about 20 feet above sea level buried under about 12 feet of fill. This soil type represented the remnants of the surface of a buried terrace which had the potential to yield evidence of prehistoric occupation. However, the extent of the intact surface was limited and discontinuous. No artifacts were found during a cursory examination of the buried topsoil. The overlying 12 feet of fill was found to be unstable and contaminated by petroleum by-products, making continued investigation difficult and impractical. In addition, information about prehistoric occupation in the vicinity was available from excavations in Block L to the north and from the investigation of the Alexandria Courthouse project on Block I. In both cases, the excavations revealed occasional occupation and use of the terrace by prehistoric inhabitants. If evidence of occupation remains buried on Block O, it will undoubtedly be similar to that found in Blocks I and L. Thus, no further archaeological work on Block O was recommended. However, architectural documentation of the roundhouse, similar to that specified by HABS/HAER standards, was required prior to the structure's demolition. Kathryn A. Brown is currently conducting the photographic recordation.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, Inc., February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block O, prepared Tellus Consultants, Inc., March 11, 1993.

Block O, Archaeological Certification, AC-40 with Addendum, approved April 14, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory Information, Working Draft, February 24, 1994, Tellus Consultants, Inc.

BLOCK P

Background Information

Location and Description: Block P occupies the southeast corner of the Carlyle development project to the southwest of the intersection of Holland Lane and Eisenhower Avenue (Appendix I). Hooff's Drive forms the western boundary. An old segment of Eisenhower Avenue, replaced by the existing roadway, cuts through the northern half of the block. The remainder of the block supports sparse grass growth. Most of the current land surface is relatively flat with elevations of about 30 to 32 feet above sea level. However, in several areas in the northeast part of the block, the ground rises to about 34 feet above sea level; and along the southern edge, a berm rises about 8 feet above the surrounding terrain.

Historical Landscape: The Phase I report suggests that the northern part of Block P might be a terrace area overlooking the floodplain and marshes at the confluence of Hooff's Run and Great Hunting Creek. In contrast, the Phase II Scope of Work indicates that the entire block consisted of slopes and marshland. The modern overlay on the circa 1861-1865 historical map does not rule out the original interpretation presented as a result of the Phase I research (Appendix I). The block historically included a portion of the floodplain area as well as slopes down to this zone; it also could have contained a low terrace area overlooking the lowlands to the south and east. A nineteenth century plat shows meadows in what would be the eastern part of the block, swamps to the south, and dry land near the northwest corner. Landfill activities beginning in the 1960s resulted in known deposition of fill on parts of the block; thirty feet of fill was present near the southeast corner.

Prehistoric Archaeological Potential: When preparing the Phase II Scope of Work, Tellus did not take into account that a terrace could be present in Block P overlooking the floodplain. Instead, they indicated that the entire block consisted of slopes and marshland and had low potential to yield significant prehistoric archaeological resources. Our analysis suggests that while slope and floodplain areas with low archaeological potential were undoubtedly present, the block could also contain the remnants of a buried low terrace area which would have high potential to yield significant prehistoric resources (Appendix I). In fact, if present, a low, dry terrace in this area would be particularly likely to contain evidence of prehistoric occupation, because of its location at the confluence of two streams. Environments at stream intersections were especially attractive as habitation sites because they are generally associated with an increase in the variety of nearby habitats which in turn provide an increase in the types of resources available for exploitation.

Documentary History and Historical Archaeological Potential: Block P was part of a 6,000 acre land grant to Robert Howson in 1669. Subsequent seventeenth through nineteenth century owners

included: John Alexander; Elizabeth Holmes; Burr Harrison; Thomas Harrison; John West, Jr.; John West; John West's heirs; Bartholomew Rotchford; Richard Rotchford; Harrison Emerson (eastern portion); Thomas Dwyer (western portion); George and Lewis Peverill (eastern portion); and Samuel Spencer. Throughout this period, most dry parts of Block P probably served as agricultural or pasture land. Meadows and swamps were present in the eastern and southern sections of the property. None of the documents consulted indicate the presence of eighteenth or nineteenth century structures or improvements on the block; certainly, historical development would have been unlikely in the lowland or sloping section. Historical maps show fence lines cutting across the landscape, presumably dividing fields or pastures in the area. This land use would be consistent with the block's location to the south of John West's eighteenth century plantation house and at the periphery of nineteenth century development of West End Village, which included slaughterhouses as well as homes of butchers and dairymen. Indeed, census records list these occupations for two of the property's nineteenth century owners: Harrison Emerson was a butcher and Lewis Peverill, a dairyman.

In 1897, the Southern Railway purchased this property along with the surrounding land and constructed a large railroad yard to the north and northwest of the block. Presumably, the land was peripheral to the railyard activities, for no structures from the railroad era are known to have been constructed on the property.

Historical archaeological potential of Block P was considered to be low because of its peripheral location with regard to the area's development. The major use of the block was as agricultural or pasture land, and nearly half of the land area probably consisted of wet meadows or swamps.

Excavation Strategy: Because the Phase II Scope of Work indicated that the block had low archaeological potential, no test excavations were conducted on Block P.

Archaeological Findings

Stratigraphy: While no archaeological work was conducted on Block P, geotechnical data from soil borings provides some insight into the stratigraphy and historical topography. Soil borings in the northwest corner indicate natural soils at about 19 to 22 feet above sea level buried under about 8 or 9 feet of fill. At least one of these borings provide evidence for a buried topsoil layer. In the eastern and southeastern parts of the block, about 30 feet of fill cap soil layers indicating the former presence of marshland.

Features: Not applicable; no archaeological testing conducted.

Artifacts: Not applicable; no archaeological testing conducted.

Conclusions and Recommendations

Block P was released for construction based on Tellus' interpretation that the entire block was either steeply sloping or wet lowlands. The current analysis does not clearly demonstrate this fact. Soil borings show lowlands and marshes in the eastern and southeastern part of the block. In the northwestern section, natural soils occur at elevations of about 19 to 22 feet above sea level, and buried topsoil was present in one of the auger tests. Soil borings were not done in the western and southwestern half of the block and therefore cannot provide any additional insight into the historical topography. The location and slope of escarpments cannot be determined from the available data. Ideally, archaeological investigations should have been conducted on this block to test for the possible presence of a buried terrace containing evidence of significant prehistoric occupation. At a minimum, additional soil boring data should have been collected in the western and southern sections to gather more information about the possible presence of a buried terrace.

Pertinent Documents

A Cultural Resource and Documentary Assessment for the Proposed CNS Partnership Development Project in Alexandria, Virginia, prepared by David L. Miller and Allan R. Westover, Tellus Consultants, Inc., Draft, August 1990.

Archaeological Exhibit Plan, series of overlay maps prepared by Tellus Consultants, Inc., February, 1992.

Scope of Work for Phase II, Area A, Archaeological Investigations at the Carlyle Project in Alexandria, Virginia; prepared by Tellus Consultants, Inc., August 21, 1992; revised September 10, 1992.

Phase II, Area A, Archaeological Investigations, Archaeological Certification, AC-18, approved October 16, 1992.

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Block P, Archaeological Certification, AC-39, approved April 2, 1993.

Carlyle Project, Catalog A, Land Title Documents, Working Draft, February 24, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog B, Historic Maps, Working Document, March 29, 1993, Tellus Consultants, Inc.

Carlyle Project, Catalog C, Tax Information, Draft, prepared by Tellus Consultants, Inc., February 23, 1993.

Carlyle Project, Catalog D, Census and City Directory
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- Schweigert, Kurt and Engineering-Science, Ltd.
n.d. Scope of Work, Area B.
- Tellus Consultants, Inc.
n.d. Carlyle Area II-B, Title Histories by Lot/Tract. Manuscript.
n.d. Footings, piers and associated features. Manuscript.
n.d. History of the Armour/Mutual Ice House. Manuscript.

- n.d. Research on parallel timbers. Manuscript.
- n.d. The O&A Railroad roadbed. Manuscript.
- 1993 Alexandria, Virginia, Phase II-Area A, Catalogue of Artifacts by Block. (Draft, April 27).
- 1993 Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Phase II-Area A, Features. (Draft, April 27).
- 1993 Carlyle Project, Catalog B, Historic Maps. (Working document, March 29).
- 1993 Carlyle Project, Catalog A, Land Title Documents. (Draft, February 24).
- 1993 Carlyle Project, Catalog D, Census and City Directory Information. (Draft, February 24).
- 1993 Carlyle Project, Catalog C, Tax Information. (Draft, February 23).
- 1993 Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block M.
- 1993 Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block N.
- 1993 Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block O.
- 1993 Archaeological Investigation, Carlyle Project, Alexandria, Virginia, Block P.
- 1993 Carlyle Archaeological Certifications (AC).
- Block G, AC-52, Approved, July 2.
- Block K, AC-51, Approved, July 2.
- Block A, AC-45, Approved, July 1.
- Block B, AC-49, Approved, July 1.
- Block C, AC-48, Approved, July 1.
- Block D, AC-50, Approved, July 1.
- Block F, AC-46, Approved, July 1.
- Block L, AC-47, Approved, July 1.
- Block O, AC-40, Approved, April 14.
- Block E, AC-36, Approved April 9.
- Block H, AC-38, Approved April 9.
- Block J, AC-37, Approved April 9.
- Block P, AC-39, Approved April 2.
- Block M, AC-34, Approved March 18.
- Block N, AC-35, Approved March 18.

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- 1992 Archaeological Exhibit Plan. Series of overlay maps. (February).
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- 1991 Carlyle Archaeological Certification, AC-7. Submitted November 14, 1991. Not approved.

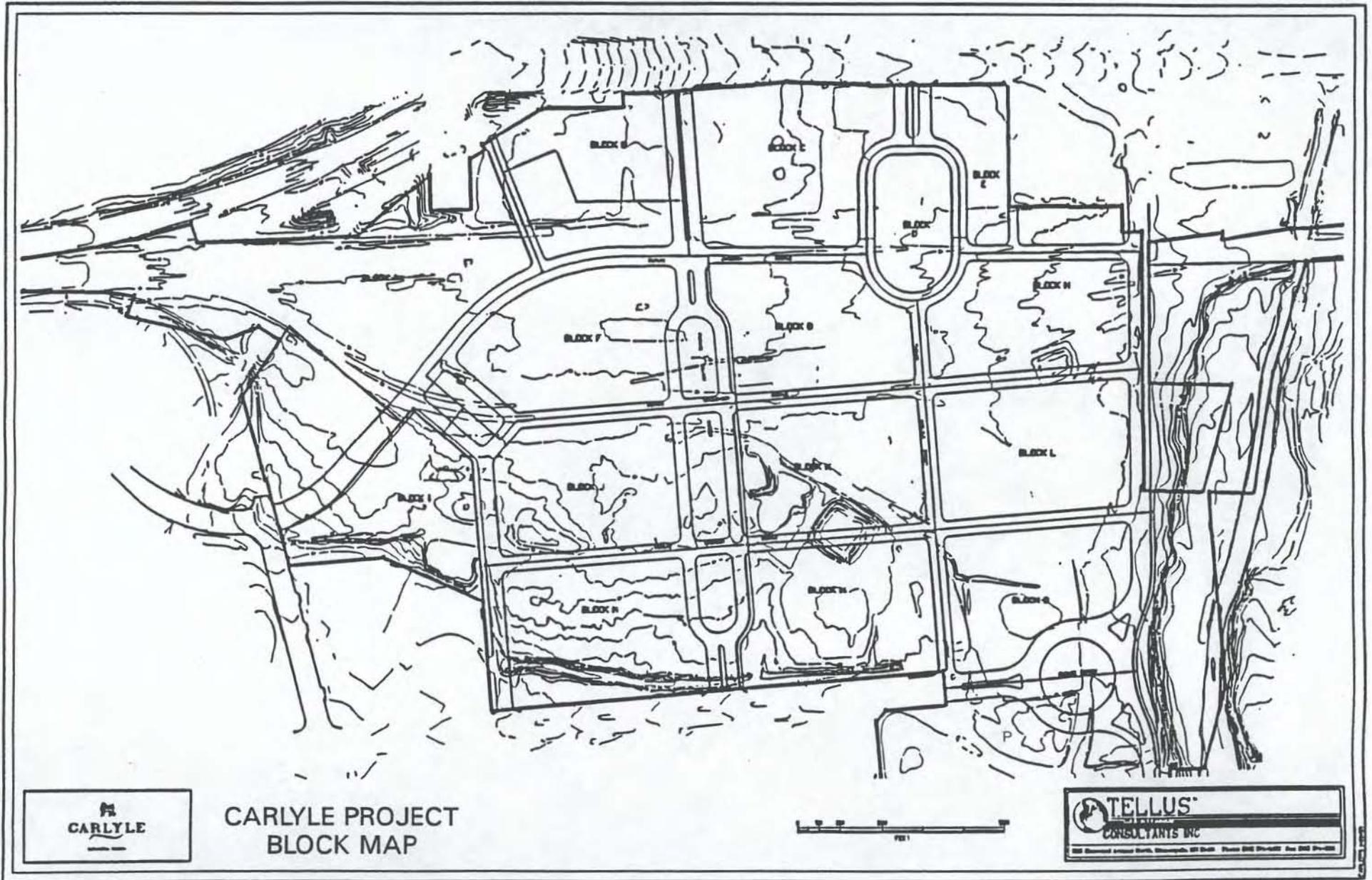
Walker, Mark and Timothy Dennee

- 1994 "The Receptacles Were Emptied Of Their Contents": Archaeological Testing of Area II-B of the Carlyle Property and Excavation of the Shuter's Hill Brewery Site (44AX35), Alexandria, Virginia. Engineering-Science, Inc.

Walker, Mark, Madeleine Pappas, John Bedell, Janice Artemel and Heidy Fogel

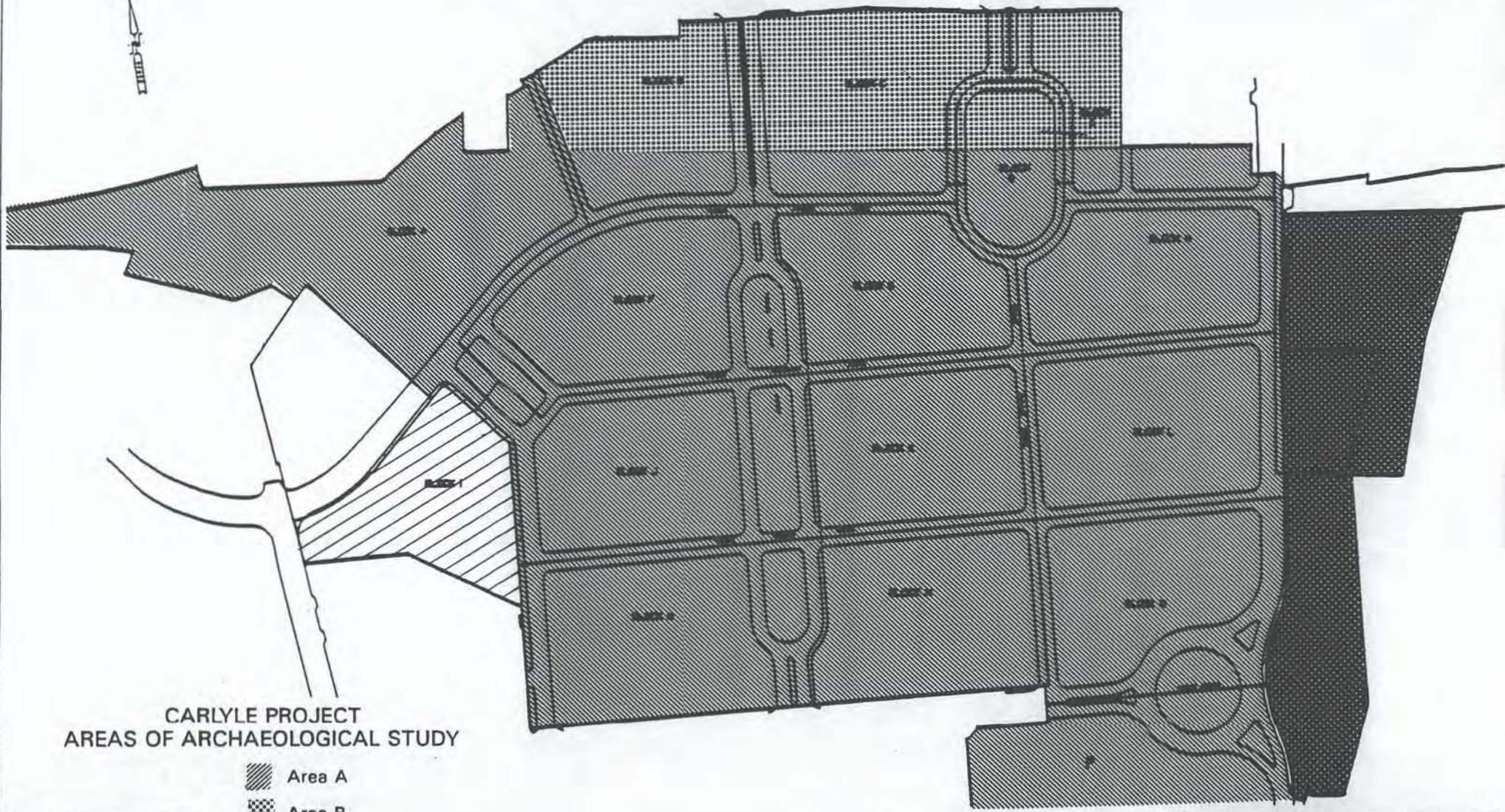
- 1993 Archaeological Investigations at the Alexandria Federal Courthouse Site (44AX164) Alexandria, Virginia. Engineering-Science, Chartered.

