

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Snickersville Turnpike  
Other names/site number: Virginia Route 734, DHR# 053-6487  
Name of related multiple property listing:  
N/A  
(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: Snickersville Turnpike, VA Route 734  
City or town: Bluemont, Philomont, Mountville, Aldie State: VA County: Loudoun  
Not For Publication:  N/A Vicinity:  N/A

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X nomination     request for determination of eligibility meets  
the documentation standards for registering properties in the National Register of Historic  
Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
In my opinion, the property X meets     does not meet the National Register Criteria. I  
recommend that this property be considered significant at the following  
level(s) of significance:

    national     statewide   X   local  
Applicable National Register Criteria:  
  X   A     B   X   C     D

*Julie D. Langston* 9-19-2022  
Signature of certifying official/Title: Date  
Virginia Department of Historic Resources  
State or Federal agency/bureau or Tribal Government

In my opinion, the property     meets     does not meet the National Register  
criteria.  
  
Signature of commenting official: Date

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>3</u>	<u>4</u>	structures
<u>0</u>	<u>0</u>	objects
<u>3</u>	<u>4</u>	Total

Number of contributing resources previously listed in the National Register 1  
Hibb's Bridge, VLR 2010, NRHP 2011, NRHP Reference #11000067

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/ road-related (vehicular)

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**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION/ road-related vehicular)

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Turnpike

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: STONE; CONCRETE; ASPHALT; METAL

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Snickersville Turnpike stretches north to south from the village of Bluemont [DHR 053-6161], formerly known as Snickersville, in the Blue Ridge Mountains to the village of Aldie [DHR 053-0114] in the Bull Run Mountains in western Loudoun County. Along the 15-mile route, the turnpike passes through the late-18<sup>th</sup> and early-19<sup>th</sup> century villages of Philomont and Mountville, crosses over historic Hibb's Bridge (NRHP 2011; DHR #053-6487-0015) and winds between open, agricultural vistas as marked by stone fences, which have been rebuilt in their same locations through the generations. The turnpike maintains its 19<sup>th</sup>-century dual-lane width and straight alignment, surveyed using the practices of "gentlemen engineers," many of whom were also farmers primarily concerned with the most direct route for taking goods to market. To serve the needs of its travelers, the turnpike's materials have evolved over time from a hard-packed earthen surface in the 18<sup>th</sup> and 19<sup>th</sup> centuries, to gravel by the early 1900s, and finally to a paved surface during the 20<sup>th</sup> century. Bridges and culverts over difficult terrain and streams were constructed by the early 19<sup>th</sup> century and commerce and trade thrived along the route. The condition of the turnpike languished for over a half-century following the Civil War. Major investments in repairs were not taken up again until after the 1932 Byrd Act, when state funds became available for repairs and improvements. The turnpike retains some original contributing

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secondary resources, such as Hibb's Bridge (DHR #053-6487-0015), a stone arched structure, and a 1915 Luten Bridge, a poured-in-place concrete, arched structure. The turnpike's integrity of location, setting, feeling, and association are excellent as the road's alignment has changed little and it passes through a rural area that retains agricultural land uses and crossroads villages typical of the western Loudoun County landscape since the early 19<sup>th</sup> century. The turnpike's integrity of design is very high as its alignment and features such as sightlines, geometry of curves, and unusually straight alignment have had few alterations even after the early 20<sup>th</sup> century transition from horse-drawn vehicles to trucks and automobiles. Integrity of workmanship and materials are evident primarily for the 20<sup>th</sup> century upgrades made after the turnpike became part of Virginia's secondary road system and began to be managed in 1932 by Virginia's Department of Highways (today's Department of Transportation). It is possible, however, that earlier paving materials remain in situ beneath modern asphalt surfaces. Future investigations of the road's layers to determine the presence and integrity of successive dirt, gravel, concrete, and asphalt materials could yield important information about historic design and engineering practices.

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### **Narrative Description**

One of the many 19<sup>th</sup>-century turnpikes built in Loudoun County, today Snickersville Turnpike's historic elements of construction and design include its width, drainage ditches, and alignment. The Snickersville Turnpike retains its near-original paved width, roughly 18 to 20 feet wide, a width that allows dual-lane travel without shoulders but is considered narrow by modern standards. The road currently is surfaced with asphalt, although earlier paving materials may be in situ beneath this material. Grading and paving techniques and materials likely evolved throughout the history of Snickersville Turnpike. During the road's earliest history the road was likely a dirt or gravel path with a mix of smaller and larger stones and throughout the Turnpike Era it may have been improved with crushed stone, wood planks or as a macadamized road. The early 20<sup>th</sup> century and coming of the automobile prompted some improvements to the road surface but even into the 1950s only portions of the road were paved, while other sections remained gravel. Today the road is entirely paved from its most northern point in Bluemont to its southern terminus near Aldie. The road corridor includes approximately 6-foot-wide, parallel, grassy drainage ditches that flank the road along its length. The paved road and ditches constitute the turnpike's current 30-foot-wide right-of-way that is owned by the Virginia Department of Transportation (VDOT). In village settings, such as Bluemont, the drainage ditches are incorporated into the streetscape and inclusion of sidewalks is very limited.