APPENDIX I



**CARLYLE PROJECT
BLOCK MAP**





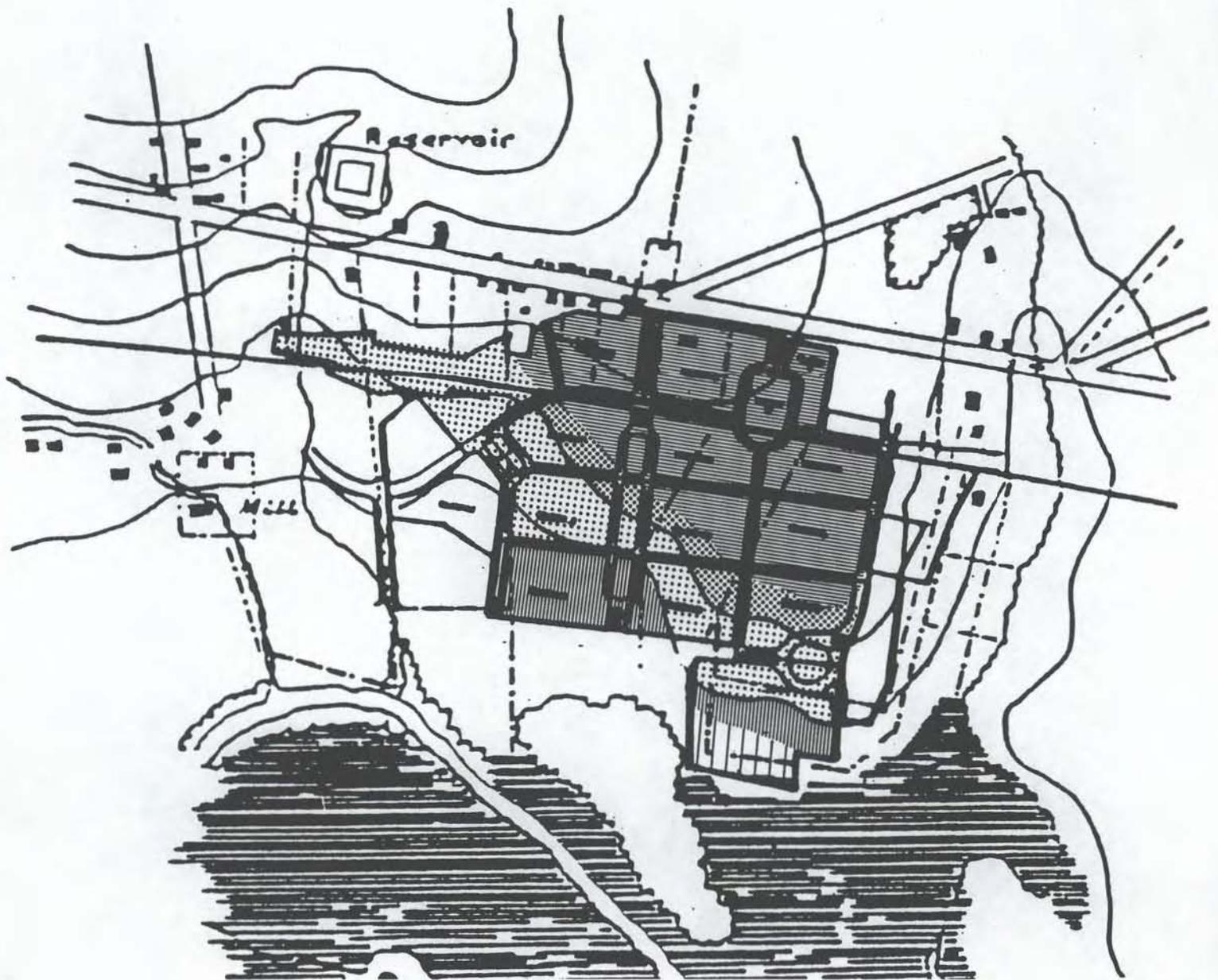
CARLYLE PROJECT
AREAS OF ARCHAEOLOGICAL STUDY

-  Area A
-  Area B
-  Block I
-  African American Heritage Park



SCALE: 1" = 350'





CARLYLE PROJECT, AREAS A & B

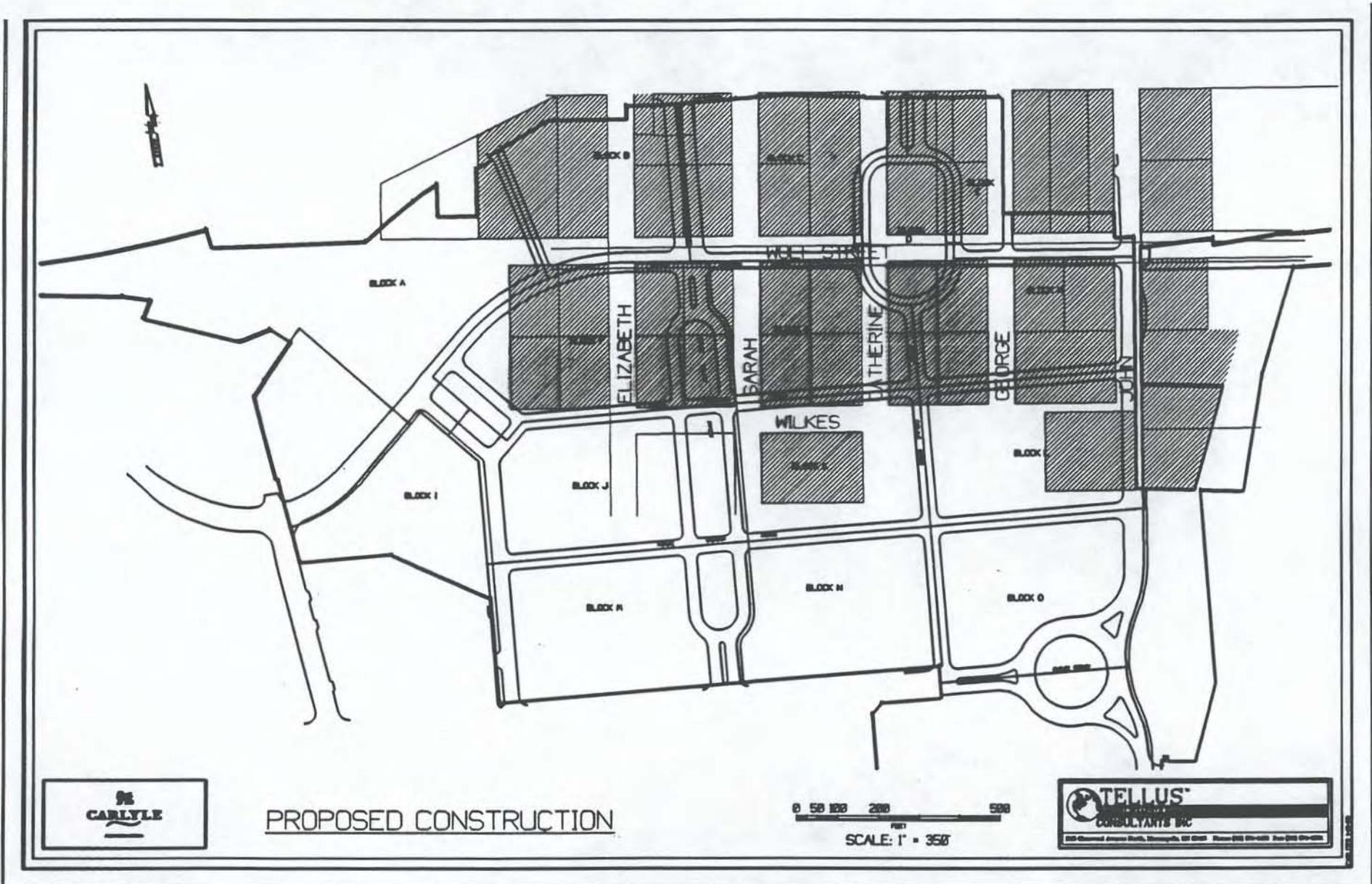
HISTORICAL LANDSCAPE AND

PREHISTORIC ARCHAEOLOGICAL POTENTIAL

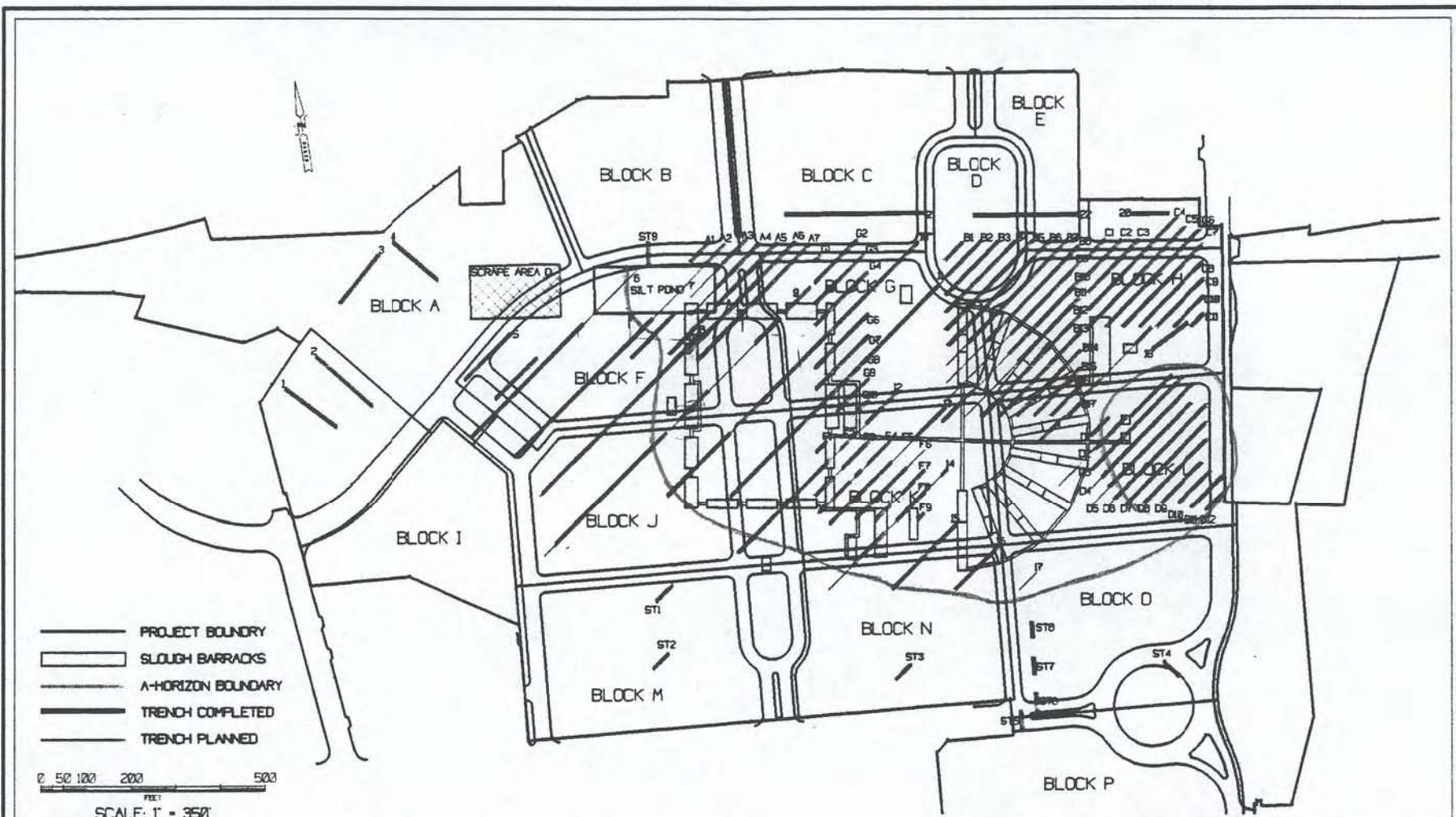
U.S. Corps of Engineers, Environs of Washington, 1861-1865

KEY

-  Uplands - high archaeological potential
-  Transition Uplands/Slopes - cannot determine arch. potential from map
-  Slopes/Low Terraces - cannot determine arch. potential from map
-  Slopes/Wet Lowlands - cannot determine arch. potential from map
-  Wet Lowlands - low archaeological potential



West End Subdivision

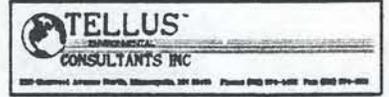


- PROJECT BOUNDARY
- ▭ SLOUGH BARRACKS
- A-HORIZON BOUNDARY
- TRENCH COMPLETED
- TRENCH PLANNED

0 50 100 200 500
 FEET
 SCALE: 1" = 350'

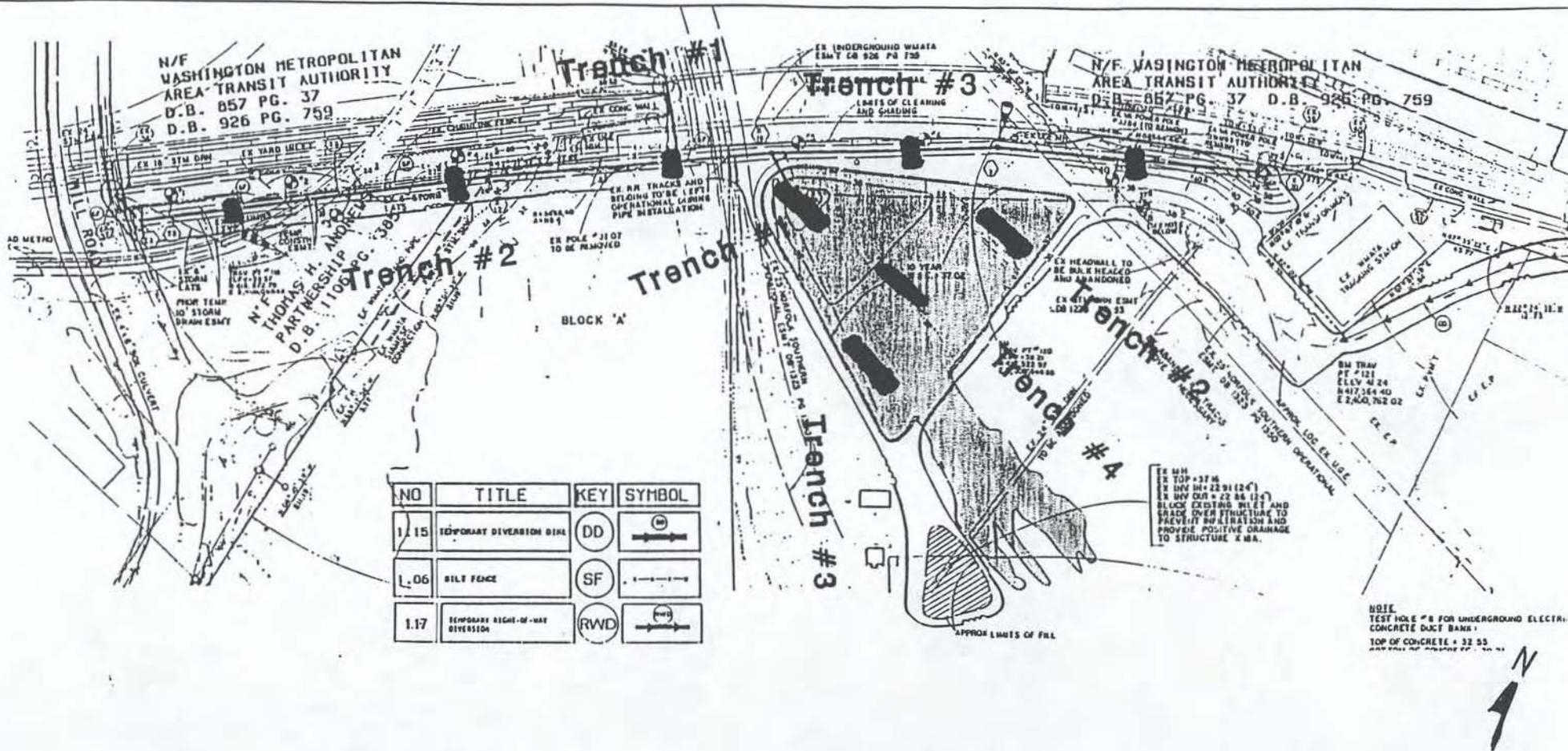


PROJECTED LOCATION OF SLOUGH BARRACKS



100-0773 7-1-97

APPENDIX II



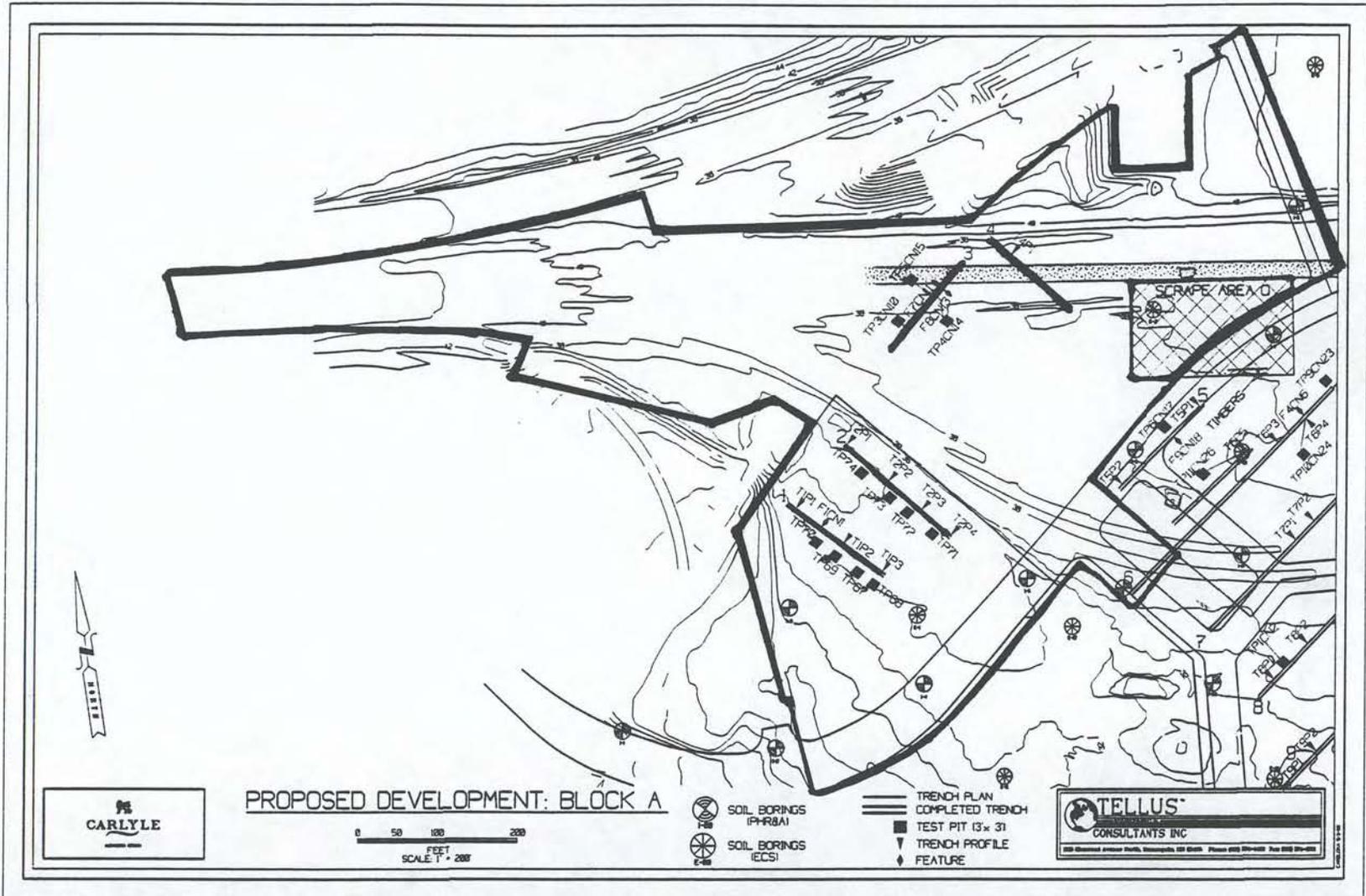
NO	TITLE	KEY	SYMBOL
1.15	TEMPORARY DIVERSION DIRT	DD	
1.06	SILT FENCE	SF	
1.17	TEMPORARY RIGHT-OF-WAY DIVERSION	RWD	

EX MH
 EX TOP = 37.6
 EX INV IN = 22.91 (24')
 EX INV OUT = 22.86 (24')
 BLOCK EXISTING W/LET AND
 GRADE OVER STRUCTURE TO
 PREVENT INFILTRATION AND
 PROVIDE POSITIVE DRAINAGE
 TO STRUCTURE X.M.A.

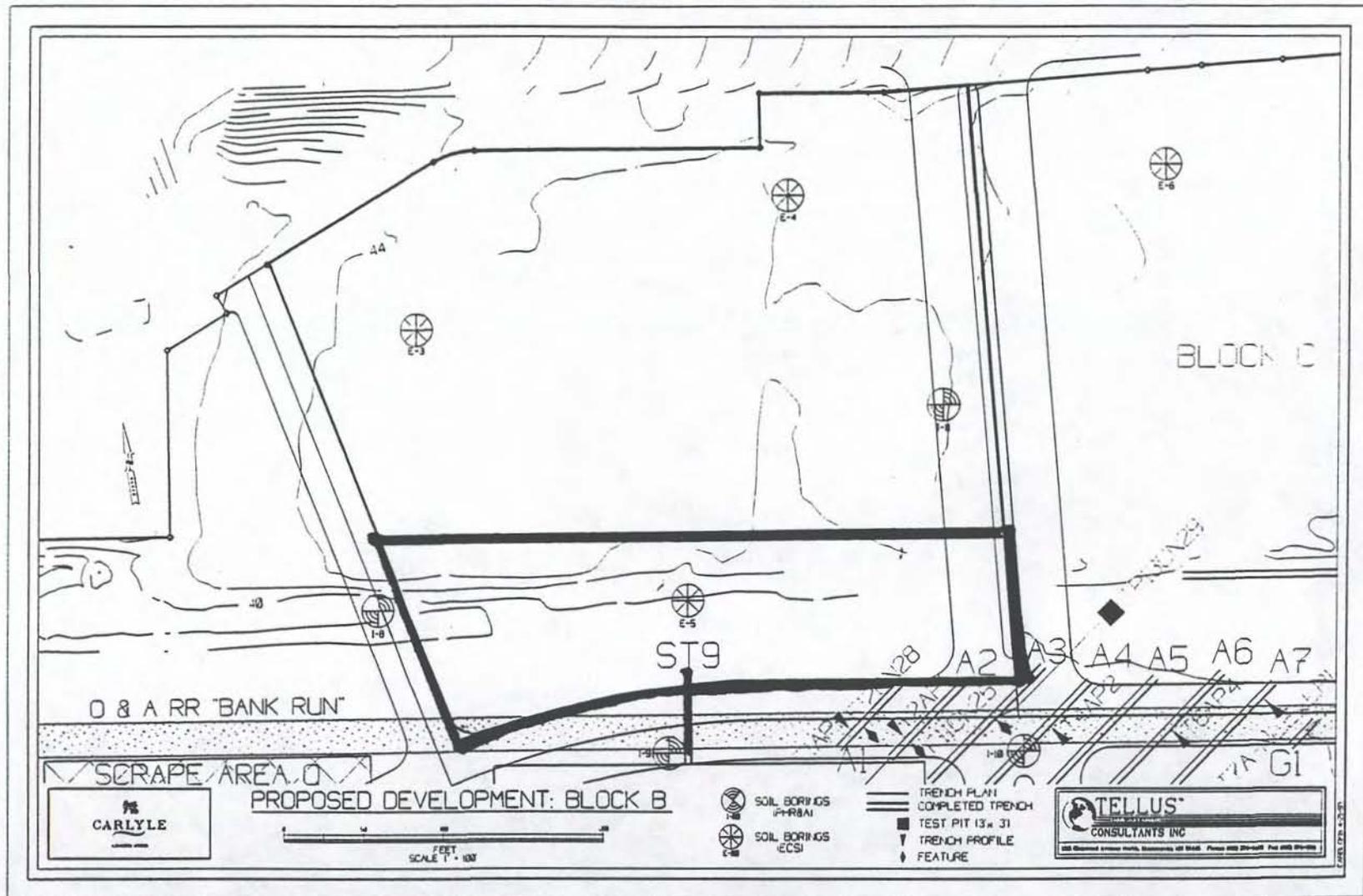
NOTE:
 TEST HOLE #8 FOR UNDERGROUND ELECTRI-
 CONCRETE DUCT BANK
 TOP OF CONCRETE = 32.55
 AND TOP OF COARSE PG. 30.45



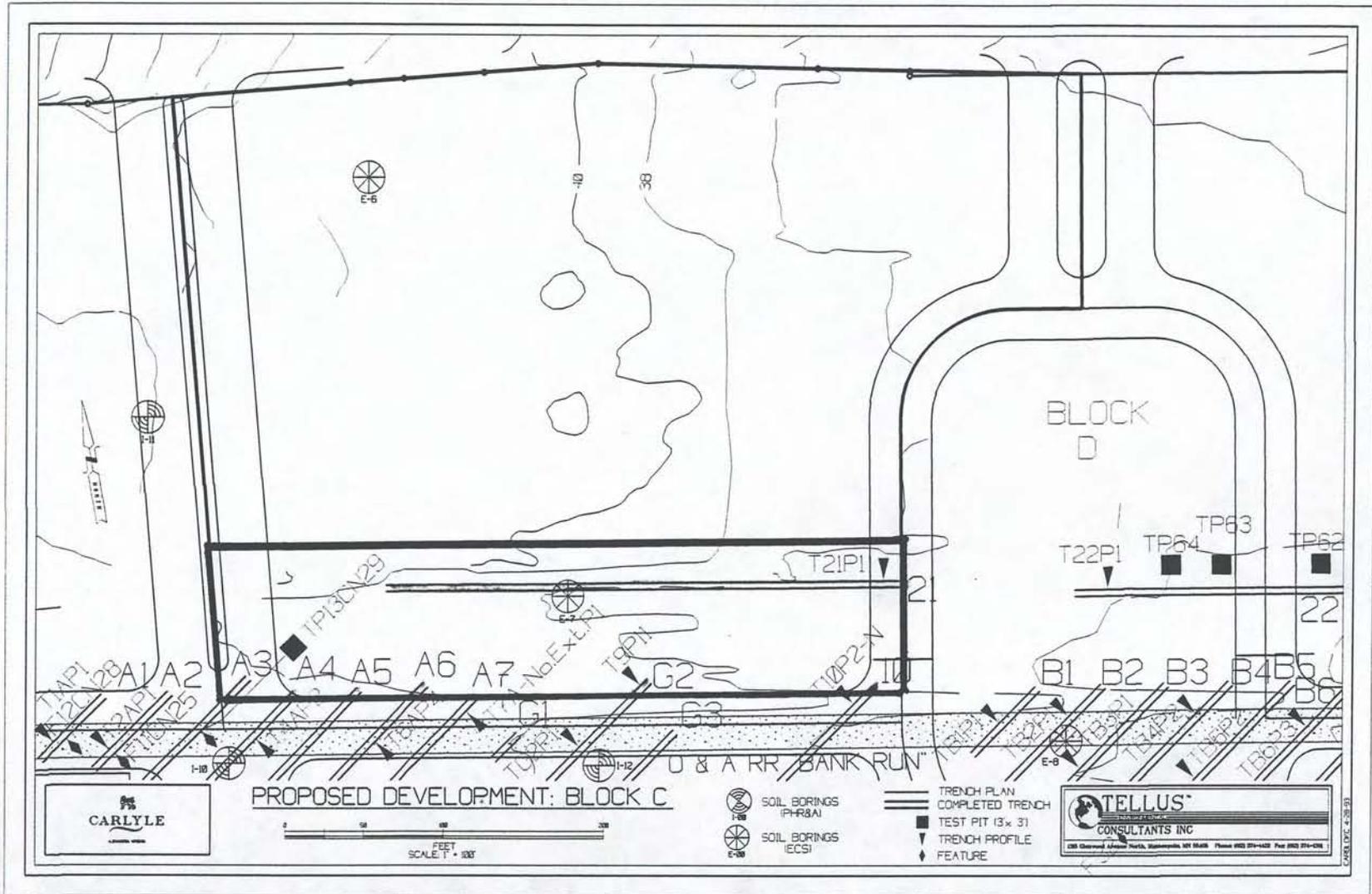
BLOCK A, EXCAVATIONS PRIOR TO PHASE II SCOPE OF WORK APPROVAL



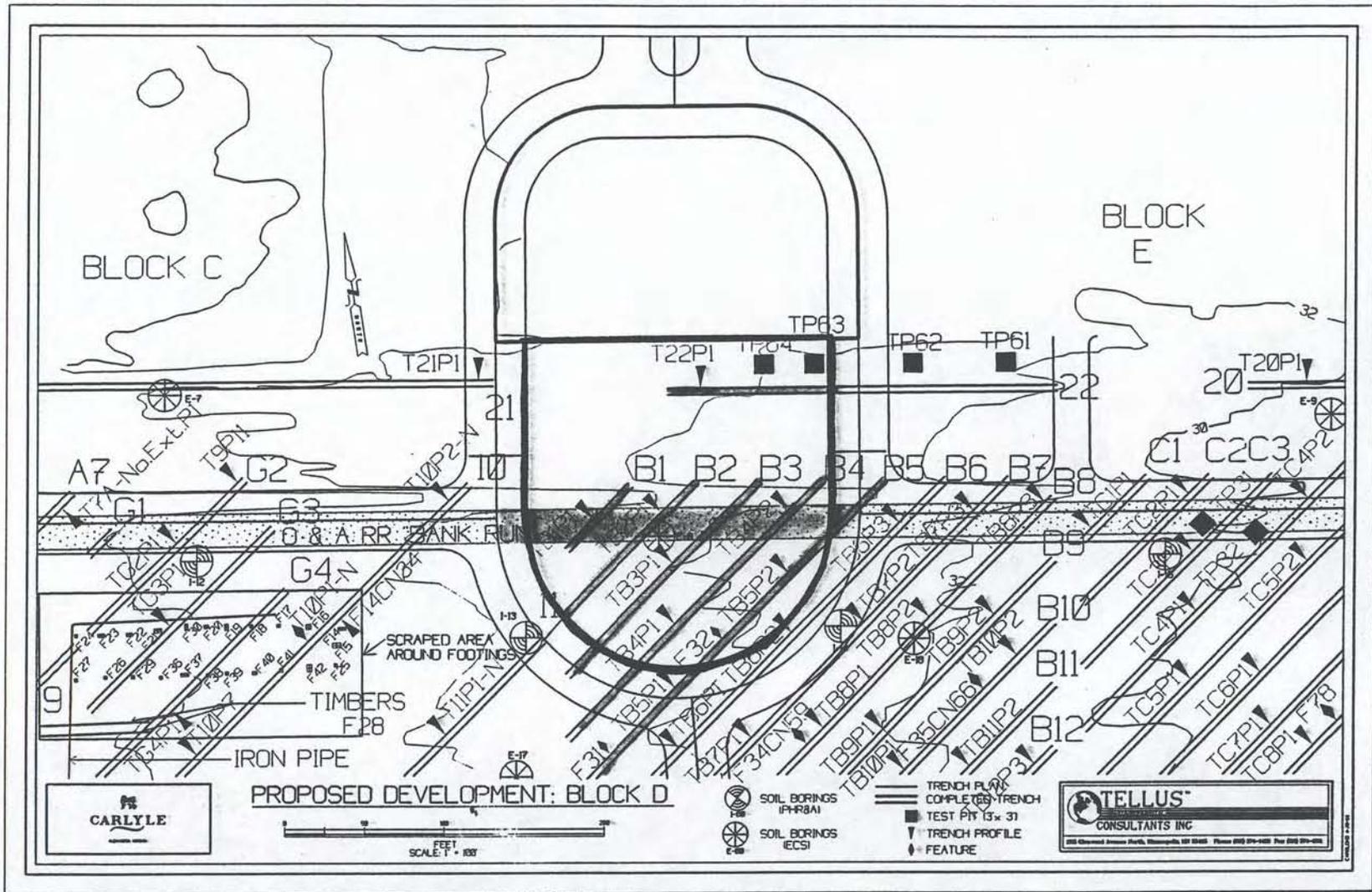
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK A



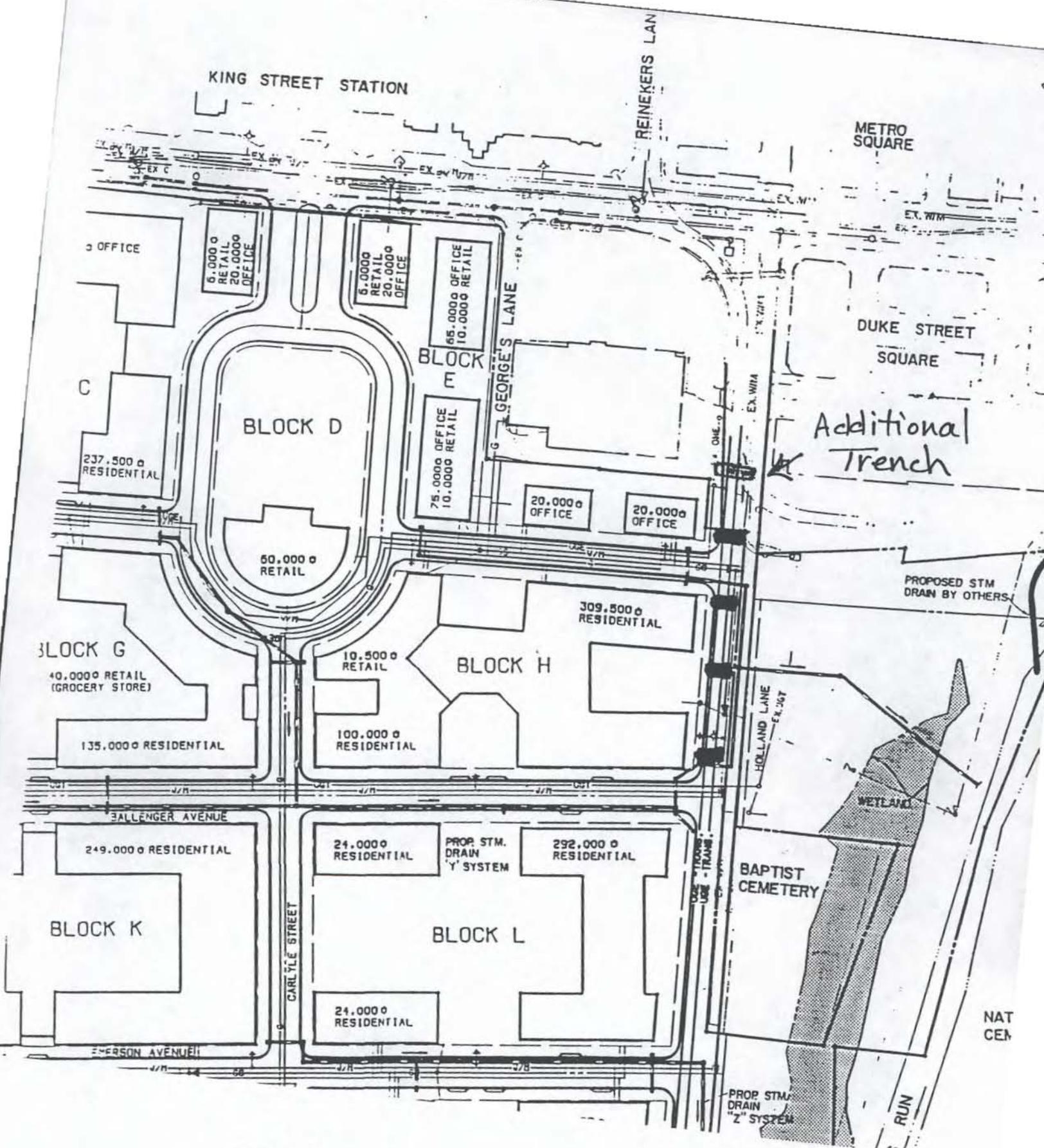
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK B, SOUTHERN SECTION