Early 19<sup>th</sup>-century turnpikes such as Snickersville were laid out by amateur engineers following the most direct route, resulting in remarkably straight alignments, even sacrificing grade to maintain the shortest route. Too often earlier roads would cross difficult terrain such as a steep hill or soft bottomland, frustrating Virginia's Principal Engineer, Claudius Crozet, who served during the time that the Snickersville Turnpike was constructed. Today, Snickersville Turnpike's entire length remains on much of its original alignment, which incorporates a gradual change in grade in exchange for maintaining the most direct route.

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Two minor alterations to the road's historic alignment occurred during the mid-20<sup>th</sup> century. The first took place in 1954 near Bluemont (see Figure 4) and resulted in abandonment of .18-mile of the alignment in favor of a newly built .20-mile alignment. The second alteration, in 1973, resulted in abandonment of a .06-mile and a .09-mile section of the road near Aldie (see Figure 3) and construction of a .28-mile new alignment. When considered against the turnpike's full 15-mile length, these two alterations are quite minor. These are the only two alterations to the road's alignment that are documented in the archival collections of the Virginia Department of Transportation.

The location of the Snickersville Turnpike originally was dictated by geography. The route passes through the gap in the Bull Run Mountains at Aldie to Snickers Gap in the Blue Ridge Mountains, providing overland transportation for Loudoun's agricultural products. Today, the historic turnpike remains in much the same location where it was originally constructed and is characterized by sunken travel ways, drainage ditches, and bridges. Historic villages and farmhouses also illustrate the turnpike's original location.

Both the cultural and environmental setting of the Snickersville Turnpike retain a high degree of historic integrity. Open, agricultural vistas, outside of the 30-foot right of way, are today as prevalent as in times past. Much farmland has been placed under conservation easement and is protected in perpetuity, including Levinworth Farm (DHR #053-1068). The viewsheds along the turnpike towards the Blue Ridge remain unaltered as well. The cultural setting includes historic villages – Bluemont, Philomont, and Aldie – and historic crossroads– Mountville, Paxton, and Airmont – that grew up alongside the turnpike during the 19<sup>th</sup> century and are vestiges of a more vibrant time, punctuating the route. Activity along the turnpike – the local general store where the villagers congregate for a coffee, the weekly farmers' market and annual fair, a farmer on a tractor, local residents out for a Sunday drive, and wildlife also using the turnpike – all slow the pace of modern-day travel. The turnpike's cultural and environmental setting are important aspects of the turnpike's integrity of association and feeling.

Historic-age bridges – associated resources that are part of the turnpike's 30-foot right of way – are composed of locally sourced materials, including the poured-in-place concrete of the Luten bridge (DHR #053-6487-0016) and the cut stones and fieldstones used to build Hibb's Bridge (DHR #053-6487-0015).

### **Road Types**

According to Paul D. Marriott on the website "HistoricRoads.org", there are three classifications of historic roads: cultural routes, engineered routes, and aesthetics routes.<sup>1</sup> Snickersville Turnpike falls into two categories, having been established as a cultural route that later evolved into an engineered route. Cultural routes are handed down through necessity or tradition and developed without engineering, such as a path or migration route. Loudoun County's cultural routes were paths originally developed by American Indians, following the geography of the landscape, and remained in use from the colonial through early national periods.

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The Virginia Department of Transportation refers to two types when evaluating roads: evolved and engineered. As explained by Senior Research Scientist Ann Miller,

evolved roads are those that have developed over time from earlier routes (in some cases, trails or colonial roadways) to their present configurations. This category includes current roads in Virginia that developed from the old county roads (17th through early 20<sup>th</sup> centuries). Some primary and the majority of secondary roads in Virginia can be placed in this category. The development of these roads generally has involved extensive rebuilding, change in surface materials and treatment (i.e., from dirt to more modern paving materials), and at least some realignment of portions of the road, if not a major repositioning of the entire route.<sup>2</sup>

According to Miller, engineered roads were “planned, designed, and built to particular specifications and for a stated purpose usually within a single building campaign,” and generally date to the 20<sup>th</sup> century or later.<sup>3</sup>