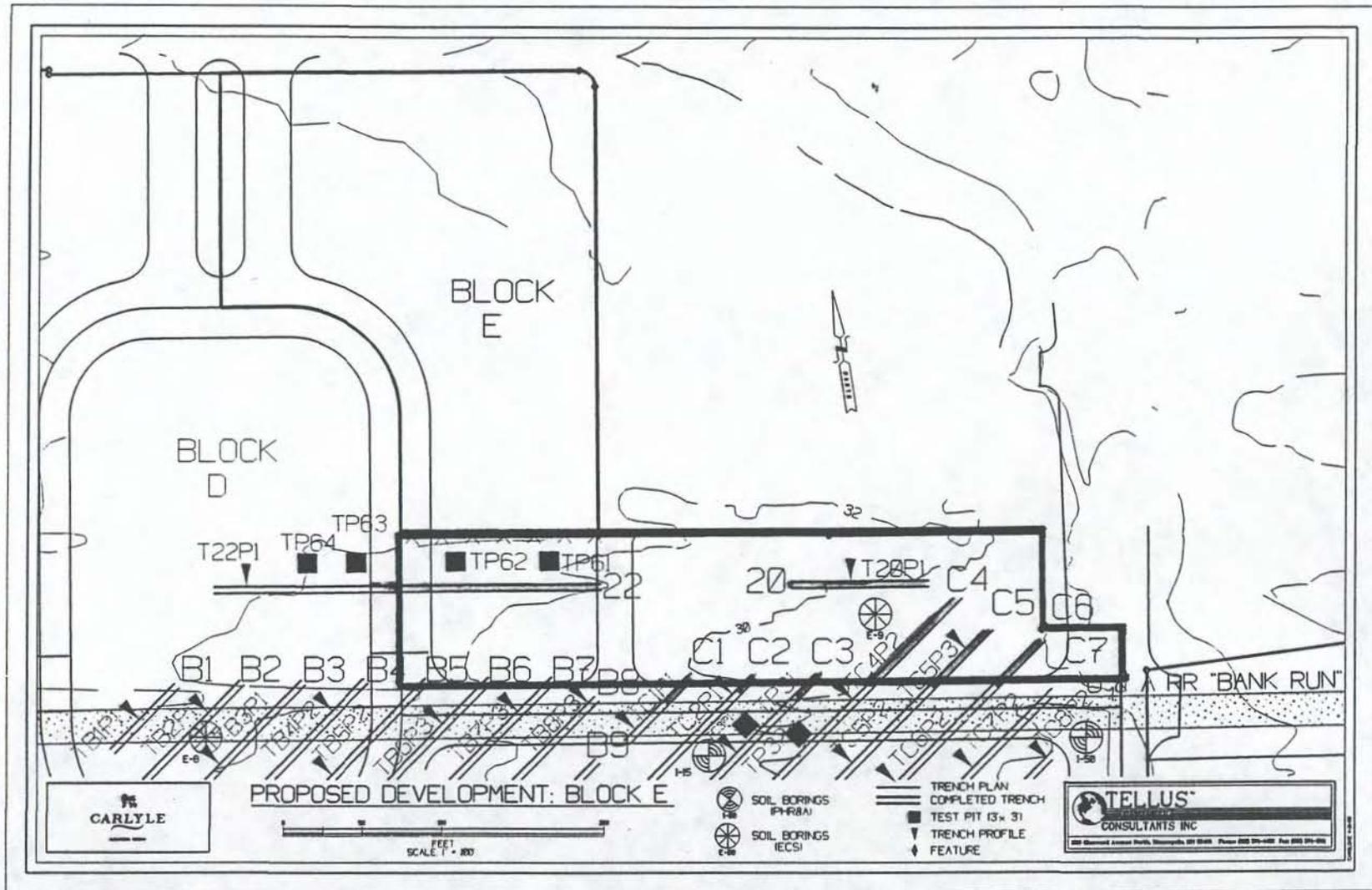
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK C, SOUTHERN SECTION



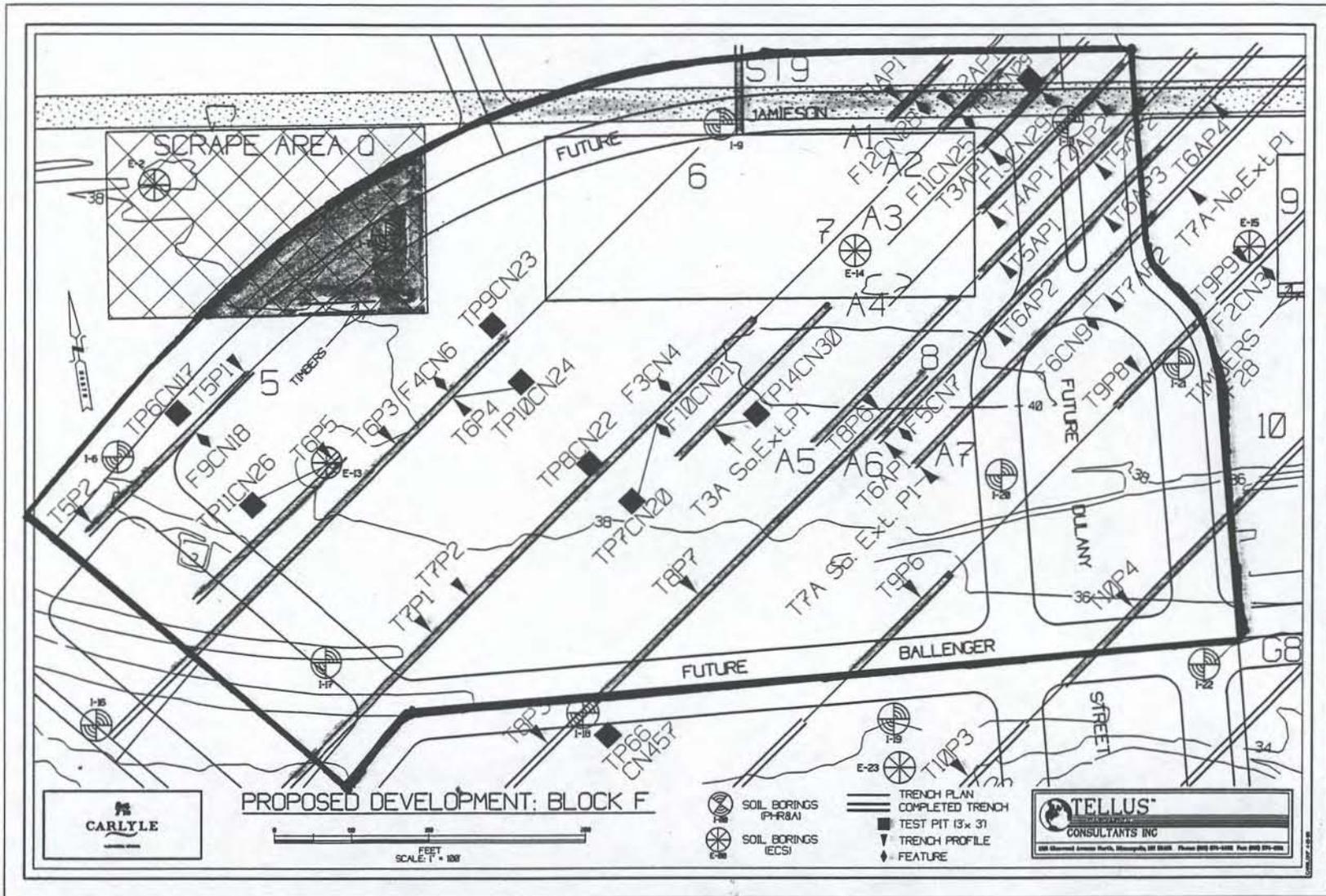
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK D, SOUTHERN SECTION



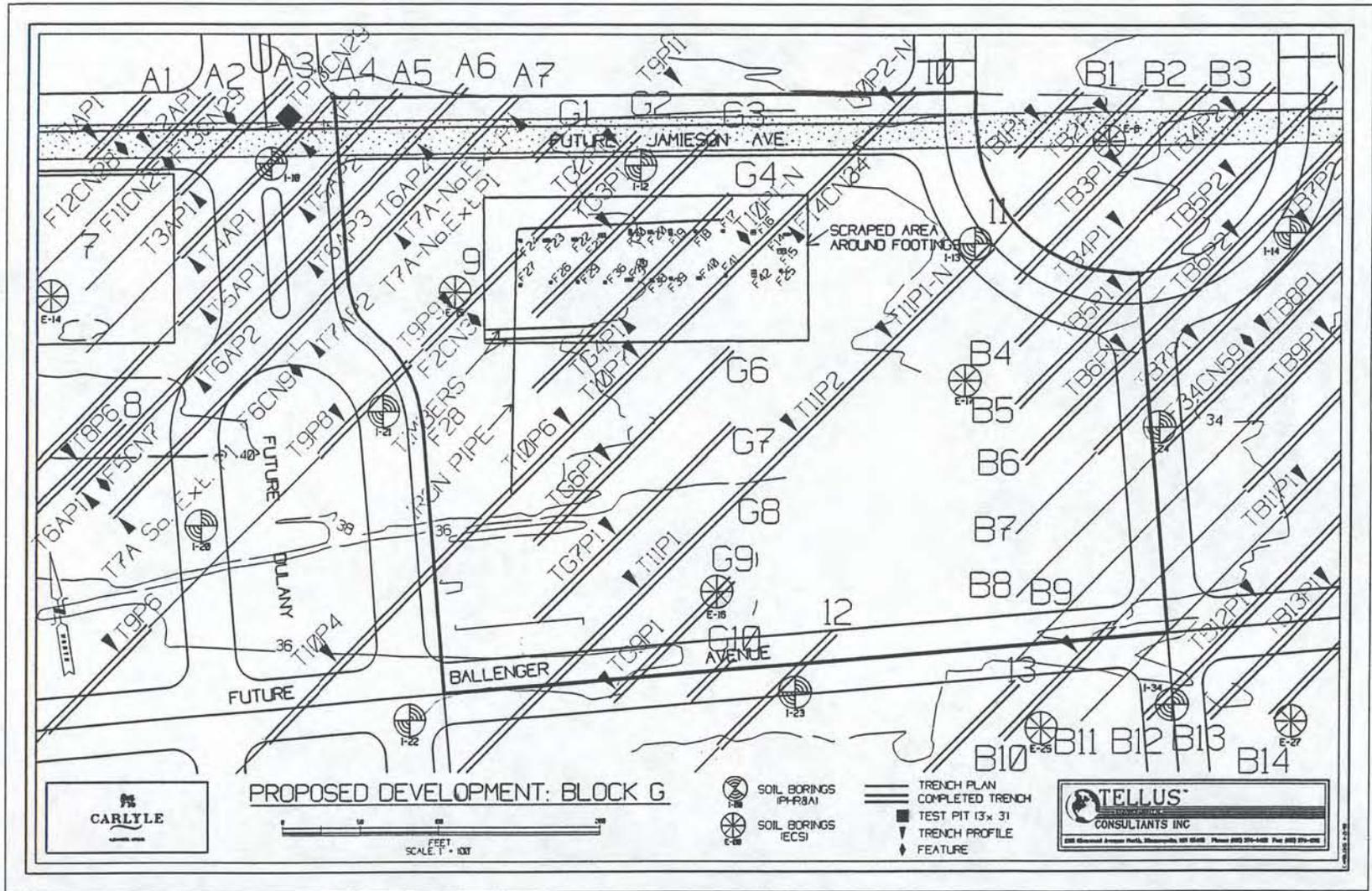
BLOCKS E AND H, EXCAVATIONS PRIOR TO
 PHASE II SCOPE OF WORK APPROVAL



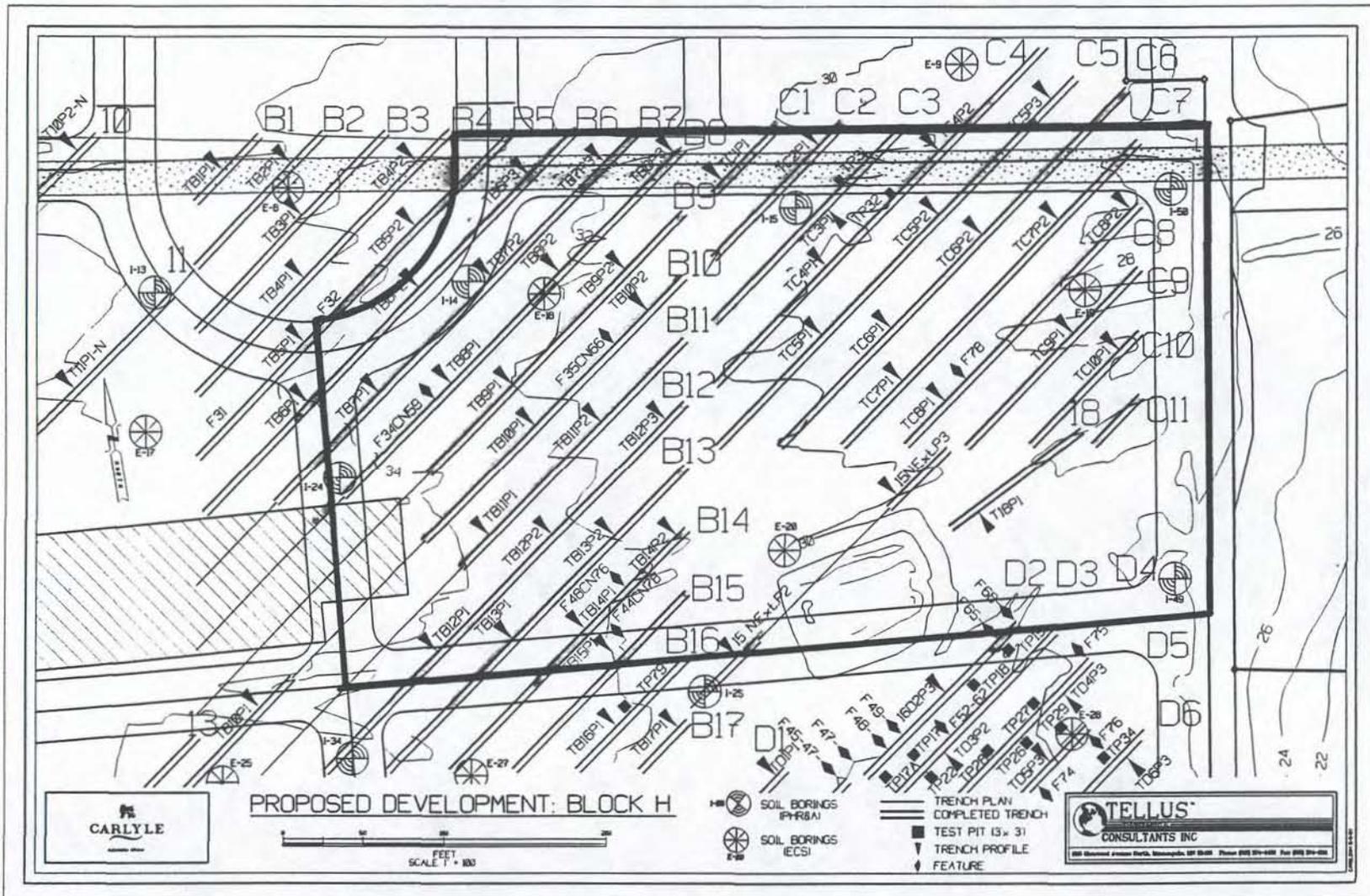
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK E, SOUTHERN SECTION



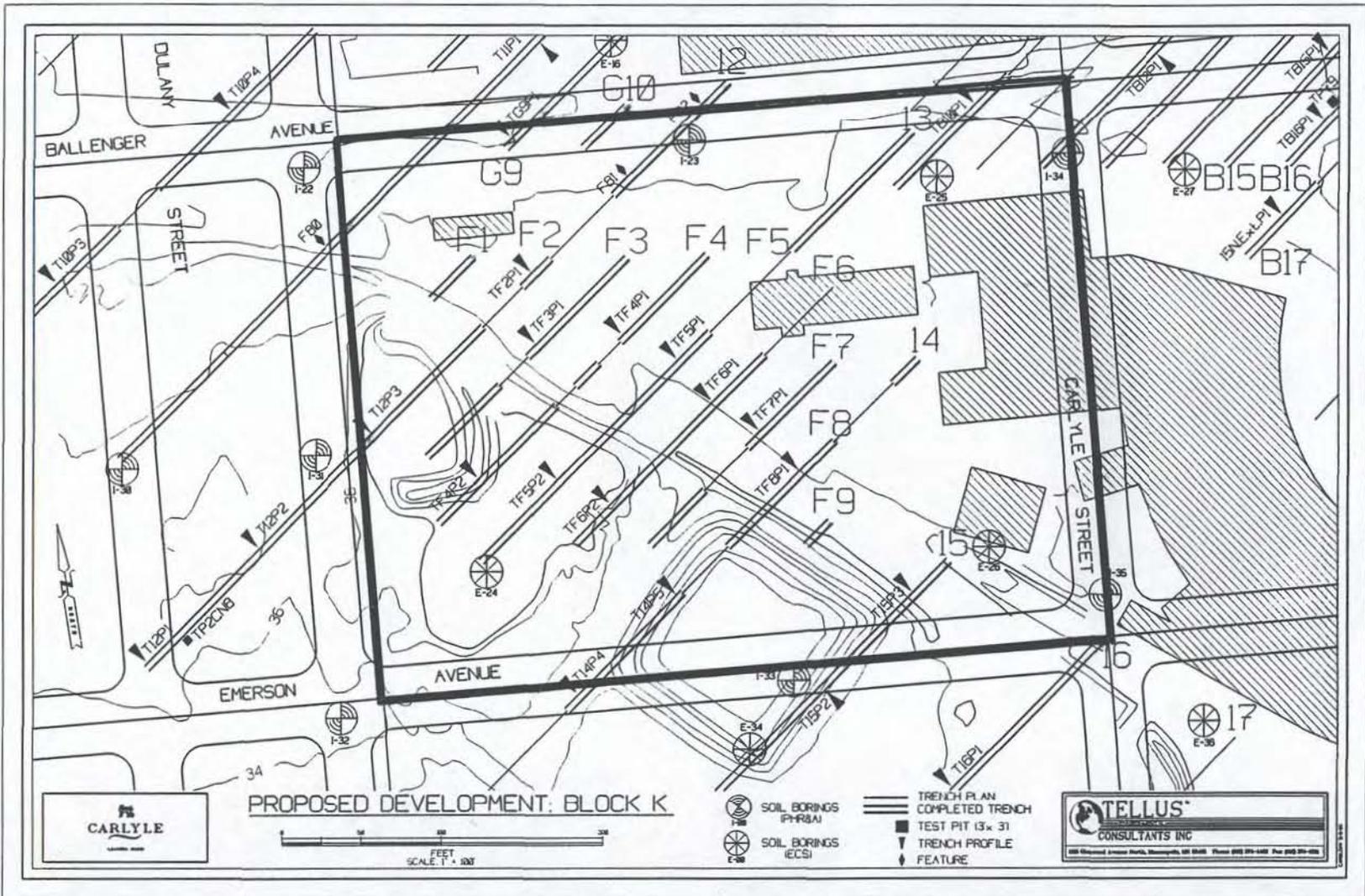
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK F



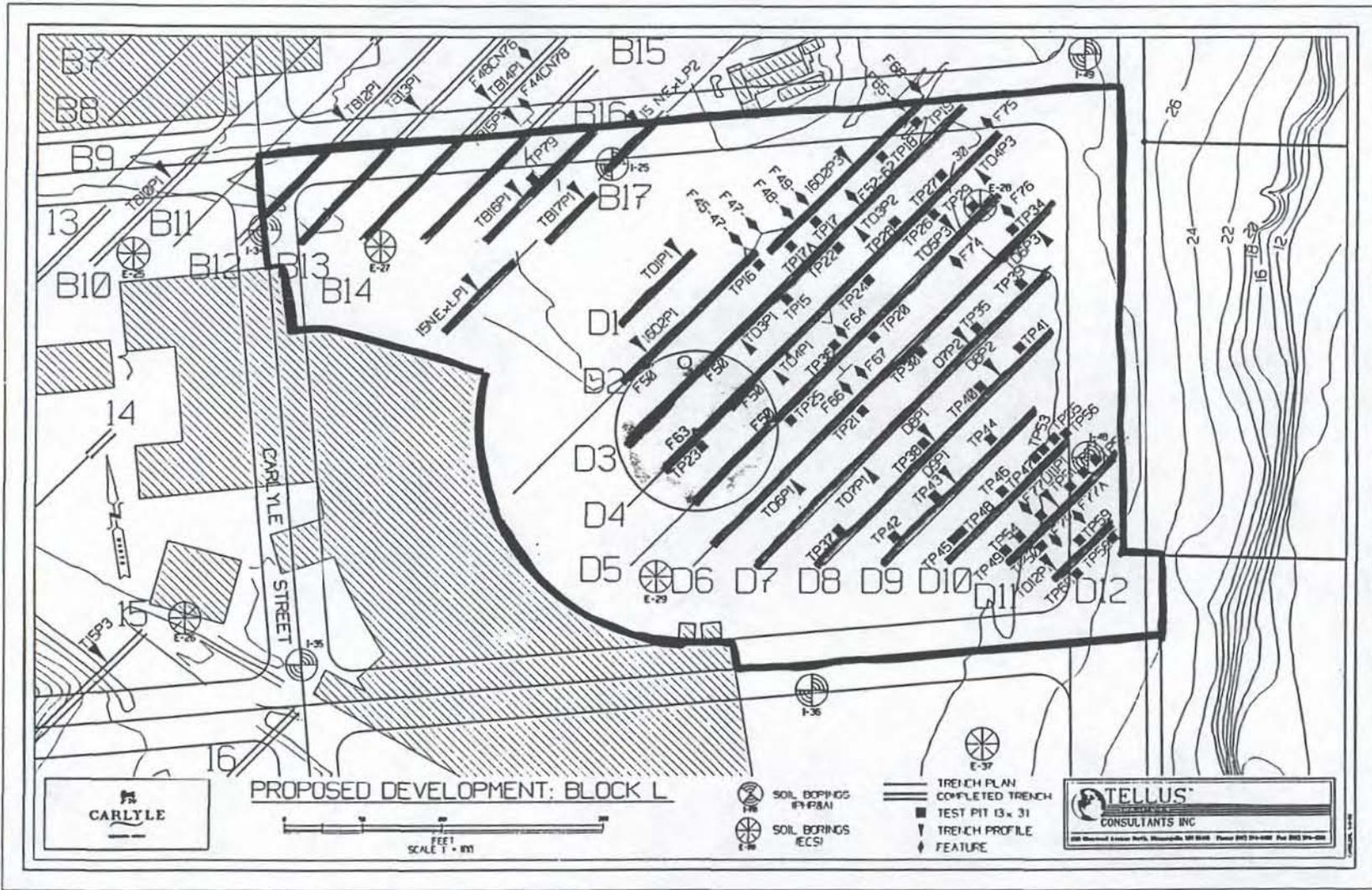
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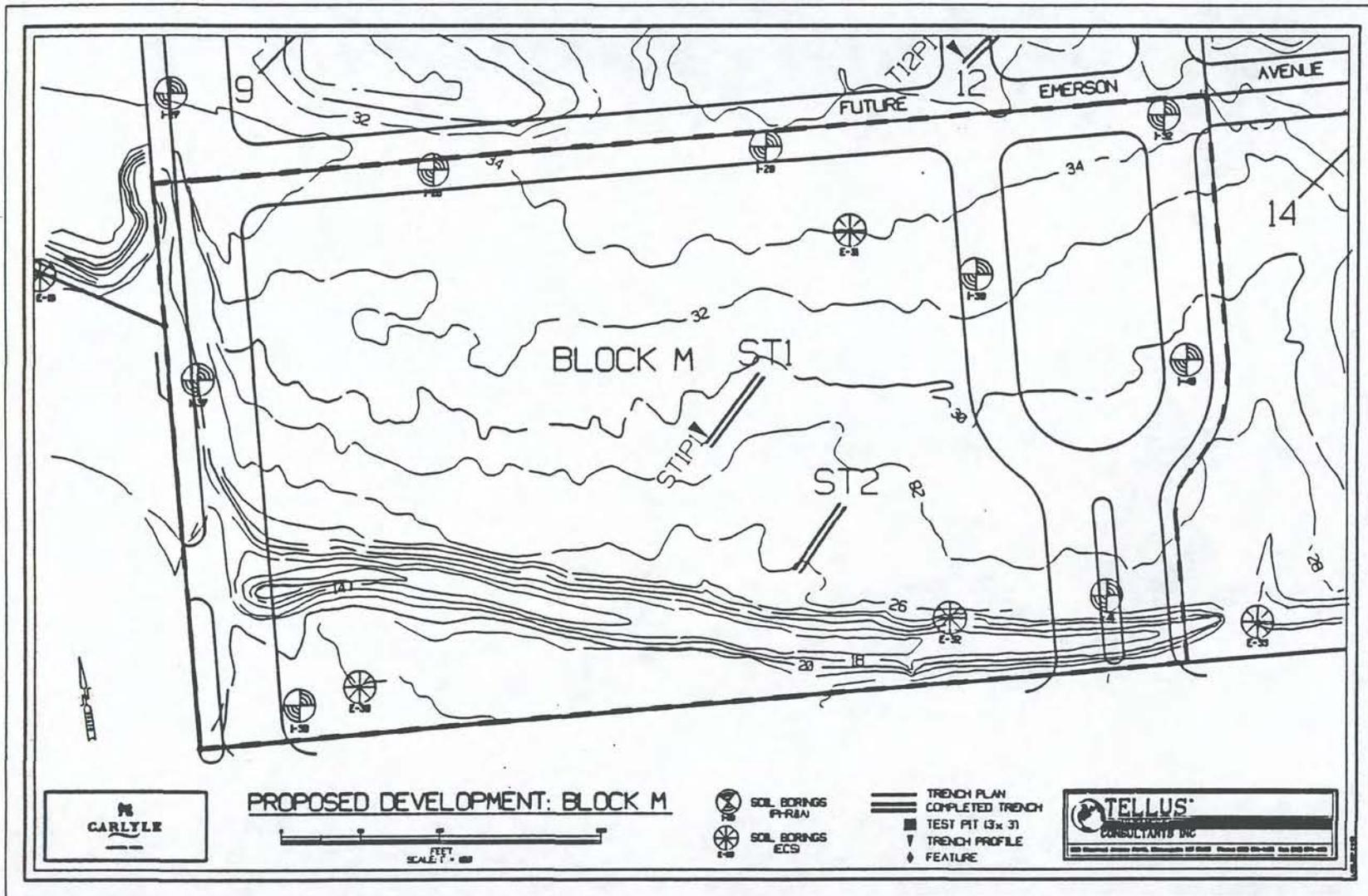
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK H



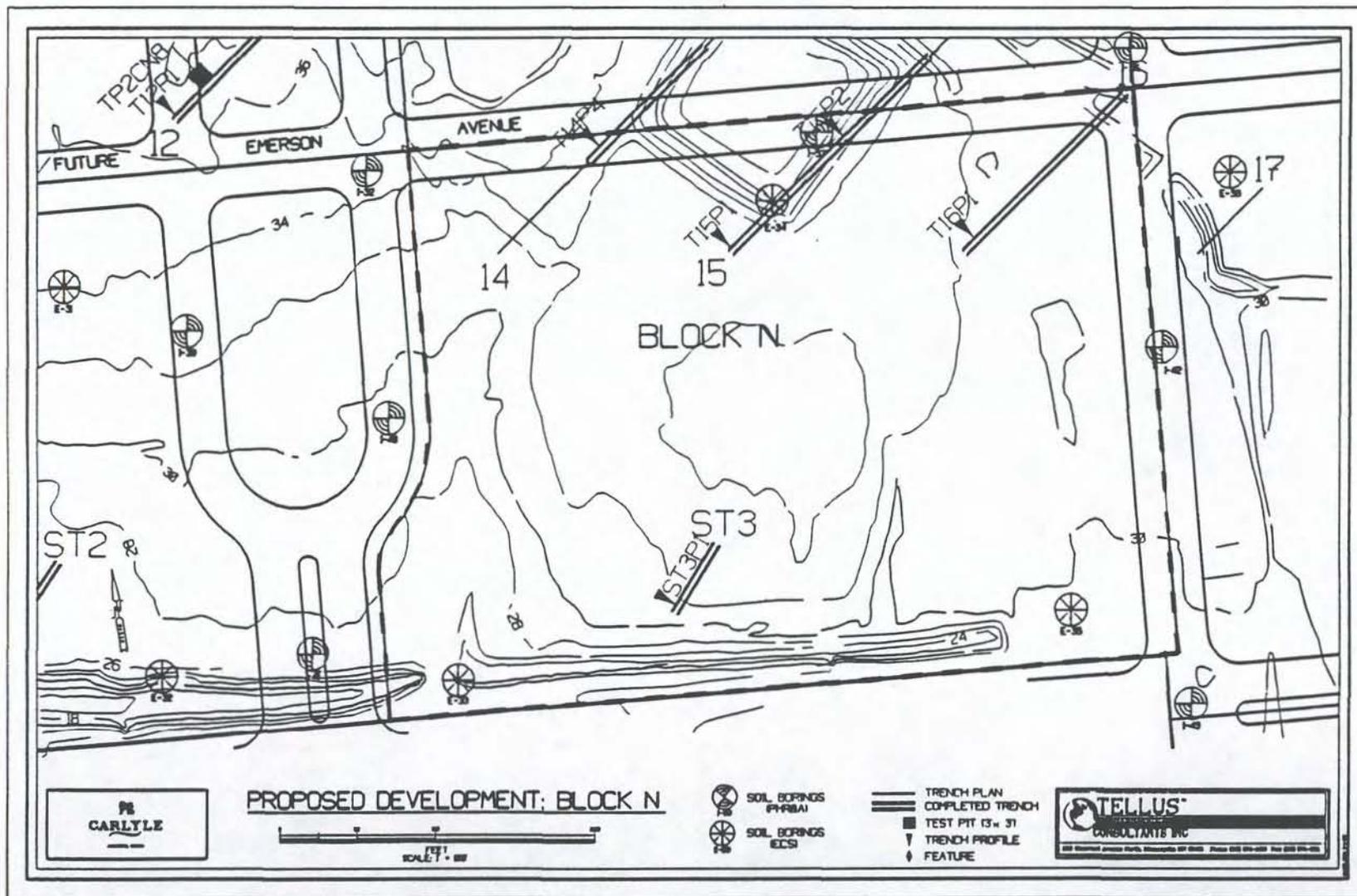
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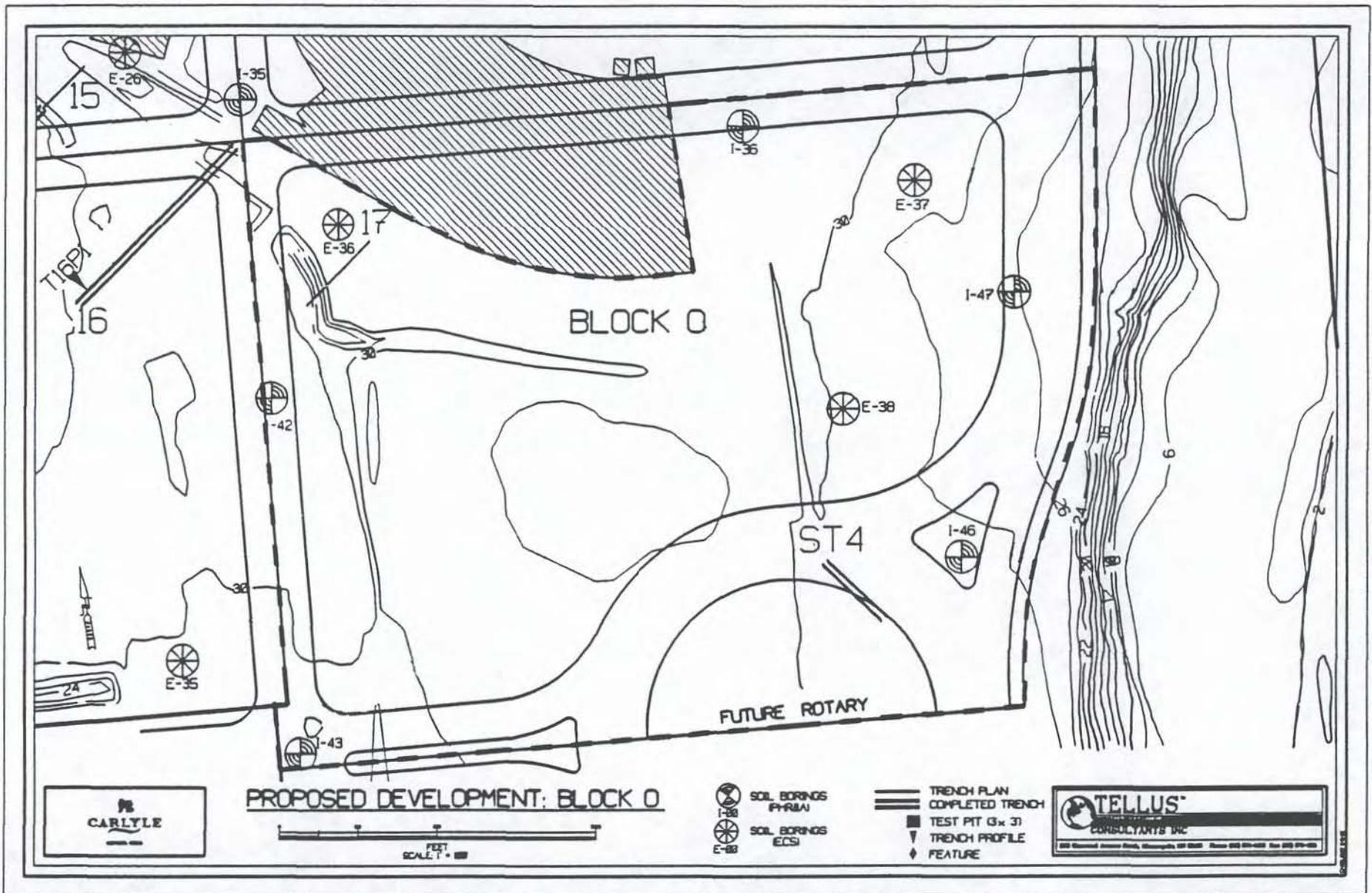
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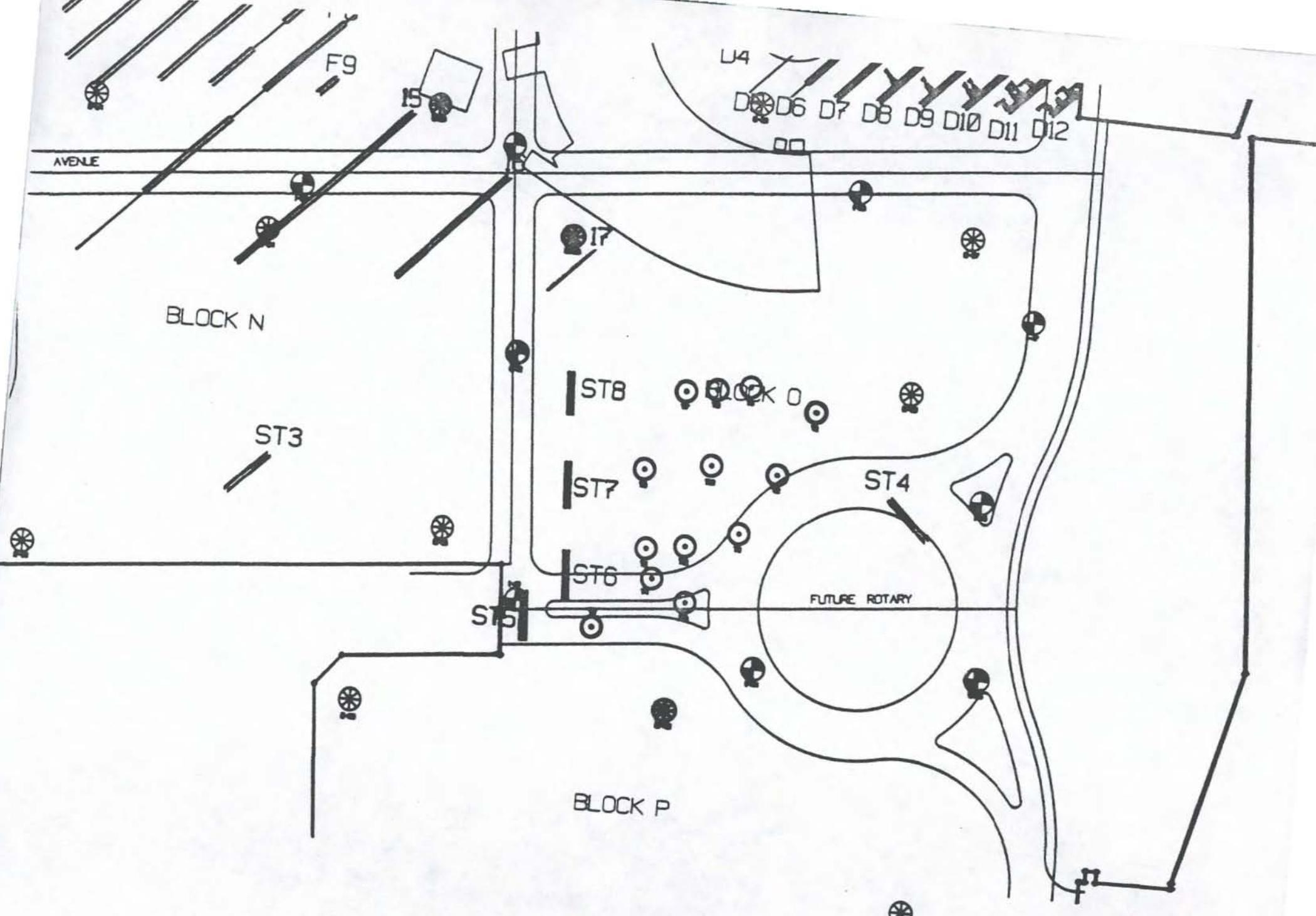
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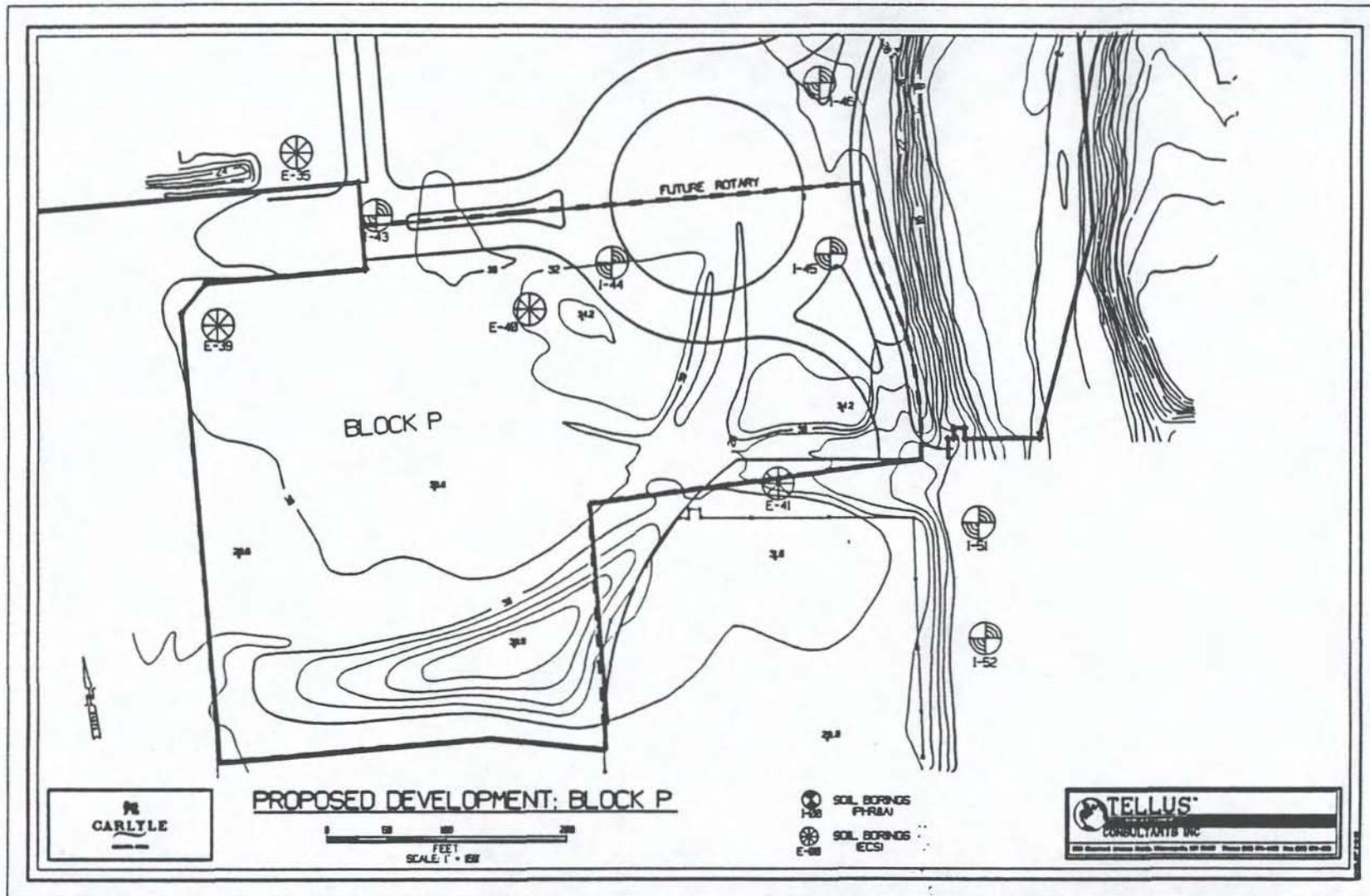
SOIL BORINGS AND PHASE II EXCAVATIONS, BLOCK N