To clarify, therefore, Snickersville Turnpike meets the Historic Roads organization’s definition of a cultural road that became an engineered route as well as VDOT’s definition of an evolved road. Snickersville Turnpike had its origins as a hunting path of the Sherando American Indians, who migrated across the Blue Ridge to the gap in the Bull Run Mountains.<sup>4</sup> After the Treaty of Albany in 1722, which resulted in relocation of some tribes in Virginia to places west of the Blue Ridge Mountains, the path evolved into a colonial trading route and appeared on the 1751 Jefferson and Frye Map, which documented commercial potential of the Virginia colony. The Snickers Gap Turnpike Company, authorized in 1818, planned for an improved road connecting the Little River Turnpike (at Aldie) to the Shenandoah River (crossing at Snickers Gap).<sup>5</sup> Thus, in 1818, the Turnpike evolved from a cultural route to an engineered route as defined by Historic Roads because it began to be used for a specific transportation goal, such as the movement of goods. Engineered routes have a documented authorization and construction date and provide insight into a community’s economy. The Snickers Gap Turnpike Company planned for an improved road connecting the Little River Turnpike at Aldie to the Shenandoah River, crossing the Blue Ridge at Snickers Gap. The Turnpike is not, however, an engineered road as defined by VDOT, but rather is an evolved road; that its alignment has changed very little over its history makes it a rare example of this type of road in Virginia.

### **Associated Resource Types**

Stone masonry bridges were expensive and time consuming to build and therefore most date to the Turnpike Era when funds were available for lasting construction. The combination of fieldstone and dressed stone indicates this type of bridge may have been built by vernacular craftsmen with input from a master engineer. Such bridges were practical to build in that fieldstone was readily available in Loudoun. Stone masonry bridges, however, were also expensive to repair and therefore only a few have survived into the 21<sup>st</sup> century. Loudoun’s two –Hibb’s Bridge, located along the Snickersville Turnpike and the Little River Bridge – remain

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open to vehicular traffic. Loudoun had an unusually high number of Luten bridges, installed at the advent of the automobile age in the late 1910s. The Luten bridge design lent itself to Loudoun's rural roads as the poured-in-place, or standardized, plans could be readily adapted to numerous locations.

Daniel Luten, one of the nation's most influential bridge builders, patented several designs for this poured concrete bridge design. He did not personally install all his bridges; Loudoun's Luten bridges were likely built by a franchise organization from York, Pennsylvania. Over time, these bridges have been replaced rather than repaired and are therefore becoming increasingly rare in Loudoun. Although Luten bridges once were common with Loudoun's early turnpikes, few remain in use; a small number remain in place although abandoned.<sup>6</sup> There is one Luten Bridge (DHR #053-6487-0016) along Snickersville Turnpike

Timber deck bridges are constructed of timber decking bolted to a steel under-girder frame. This bridge type was popular in Loudoun County in the mid-20<sup>th</sup> century as their simple design could be executed by vernacular craftsmen. Like the Luten bridge, many have been replaced rather than repaired and are becoming increasingly rare in Loudoun County. There are no longer any timber deck bridges along the Snickersville Turnpike.

## **INVENTORY**

The Snickersville Turnpike includes only the VDOT-maintained right-of-way of 30 feet in width. As is the case with many early roads accepted into the Virginia secondary road system under the Byrd Act of 1932, there is no existing survey of the entire right-of-way. VDOT determines boundaries as necessary in the field.

The Snickersville Turnpike itself is the primary nominated property. The secondary resources listed below are road-related structures such as bridges and culverts of substantial size that are a part of the turnpike. The secondary resources have been assigned a contributing or non-contributing status based on their association with the road during its period of significance. The non-contributing resources postdate the turnpike's period of significance and/or are standardized designs that replaced earlier historic structures. Resources are keyed to the attached Location Map/ Sketch Map by the capital letter (A, B, etc.) that precedes each inventory entry.

All known features of the historic road built during its period of significance that are visible and accessible are inventoried. There may be other features such as stone walls, relict road beds, and culverts that remain in situ but cannot now be viewed or accessed but which may be discovered during future maintenance projects. Within the road corridor, there are 11 modern culverts that pass beneath the roadway to provide drainage; these are small-scale resources composed of galvanized steel and are not intrusive on the turnpike's historic appearance and function. All were installed by the late twentieth century and are designed for ease of maintenance. Due to their small size and lack of intrusion on the historic roadway, these culverts are not included in



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the inventory below. VDOT maintains an inventory that includes each culvert's location and date of construction or replacement.

**A. Snickersville Turnpike west of Airmont DHR #053-6487-0016 Other DHR #053-0261**

*Resource: Bridge (Structure), Style: vernacular, Ca 1915*

Loudoun County VDOT No. 6090

This Luten Bridge is a single-span, poured in place concrete, single arch bridge. The bridge carries single-lane vehicular traffic across the north fork of the Beaverdam Creek. The structure is approximately 30 feet long. The structure is significant as a vernacular example of early road construction at the advent of the automobile era.

**Contributing Total: 1**

**B. Snickersville Turnpike, west of Airmont DHR # 053-6487-0001**

*Resource: Bridge (Structure), Style: vernacular, 2018*

Loudoun County VDOT No. No 6221

Originally built as a timber- deck bridge in 1948, this bridge was rebuilt in 2018. Now paved in asphalt, the bridge carries dual-lane vehicular traffic and crosses the north fork of Beaverdam Creek. Low side rails of timber protect a vehicle's path. The bridge's concrete foundation was possibly built on an old foundation.