EXISTING CONDITIONS, BLOCK O

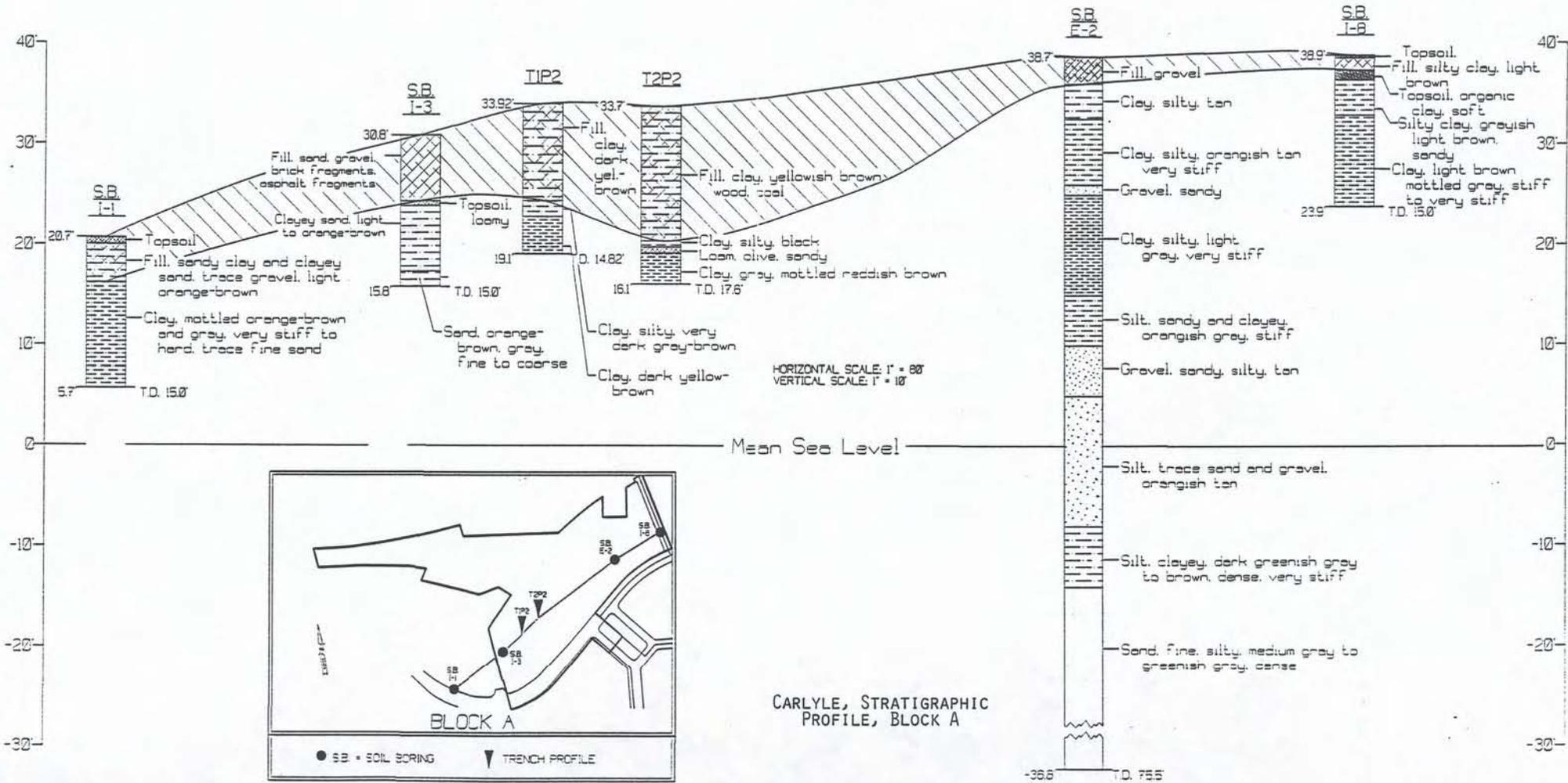


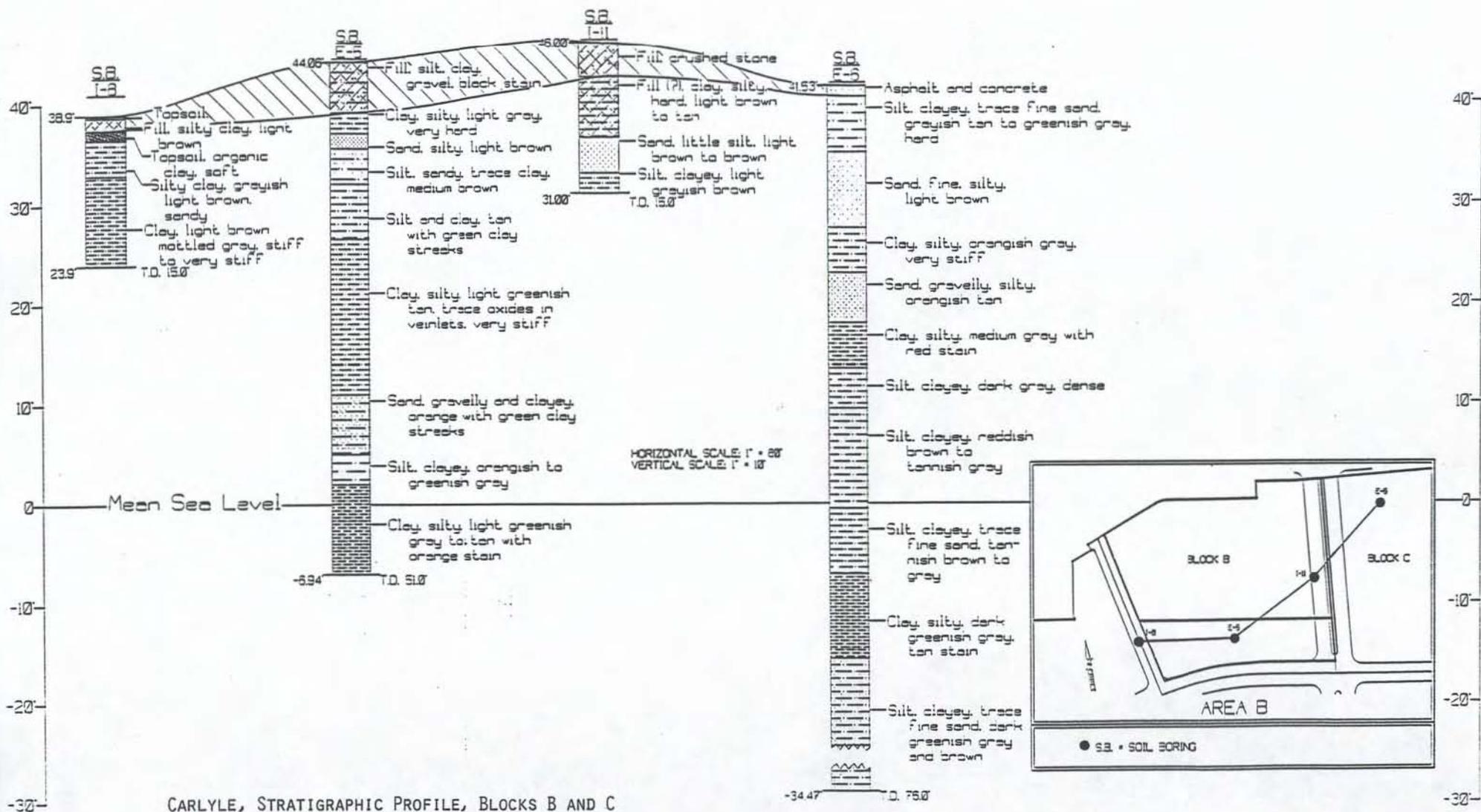
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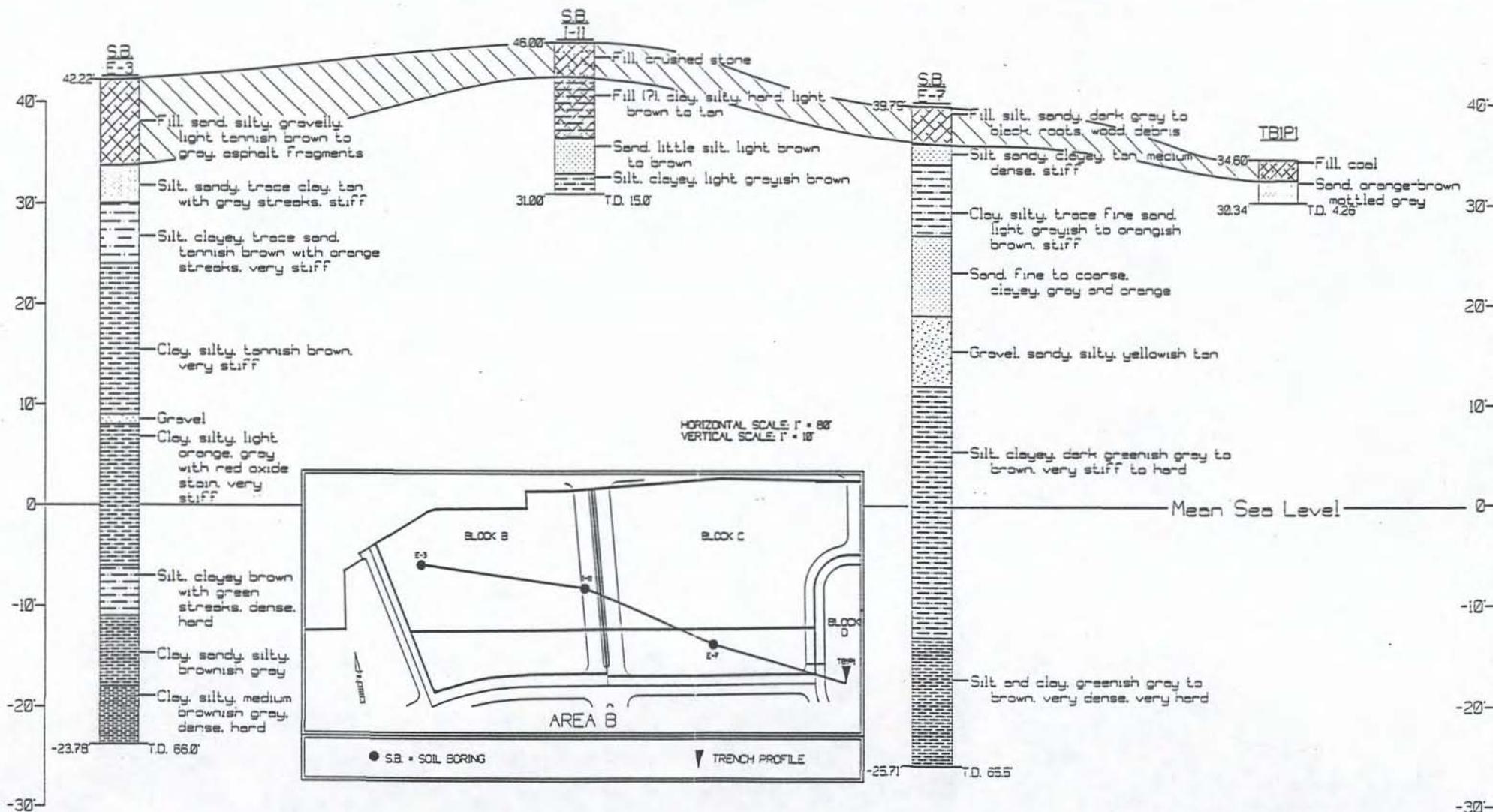
SOIL BORINGS, BLOCK P