**Non-contributing Total: 1**

**C. Snickersville Turnpike east of Philomont 053-0243, 053-6487-0015**

*Resource: Hibb's Bridge (Structure), Style: Vernacular, 1829*

Loudoun County VDOT No.: 6088; VLR 2010; NRHP 2011

Hibb's Bridge is a two-span masonry arch bridge crossing Beaverdam Creek. The bridge's parapets, wing walls, abutment and piers are constructed of fieldstone; the voussoirs and keystones are of cut stone. One notable feature of the bridge is the ramped roadbed, arching over the creek below. The structure is approximately 125 feet in length and 21 feet wide inside the parapet walls, so as to accommodate dual-lane traffic. The bridge was restored in 2007 by disassembling the spandrel walls, inserting reinforced concrete elements, and then rebuilding the stonework.<sup>7</sup>

**Contributing Total: 1**

**D. Snickersville Turnpike, South of Limekiln Road DHR #053-6487-0002**

*Resource: Culvert (Structure), Style: No discernible style, Ca 1966*

Loudoun County VDOT No. 6431

This culvert is constructed of poured concrete and is approximately 4' in diameter. The culvert passes beneath the turnpike at an angle, following the slope of the hillside. This concrete culvert carries a tributary of Beaverdam Creek and replaced an earlier culvert constructed by the Snickers Gap Turnpike Company.

**Non-contributing Total: 1**

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**E. 39219 Snickersville Turnpike DHR #053-6487-0017**

*Resource: Non-Arched Concrete Bridge (Structure), Style: No discernible style, Ca 1958*

Loudoun County VDOT No. 6100

This is a non-arched concrete bridge that crosses Goose Creek. The bridge has modern, concrete guardrails. The bridge sits immediately east of the original stone abutments of the pre-Civil War wood bridge, which was built by the Snickers Gap Turnpike Company.

**Non-contributing Total: 1**

**F. Snickersville Turnpike, Southeast of Wainway Lane DHR #053-6487-0003**

*Resource: Bridge (Structure), Style: No discernible style, Ca 1966*

Loudoun County VDOT No.: 6086

This is a two-span, poured in place concrete structure. Supporting poured concrete wing walls buttress the structure. The culvert crosses a tributary of Goose Creek.

**Non-contributing Total: 1**

**Statement of Integrity**

Snickersville Turnpike exhibits all seven qualities of integrity. The turnpike retains its location and almost all of its original alignment. The rural setting – open agricultural vistas and 18<sup>th</sup> and 19<sup>th</sup> century villages – remains remarkably unchanged despite present-day development pressures. The integrity of design – notably the historically straight alignment, a hallmark of “gentlemen engineers” more concerned with the straightest path and with disregard for grade – remains largely intact. Paving materials that were in place by 1960 have been little altered since and future investigations may demonstrate that earlier paving materials remain in situ beneath modern materials, thus shedding light on evolving road engineering and design practices. Snickersville Turnpike retains its feeling as a 19<sup>th</sup>-century rural route serving local farms, many of which today continue to be working farms. Finally, the turnpike displays its integrity of association with its rural context and continuing use as a local road for those who live along the turnpike.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ENGINEERING

TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1771-1962

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1810 – Snickers’s Gap Turnpike Company chartered by Act of the General Assembly

1829 – turnpike largely completed

1915 – last operational toll gate on the Snickersville Turnpike

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Unknown

\_\_\_\_\_  
\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Snickersville Turnpike originated as part of a Native American route between what is today called Snicker's Gap in the Blue Ridge Mountains (later called Williams Gap, then Snickers Gap ...) and the Tidewater areas near present-day Alexandria, establishing an enduring trade route.<sup>8</sup> Early English settlers and surveyors followed this path west from the Tidewater region of Virginia. Colonists adopted the earlier trade route and over time it became one of the earliest overland roads in Virginia.<sup>9</sup> During the early 19<sup>th</sup> century, the road was significantly improved and toll gates were added by the Snickers Gap Turnpike Company. The Snickersville Turnpike served the vibrant commercial trade between the agriculturally rich Shenandoah Valley to the west and Alexandria's port in the east. During the early 20<sup>th</sup> century, the Turnpike was adapted for the automobile; a few sharp turns were redesigned for higher speed traffic and rural bridges replaced earlier fords. Today, the Turnpike, following its original 19<sup>th</sup>- and 20<sup>th</sup>-century alignment, serves the local community, farmers, and tourists alike. In 1988, the rural road was designated a Virginia Byway and is maintained as Virginia Route 734.

Snickersville Turnpike is locally significant under Criterion A in the area of Transportation for its association with the broad patterns of settlement and establishment of trade in northern Virginia. The road is a tangible representation of migration, settlement, trade, and commerce over four centuries. Having originated as a migratory and hunting footpath or trade route by the Sherando American Indians, the route came to be used by colonial traders and settlers during the 18<sup>th</sup> century for exploration and commerce. The road later was developed as a commercial turnpike for wagon travel in the 19<sup>th</sup> century and finally was adapted to automobile standards during the early to mid-20<sup>th</sup> century. Today, as Snickersville Turnpike enters its 4<sup>th</sup> century of use, it continues to serve its community more as a leisurely byway, rather than bustling commercial corridor. Snickersville Turnpike is locally significant under Criterion C in the area of Engineering as an example of an early-19<sup>th</sup>-century turnpike that was adapted to 20<sup>th</sup>-century travel needs. The turnpike retains much of its original alignment and its historic setting with open agricultural fields and associated cultural features such as villages, farmsteads, and hand-built stone walls. The Turnpike also has significant examples of two bridge types: Hibb's Bridge (DHR #053-6487-0015), a stone arched structure, and a 1915 Luten Bridge (DHR #053-6487-0016), a poured-in-place concrete, arched structure. The period of significance begins in 1771 with the first documented Loudoun Court order to establish a road from "West's Ordinary to Snickers's [sic]," marking the point when the travel corridor evolved from a path to a road. The period of significance ends in 1962 with the construction of Dulles Airport, which heralded the changing pattern of majority land use in Loudoun County from agriculture to suburban and ending the Turnpike's importance as a commercial corridor for transporting agricultural products to market. Significant dates are 1810, when the Snickers's Gap Turnpike Company was chartered by Act of the General Assembly; 1829, the year in which the turnpike was largely completed; and 1915, when the last operational toll gate on the Snickersville Turnpike closed, thus ending its used as a tolled road. Additionally, Hibb's Bridge (DHR #053-6487-0015) is

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individually listed in the Virginia Landmarks Register and National Register of Historic Places at the statewide level of significance in the area of Transportation.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

The Snickersville Turnpike has been a transportation corridor for centuries, beginning as a path used by Native Americans into the 18<sup>th</sup> century and then being developed as an improved turnpike starting the late 18<sup>th</sup> through early 19<sup>th</sup> century. The turnpike became part of Virginia's modern system of secondary roadways during the second quarter of the 20<sup>th</sup> century.

**American Indian (late 16<sup>th</sup> c. to 1750)**

Loudoun County has witnessed human occupation since 13,000 BCE. Of this 15,000-year history of human occupation, the vast majority has been that of the American Indian.<sup>10</sup> According to Eugene Scheel, Algonkian and Sioux indigenous tribes lived in and travelled through Loudoun well into Virginia's colonial era. Hunting and migration paths and more well-used trade routes followed the natural topography of the County, connecting the western mountain passes to the eastern Tidewater areas. These footpaths were adopted by European traders and settlers and served as the early roads of colonial-era Virginia. Scheel's map identifies many different hunting paths through Loudoun and, specifically, a path used by the Sherando, a tribe who migrated through Loudoun along a route which passed through Williams Gap (later known as Snicker's Gap) eastward to the gap in the Bull Run Mountains, where the village of Aldie is today.<sup>11</sup> According to Scheel in his The History of Middleburg, colonial-era deeds identify the "Shenandoah Hunting Path," which followed the travel corridor of today's Snickersville Turnpike. Scheel also cites oral histories referring to "Indian Thoroughfares" which crossed the Blue Ridge.<sup>12</sup>

Elizabeth Morgan, in her 1937 WPA survey report, "Three Loudon [sic] Highways – Developments [sic] of Ancient Trails of Indian Tribes," identified three American Indian paths that evolved over the next three centuries into modern roads. These were the Snickersville Turnpike, the Little River Turnpike (both were formerly known as the Sherando Hunting Path), and Route 15 (formerly the Carolina Trail.) Morgan identifies the Snickers Gap Turnpike as "the oldest and certainly the most important of the east and west routes ..." asserting it was the main route for American Indian migration [trade routes] from the Shenandoah Valley to Tidewater areas.<sup>13</sup>

Journals of early explorers also document evidence of this path. George Washington, as a 16-year-old surveyor for Lord Fairfax, noted in his travel diary a path leading from William's Gap in the Blue Ridge to West's Ordinary near Aldie. In April of 1748, Washington wrote:

.... Got over Wms Gap and as low as Wm. West's [Aldie] in Fairfax county 18 miles from ye top of ye ridge.<sup>14</sup>

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By the early 18<sup>th</sup> century, it appears this American Indian path was regularly used by European settlers. In his book, Landmarks of Old Prince William, Fairfax Harrison referred to this as “the Indian thoroughfare of the Blue Ridge.”<sup>15</sup> As well, a deed reference appeared as early as 1731, when Warner Toward received a land grant geographically referenced by “...the road that leads to Williams’ Cabbin [sic] at the Blew [sic] Ridge.”<sup>16</sup> The term “road” should be interpreted loosely. “Improvements” were largely limited to keeping the road clear, but certainly did not include paving. Under colonial law, all roads were considered local and were maintained by county courts and local “tithables.” This would later prove to be a problem for local roads, such as Snickersville Turnpike, which were used locally but also served as commercial thoroughfares.