APPENDIX III

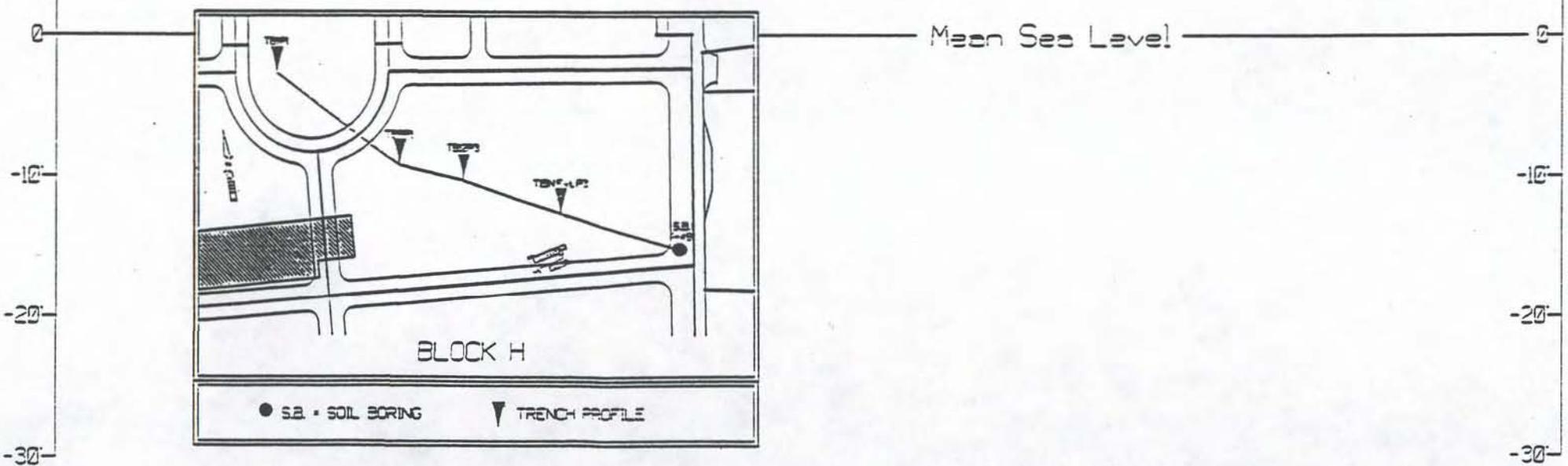
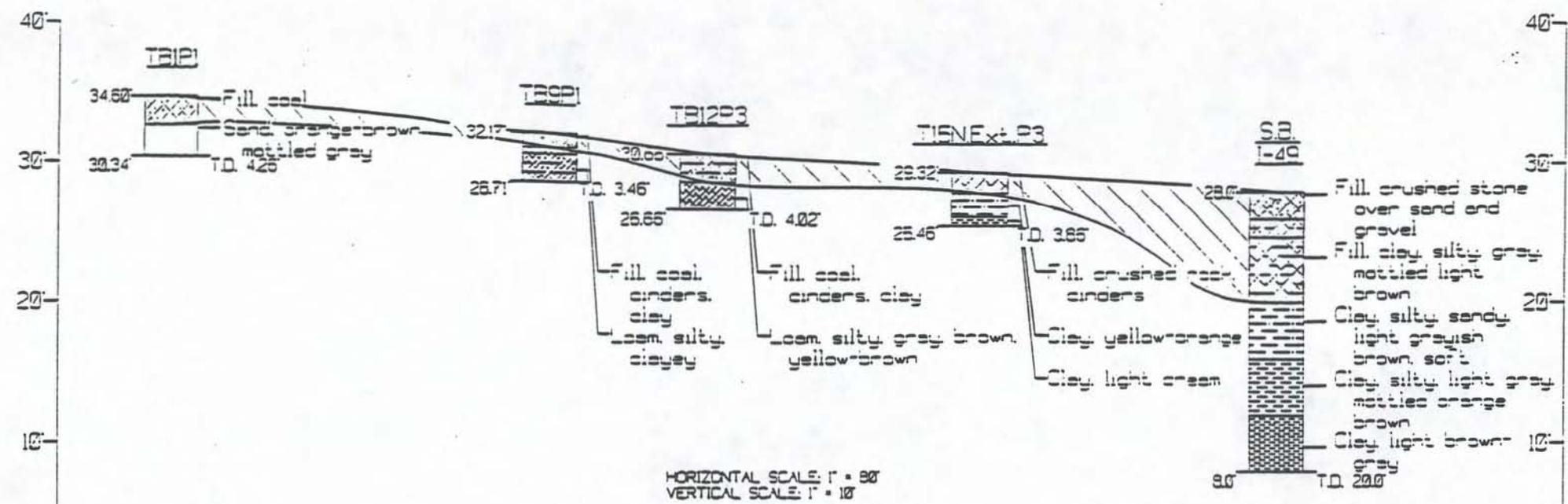




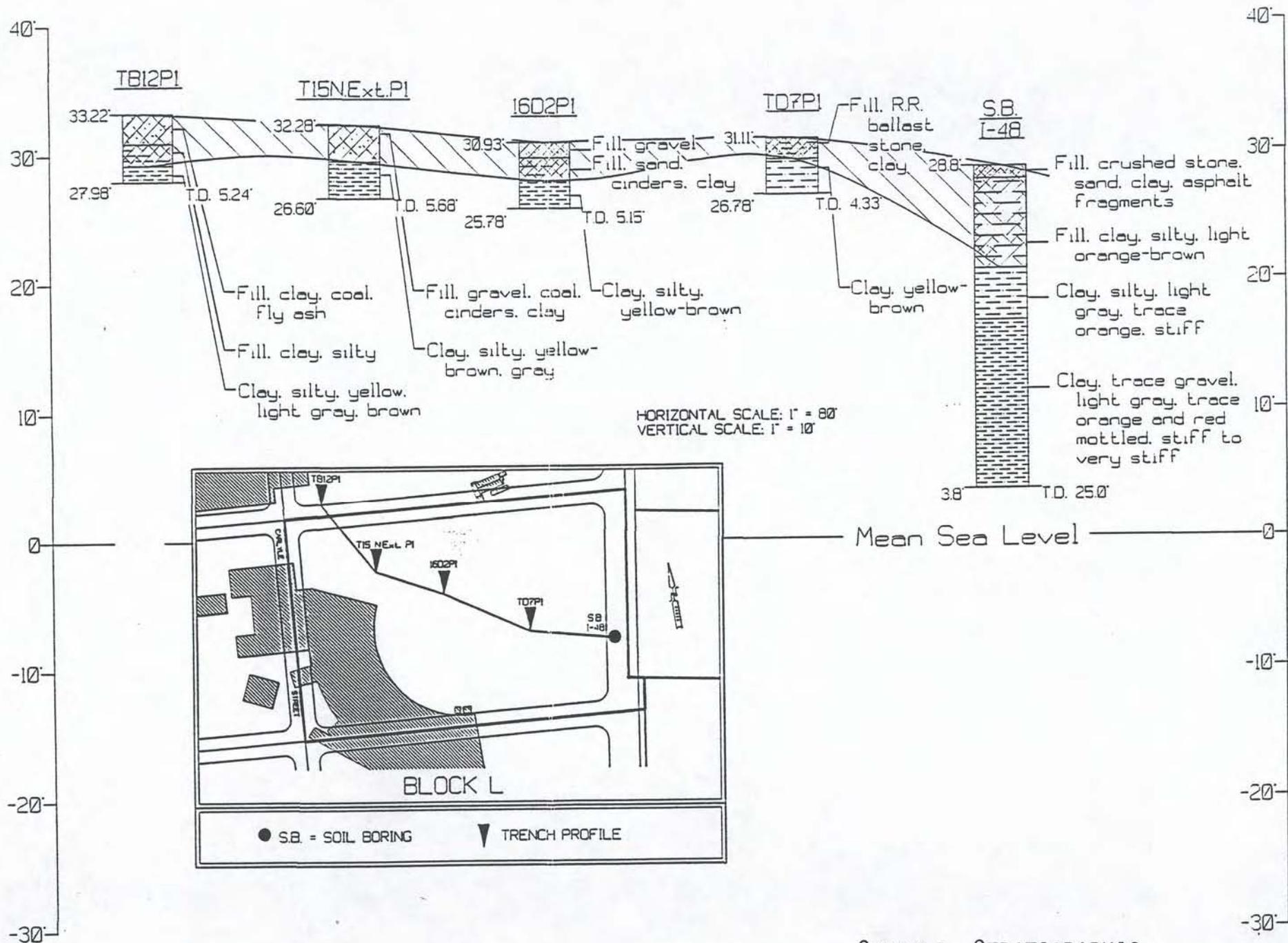
CARLYLE, STRATIGRAPHIC PROFILE, BLOCKS B AND C



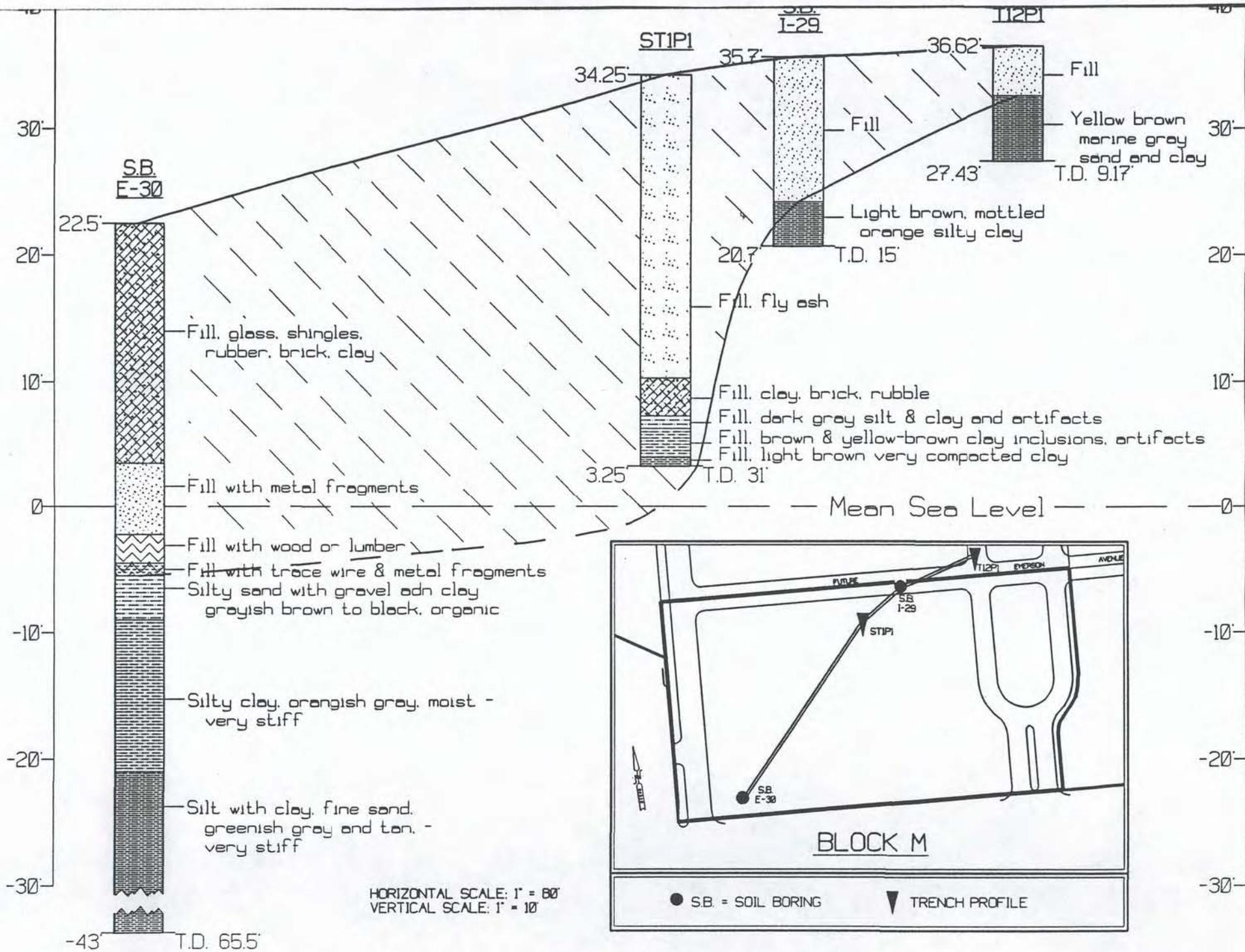
CARLYLE, STRATIGRAPHIC PROFILE, BLOCKS B, C AND D



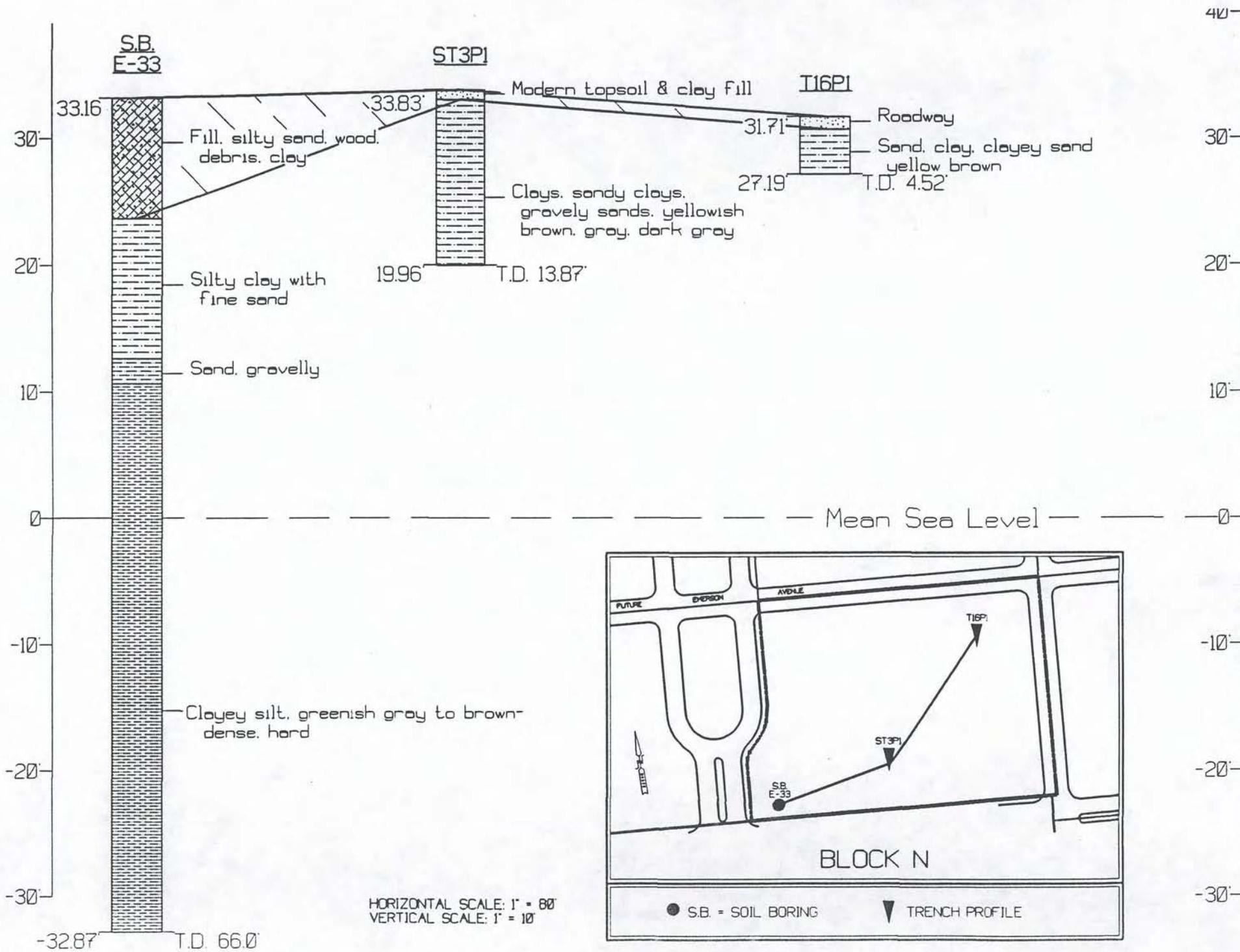
CARLYLE, STRATIGRAPHIC PROFILE, BLOCKS D AND H



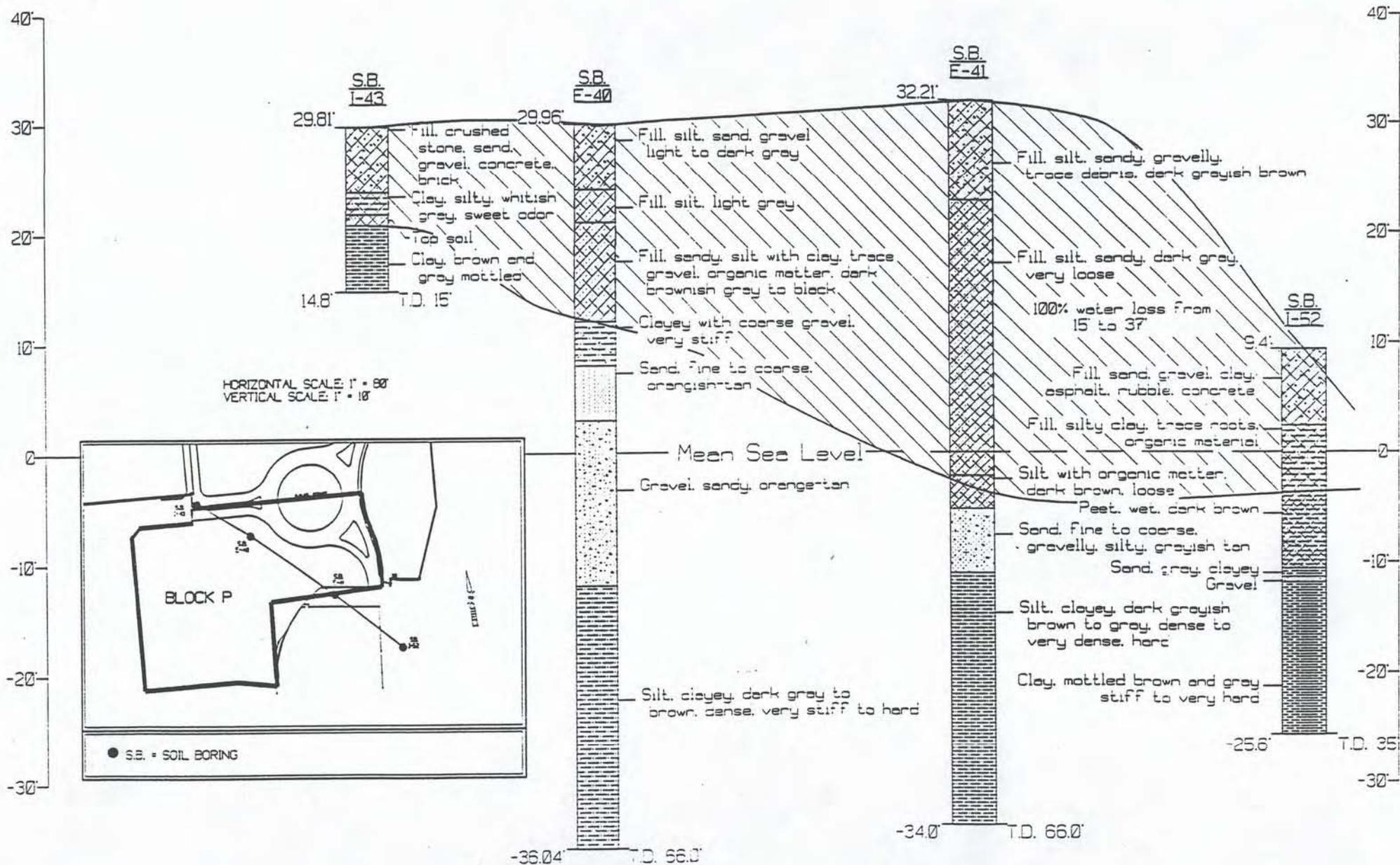
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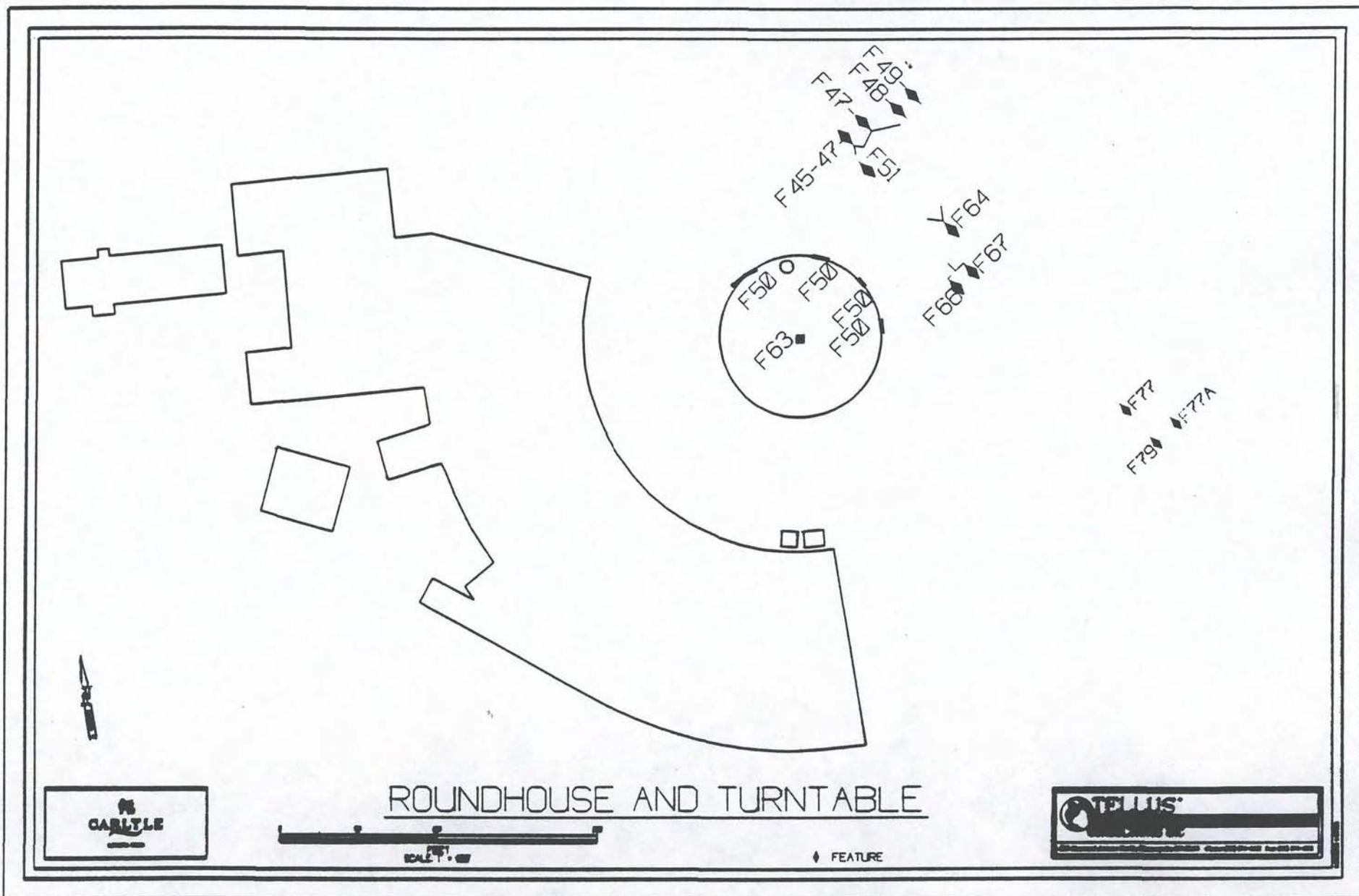
CARLYLE, STRATIGRAPHIC PROFILE, BLOCK M