### Settlement and Growth (1750 – 1785)

Even with growth in the colonies, the center of Virginia’s power rested abroad in London. Just as Lord Fairfax had commissioned a young George Washington to survey his land holdings, British investors were interested in quantifying the economic potential of their land investments. In 1751, the Board of Trade and Plantations in Loudoun commissioned a survey of Virginia to understand commercial thoroughfares, including navigable rivers and overland transportation. The map included a “modern” road that followed the travel corridor of the “Sherando Hunting Path,” connecting West’s Ordinary (Aldie), to the Shenandoah River via William’s Gap (Snickers’ Gap.) The road is clearly a precursor to the Snickersville Turnpike and is shown as a double line, indicating the road was “improved” although likely still primitive. By comparison, Route 50 between Aldie and Paris, later to be known as the Ashby Gap Turnpike, is marked by a single line, indicating the “Sherando Hunting Path” was a more developed thoroughfare.



Figure 1. Detail of 1751 Jefferson and Frye Map showing the travel corridor of the Snickersville Turnpike.

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During the 1770s, Virginia's cash crop of tobacco was failing, having robbed Tidewater soils of their nutrients. Loudoun County had rich soils and immigrant Quakers planted wheat and brought with them milling technology. With rolling topography and abundant water sources, western Loudoun suited wheat production perfectly and soon boasted a concentration of mills. Overland transportation was important to deliver wheat from farms to the mill, and the milled products to nearby markets. In 1771, the Loudoun County Courts issued a road order for "a Road from the Loudoun Line into the great Mountain Road [today's Route 81], that leads from West Ordinary [Aldie] to Snicker's [today's village of Bluemont.]"<sup>17</sup> This same year, the road report<sup>18</sup> indicated that "Snicker's Gap Road" now existed in some fashion beyond the American Indian footpath that it once was:

...Beginning at the Fauq. Line at the end of the new road ... [near West's Ordinary] .... Crossing Little River at Wm Berkley's [today's village of Aldie ] ... to Powell's mill Road & with this road to the Snickers Gap Road ....that the same will be convenient for Sundry inhabitants in the nr Bull run Mountains....

As commercial activity increased, colonial-era laws recognizing all roads as "local" were becoming obsolete. Residents begrudged "foreigners" (locals' name for commercial waggoners traveling from outside of the immediate neighborhood) having heavy use of their local roads, and therefore began to neglect their duty of local road maintenance. Port cities such as Alexandria also recognized the need to keep overland transportation in good repair so that agricultural produce could be affordably transported to ports and they lobbied for a change in the statute governing road maintenance.<sup>19</sup> Recognizing this was adversely affecting their business interests in Virginia, in 1772, the British amended laws to recognize that not all roads were local and that thoroughfares crossing the colony needed more organized attention as well as authority to levy taxes to pay for repairs:

And whereas the public roads leading from the north western parts of this colony to the towns of Alexandria and Colchester,... by means of the great number of waggons [sic] which use the same, are rendered almost impassable and the ordinary methods of keeping them in repair at present is not only insufficient but exceedingly burthensome to those who are employed therein .... Be it enacted ... the county courts are ... hereby authorized to levy and assess ...<sup>20</sup>

Ten trustees were appointed, including Edward Snickers, gentleman, all of whom were charged with allocating funds for "keeping in repair the great and direct roads leading from Vestal's and Williams's gaps to the said town of Alexandria ..."<sup>21</sup>

According to Ann B. Miller, research historian with the Virginia Transportation Research Council, "by the last half of the 18<sup>th</sup> century, Loudoun County was already one of the most populous and economically important counties in northern Virginia and contained major east-west and north-south [overland] transportation routes." Towards the end of the 18<sup>th</sup> century, the Snickersville Turnpike continued to be identified as just a road, but Virginia's Turnpike legislation had not yet been enacted.



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## Turnpike Era (1785-1866)

With freedom from England came the need for the New Republic to invest in infrastructure. National attention turned to focus westward and to improved transportation. This feeling of expansion ushered in the Turnpike Era, during which road building was a national priority. River transportation had provided easy and efficient transportation during the colonial years, but as agriculture developed and became more prosperous, the need for overland transportation became more acute. The newly created Commonwealth of Virginia maintained focus on reliable transportation between her agriculturally rich valleys and the commercial markets in the east.<sup>22</sup> Locally, improved transportation between the Loudoun Valley and the metropolitan ports of Alexandria was critical and became a subject of private financial speculation.

Fifteen years after reorganizing legislation governing road maintenance, the Virginia General Assembly passed “An act for keeping certain roads in repair” using almost the exact same language to solve a recurrent problem:

[1785].... Whereas the public roads leading from the north-western parts of this state to the towns of Alexandria and Colchester ... by means of a great number of waggons [sic] ... are rendered impassible, and the ordinary method of keeping them in repair as at present ... is not only insufficient but exceedingly burthensome to those who employ them.

The Act continued by identifying commissioners who shall erect one or more gates or turnpikes across roads ... leading into the town of Alexandria, from Snigger’s [sic] and Vestal’s gaps...<sup>23</sup> This Act differed from the 1772 colonial law in that rather than a levy collected by the County Courts and administered by appointed trustees, the 1785 law established that designated Commissioners had the right to erect toll gates and collect the tolls,<sup>24</sup> thus launching the Turnpike Era in Virginia. Tolls were specified “...for every coach or other four wheeled riding carriage so entered, the sum of forty shillings, for every car the sum of twenty shillings ....” Notice tolls were collected without regard to distance travelled, which either meant that it was assumed each of these vehicles would travel the full distance, thus pay a toll every five miles, or that local traffic would evade the toll, also a well-practiced option.<sup>25</sup> In 1787, the law was amended to accommodate local residents and those who owned farms bordering the turnpikes were exempted from payment.<sup>26</sup>

Virginia’s earliest turnpike was established in 1796, a for-profit company to build a road from Alexandria to the ford in the Little River (Aldie). This company never achieved fruition but re-emerged in 1802 as the “Little River Turnpike Company.”<sup>27</sup> Charles Fenton Mercer, of the village of Aldie and one of Loudoun’s representatives to Virginia’s General Assembly, had a vested interest in making sure the Little River Turnpike became reality. Mercer had recently completed the construction of the Aldie Mill, and critical to the financial success of the mill was

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a cost-efficient means of reaching commercial markets. Typical of many turnpikes, the launch was promoted by individuals who had a financial interest in the turnpike's success.

Two others Loudoun turnpikes, Ashby's Gap Turnpike and Leesburg Turnpike, followed the success of the Little River Turnpike and were both chartered in 1809. The Leesburg Turnpike (Leesburg to Alexandria) had not yet been constructed but was authorized to raise funds to build two bridges over Broad Run and Goose Creek. Other turnpikes outside of Loudoun were in various stages of operation, including the Manchester Turnpike (Richmond to Buckingham) and the Swift Run Gap Turnpike (Fredericksburg to the Blue Ridge.)<sup>28</sup>

The Snickers Gap Turnpike Company was chartered in 1810 by the Virginia General Assembly:

An Act incorporating a Company to establish a Turnpike Road from the Little River Turnpike Road, though Snickers's Gap in the Blue Ridge to Shenandoah River, towards Winchester.<sup>29</sup>

This act authorized subscription of two hundred shares for the "Snickers's [sic] Gap Turnpike Company." Subscriptions were not restricted as to where they could raise funds, allowing sales of stock in Berkeley, Hampshire, Hardy, and Jefferson counties (now West Virginia), and also Fairfax, Fauquier, Fredrick, Price William, Shenandoah, and Rockingham counties. The geographic breadth was an indication of the general ebullience of turnpike investors. The Act of the General Assembly continued in detail, prescribing roles and election for directors; annual meetings of stockholders, advertisement of meetings and quorum minimums; survey of the road, its best route and eminent domain; permitted types of wagons, weights, and wheel size. Most importantly, the Act authorized the company the "power to erect a toll gate, and to demand and receive a toll upon each of those bridges [Beaverdam and Goose Creek] ... and upon the passes of the mountains..."<sup>30</sup>

Of particular note was the description of road construction, which details "summer roads" – those only used in the summer that were to be protected from carriage ruts. It is clear from this description that wheel ruts could impede both pedestrian and equestrian traffic during periods of heavy mud:

.... in every part thereof, sixty feet wide at least, seventeen of which shall be well covered with gravel or stone, and on each side of the part so covered with stone or gravel, they shall clear out and keep in repair a summer road, fifteen feet wide, for the use of horse and foot travelers at all times of the year ... no wagon or other carriage shall travel on the said summer roads between the last day of October and the first day of May ...when the gravel shall be rendered soft by rain.<sup>31</sup>

Despite these declarative statements of width, the boundaries of the modern day Snickersville Turnpike appeared to be the standard 30' right of way, with roughly 17 or 18 feet paved, flanked by 6 feet on either side of grassy verge.