CARLYLE, STRATIGRAPHIC PROFILE, BLOCK N



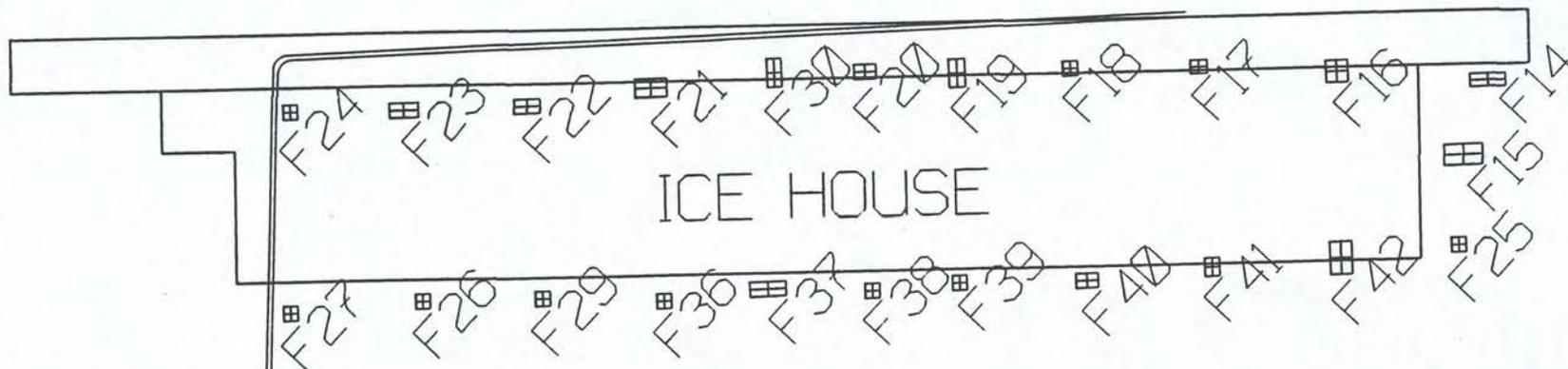
CARLYLE, STRATIGRAPHIC PROFILE, BLOCK P



ROUNDHOUSE--BLOCKS K, L AND O

BLOCK G FEATURES--
ICE HOUSE AND PARALLEL TIMBERS

Original 1850
RR Property Centerline



ICE HOUSE



IRON PIPE

TIMBERS
F28

SCALE: 1" = 25'

 **TELLUS**
CONSULTANTS INC

1385 Glenwood Avenue North, Minneapolis, MN 55405 Phone: (612) 374-4422 Fax: (612) 376-2300

APPENDIX IV

This Memorandum of Understanding is being executed on this, the 29th day of October, 1993, to confirm the agreement which has been reached by the City of Alexandria, Virginia (hereinafter called "City") and Alexandria-Southern Properties, Inc. (hereinafter called "Developer"), concerning satisfaction of the obligations related to archaeology imposed upon Developer by Special Use Permit #2253, as subsequently modified by Special Use Permit #2253A and Special Use Permit #2253B, dated, respectively, April 18, 1990, October 16, 1990 and February 23, 1991, and by the Memorandum of Understanding, dated August 28, 1992, executed by James S. Williams, on behalf of the Oliver Carr Company, and by Pamela J. Cressey, on behalf of City.

City and Developer have agreed as follows:

1. Developer will promptly contract with Engineering-Science, Chartered, a company with a principal place of business at 1133 15th Street in Washington, D.C., to perform the work described in the 23-page document attached hereto, marked "Attachment A," entitled "Scope of Work Archaeological Testing in Area II-B Carlyle Development, Alexandria, Virginia."

2. City agrees that Engineering-Science, Chartered, is fully qualified to perform the work described in Attachment A and that the testing described in Attachment A, when completed, will constitute full compliance by Developer with all archaeological testing requirements imposed upon Developer by Special Use Permits 2253, 2253A, 2253B, or by any other instrument, law, or regulation,

except for a limited amount of testing in a portion of the area identified as parcels B53, B54 and B55, on the map which is a part of Attachment A, on which testing cannot be done at this time because of the presence of buildings (see Task 7(3) in Attachment ^B A). These buildings are scheduled to be demolished in three to five years from the date of this Memorandum. When the buildings are demolished, whether or not within the three to five year period just referenced, Developer will proceed as set forth in paragraph 3(h) below.

3. Attached to this Memorandum, marked "Attachment B" is a three-page Memorandum entitled "Carlyle Project Archaeology," dated September 27, 1993, which describes seven "Tasks" and the estimated cost of completing each Task. The parties agree that:

(a) Task 1 has been completed, and that upon payment of the sum of \$5,000 to City, Developer's obligations under Task 1 will be fully discharged.

(b) City will perform the work described as Tasks 2 and 3. Upon completion of the work by City, Developer will pay City \$5,100. This payment will fully discharge Developer's obligations under Tasks 2 and 3.

(c) Developer will contract with Kurt Schweigert, or with some other suitable person acceptable to the parties, to prepare the historical overview contemplated by Task 4 and Developer will pay the cost thereof.

(d) City will perform the work described in the first two sentences of Task 5 and Developer will pay the indicated cost

thereof. Any cost incurred by Developer in complying with the last sentence of Task 5 shall not be subject to the cost limitations of this Memorandum and shall not be credited against such limitations.

(e) Developer's contract with Engineering Science, described in paragraphs 1-3 of this agreement, and Engineering Science's performance under that contract, fully discharges Developer's obligation under Task 6.

(f) Upon the completion of Task 6, Developer will contract with Engineering Science, or with some other firm acceptable to City or with City itself, to perform the work described by Tasks 7(1) and 7(2). The cost of this contract shall not exceed \$150,000, minus the cost to Developer of Tasks 1-6, inclusive.

(g) All of the work contemplated by Tasks 1-7, inclusive, except for Task 7(3), will be completed no later than May 1, 1994, and the total cost of completing all of the work described in Tasks 1, 2, 3, 4, 5, 6, 7(1) and 7(2) will not exceed \$150,000. City will take whatever steps may be necessary to insure that Tasks 7(1) and 7(2) do not interfere with or delay construction of any portion of the Checci development. If any portion of the development not previously cleared needs construction clearance prior to May 1, 1994, Developer will notify Alexandria Archaeology 30 days prior to any ground disturbance so that the archaeology work specified in this Memorandum can be completed.

(h) When the demolition described in Task 7(3) has been

completed, Developer will notify City, and will at that time make available an amount not to exceed \$50,000 (plus the amount, if any, by which the cost of Tasks 1 through 7(2) is less than \$150,000). Developer will contract with a firm acceptable to City, or with City, to perform any testing, data recovery, data analysis, and reporting City may deem appropriate, provided: (1) the total cost of all such work does not exceed the funds available under the first sentence of this paragraph and (2) all work is completed within ninety days of the date Developer notifies City that demolition has been completed.

4. Developer will notify Alexandria Archaeology if significant archaeological resources (including old foundations, wells, privies, or concentration of artifacts) are discovered during excavation, remediation or other construction activities. If such resources are discovered, Developer will cooperate with Alexandria Archaeology toward the preservation of these resources; provided, however, that Developer shall not be responsible for carrying out or for the cost of carrying out any such actions; and provided, further, that such actions will not cause any delay in or interference with construction activities that is not acceptable to Developer.

5. Completion of Tasks 1 through 7(2), inclusive, as specified in this Memorandum, together with the archaeological work which has been performed to date, shall, except for Task 7(3), constitute full, complete, and unequivocal compliance by Developer with all of the obligations imposed by Special Use Permit 2253,

Special Use Permit 2253A, Special Use Permit 2253B, or by the Memorandum of Understanding dated August 28, 1992, to conduct archaeological testing, investigation, analysis, or studies, or to prepare reports covering the results of such testing, investigation, analysis or studies, or to identify, remove, catalogue, preserve, interpret, or mitigate damage to artifacts or other archaeological resources located on or in, or removed from the property which is the subject of Special Use Permits 2253, 2253A and 2253B.

6. Upon the completion of Task 7(3), or upon the expiration of the 90-day period specified in paragraph 3(h) above, whichever occurs first, Developer shall have no further obligations of any type under the conditions dealing with archaeology contained in Special Use Permit 2253, Special Use Permit 2253A, Special Use Permit 2253B, in the Memorandum of Understanding dated August 28, 1992, or in any other contract, law, rule, or regulation.

7. Developer will provide City with a copy of the original construction drawings covering the existing railroad roundhouse located within the boundaries of the Carlyle Project and with any other information in its files concerning that facility which is relevant to its use since it was constructed. Developer will also provide City with a series of photographs which fairly depict both the present condition of the exterior and interior of the structure and any unusual features identified by City; provided, however, that City gives Developer written notice of any such unusual features within 30 days of the date of this Memorandum.

8. Notwithstanding the provisions of this Memorandum, Developer acknowledges its obligation to comply with condition #3 of Special Use Permit 2253, as modified by condition #3 of Special Use Permit 2253B, relating to the stone arch railroad bridge. The cost incurred by Developer in complying with condition #3 of Special Use Permit 2253B shall not be considered to be encompassed by this Memorandum and shall be in addition to any cost limitations imposed by this Memorandum.

CITY OF ALEXANDRIA, VIRGINIA

BY

Val Lamsin

City Manager 10/26/93

ALEXANDRIA-SOUTHERN PROPERTIES, INC.

BY

Z. P. Williams

CARLYLE PROJECT ARCHAEOLOGY
Revised at meeting on September 28, 1993

Based upon the August 23, 1993, meeting between the City of Alexandria and the Norfolk Southern Railroad (NSR), the City Archaeologist was given the responsibility of reorganizing the project to insure that progress continues in the fulfillment of the archaeological requirements for the Carlyle development. This report summarizes the City's recommendations for allocating personnel and funds to perform the remaining necessary tasks. It has been determined that some of the tasks can best be accomplished by a consultant to be hired by Norfolk-Southern, while others can be most efficiently and cost-effectively handled by City staff. The extent of involvement of City staff in this project is not normal procedure, and the City will therefore bill Norfolk Southern for the services rendered. If the railroad were to hire a consultant to perform these tasks, the cost would undoubtedly exceed three times the City's charge.

The table below summarizes the tasks and costs to Norfolk Southern. Total costs for the remainder of this project will not exceed \$150,000. (Note: These figures do not include costs for any work on the Hooff's Run Bridge or the roundhouse.)

<u>Task</u>	<u>Consultant Fee</u>	<u>City Fee</u>
1. Transition	\$ 7,500	\$ 5,000
2. Monitor Sub-Projects	0	1,100
3. Area A Report	0	4,000
4. Historical Context	7,080	0
5. Cemetery Evaluation	0	1,000
6. Area B Testing	<u>40,800</u>	<u>0</u>
SUB-TOTALS:	\$ 55,380	\$ 11,100
TOTAL FEES:	\$ 66,480	
7. Area B Data Recovery and Final Reporting: Future Block D Monitoring		TO BE DETERMINED WITHIN THE FUNDS REMAINING (\$83,520)

Task Descriptions

Task 1 - Transition and Planning

Task 1 deals with the transition of the project from Tellus, Inc., and Oliver Carr Co., to NSR, the City and a new consultant; it includes transfer of the project artifacts and records to the

City, plus project budgeting and planning. (NSR has agreed to leave these materials on deposit with Alexandria Archaeology subject to recall with thirty days notice.) The \$7,500 cost is the current estimate from Kurt Schweigert, the consultant hired by NSR, to accomplish this task -- he has already expended over \$5,000. The City staff have also expended many hours in administrative time on this task (calculated at over \$5,000).

Task 2 - Monitoring Carlyle Sub-Projects

This task involves the release of three pending Carlyle sub-projects: entrance features along Duke Street, demolition of some of the Station Shops, and archaeological testing requirements for the ground under the silt pond on Block F. The City agreed to release the silt pond area on Block F at the August 23, 1993 meeting. The other pending projects will require archaeological monitoring by City staff. This monitoring consists of staff reviewing the plans, visiting the site, assuring that any necessary excavation follows the plans submitted. This work has already begun and our staff will coordinate their schedule with individuals on the site. According to code procedures, this work should be conducted by the developer's consultant archaeologist. However, the City has agreed to do this work for \$1,100.

Task 3 - Completion of Area A Report

This task deals with the preparation of a minimally acceptable report on the Area A archival and archaeological investigation so that the public, as well as future researchers and developers, will have access to the information generated from this project. Up to this point, the data has been inadequately and inaccurately analyzed and presented. Without this report, it would be difficult for anyone to comprehend the results of this work. Because of City staff's familiarity with this project, they could perform this task in the most efficient and cost-effective manner. Consultant fees for this service would probably exceed \$10,000. The City will bill NSR \$4,000.

Task 4 - Preparation of Historical Context

Consultant Kurt Schweigert will prepare an historical overview for the Carlyle project area as part of the final report for \$7,080. Mr. Schweigert has spent over a year collecting documentary data for this project. This raw data has the potential for expanding our understanding of the West End community and its role in the development of the City. In order

for the information to be comprehensible and accessible to the public, as well as to professional archaeologists and historians, the raw historical data must be synthesized and an overview produced.

Task 5 - Cemetery Evaluation

City staff will evaluate Tellus's records to determine the impact of the park development on known or potential human remains. If the study concludes that the evaluation can be made quickly, City staff will produce the Resource Management Plan, a method of action to deal with the presence of human remains and/or gravesites. This will cost \$1,000. Otherwise, the developer will provide a consultant to write the Resource Management Plan; funds for this consultant work, and any required report, will come from the \$1.5 million set aside for the park project.

Task 6 - Area B Testing

An archaeological consultant will conduct initial archaeological testing to identify potential areas of significance and will communicate with City staff in a series of meetings and letter reports to formulate recommendations for data recovery. The bid by Engineering Science for this task is \$40,800. The current scope of work represents an 80% reduction in the amount of testing when compared to the original proposal submitted to NSR.

Task 7 - Area B Testing and Report; Future Block D Monitoring

There are a number of additional tasks required for the completion of this project, the costs for which cannot be calculated at this time. These are: (1) Data recovery for Area B; (2) Archeological data analysis and production of the Area B final report; and (3) Archaeological testing or monitoring in Block D when the remaining Station Shops are demolished (probably in 3 to 5 years). These will be discussed in the future after the results of the testing are available; we will prioritize the work which remains to be done in order to assure that the final costs will not exceed the amount available for the project. \$83,520 is available for the additional tasks in (1) and (2). All work except (3) will be completed by May 1, 1994. NSR will provide up to \$50,000 for any additional archaeological work which may be necessary for (3).