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The Act also described permitted wagon wheel types, which reiterated how damaging heavy loads and large wheels were on these roads: “and not wagon or other four wheeled carriage, the breath [sic] of whose wheels shall not exceed four inches .... A burthen of more than two and a half tones between the first day of December and the first day of May ...<sup>32</sup> Emphasizing the importance of the summer road, tolls could only be collected when passage was good. The 1839 Snickers Gap Turnpike Company annual report noted tolls were only collected April to October.<sup>33</sup>

Although the Snickersville Turnpike Company was chartered in 1810, it does not appear to have been fully funded and the road under construction until almost eight years later.<sup>34</sup> A delay of 8-10 years between inception and construction was typical of many early turnpikes.<sup>35</sup> Two critical impediments were funding and technical expertise to support local, ‘gentlemen’ surveyors. Charles Fenton Mercer identified this need and lobbied the Virginia General Assembly in 1816. His efforts evolved into the Fund for Internal Improvements, a central source of funding for transportation projects that provided some financing for (relatively) large-scale projects. Mercer’s efforts also produced the Board of Public Works, which administered the moneys from the Fund for Internal Improvements and provided technological expertise for transportation projects, including canals, railroads, and turnpikes.<sup>36</sup>

Turnpike companies were public-private partnerships, raising funds privately by selling shares to stockholders, which was leveraged with public funding. Typically, the public/private split was 2/5 private funds and 3/5 public funding from the Fund for Internal Improvements. Another requirement of the partnership was the annual report from the local Turnpike Company to the Board of Public Works in Richmond. The Board of Public Works, in return for the public subsidy, retained the right of project oversight. Claudius Crozet, the French trained civil engineer, served as principal Engineer and Surveyor for the Virginia Board of Public Works from 1823-1832 and again from 1837-1843, so would have certainly had oversight of the inception and operation of the Snickersville Turnpike.

An 1818 advertisement in the local newspaper, The Genius of Liberty, announced “...The Stockholders in the Snicker’s Gap Turnpike Company will take notice that an election will be held at the house of Amos Clayton at Snicker’s Gap [today’s village of Bluemont]”<sup>37</sup> It appears that the Snickersville Turnpike Company was funded and the turnpike under construction at this point. It is not clear what work was to be done – clearly a road existed prior to the formation of the turnpike company. It is possible that the turnpike repairs consisted of construction or improvement of the two bridges over Beaverdam and Goose Creeks and the construction of the final stretch of road over the mountain pass. By 1819, the Snicker’s Gap Turnpike Company appears to have almost completed the work, except for the last and most expensive stretch over the Blue Ridge. Typically, Virginia turnpikes were “nothing more than dirt roads,”<sup>38</sup> and the Snickersville Turnpike appears to have conformed to this trend. Certification of “completion” largely came from serviceable bridges and other water crossings.

Typical of all public construction projects, the project appears to have exceeded initial cost estimates and funding. In December, the Snicker’s Gap Turnpike Company appealed to

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Richmond for additional funding:

In order that the Honorable members of the Board of Publick [sic] Works may have a view of the situation ... the road was located to extend from the western extremity of the Little river Turnpike Road [at Aldie] through Snickers Gap to the Shenandoah River in a direction to Winchester, and a large and fertile section of County west of the blue ridge. It is in its whole extent ... about seventeen miles and toward the paving of which building bridges there has been expanded updates of \$64,000 (the whole amount of the company funds) and it will yet require at least \$10,000 [in additional funds] to complete the work.<sup>39</sup>

The 1820 annual report gives insight into the type of investor in a typical turnpike company, listing names of stockholders and number of shares that have been sold. Like Charles Mercer before them, investors were usually those who would profit from increased commerce along a new turnpike – such as local farmers who owned property along the turnpike – including Amos Clayton of Snickersville [Bluemont] and Ezekiel Mount of Mountville. Commercial institutions would also benefit; several local banks were early investors in the Snicker’s Gap Turnpike Company, including the Farmers Bank of Alexandria, Union Bank of Alexandria, and the Bank of Alexandria. Millers as well benefited from improved transportation and therefore invested in turnpikes. Daniel Eaches, who operated several different mills in the area, owned 8 shares of stock in the Snicker’s Gap Turnpike.<sup>40</sup>

The 1820 annual report announced “the major part is finished...” while also stating that now an additional \$20,000 was needed for completion, double the amount that was needed from the year prior. Turnpike Directors appear to have secured the needed funds by securing a subscription loan of \$10,000 from the Union Bank of Alexandria; withholding payment to the contractor for about \$5,000 and raising roughly another \$5,000 through toll gates.

Tolls gates provided revenue but typically not as much as originally forecasted. Toll gate evasion was common. As well, if road repairs were in disarray, the public could demand that the gates remain open until needed repairs were completed. Toll gates were allowed every five miles by law and the 1853 Yardley Taylor Map indicates three gates along the Snickers’s Gap Turnpike at locations where they had been prescribed in the 1810 Act of the Assembly – at Snickers Gap on the Blue Ridge, at Hibb’s Bridge (DHR #053-6487-0015), and the Bridge at Goose Creek. In the 1824 annual report, the Snickers Gap Turnpike Company wrote that two of their gates remained inoperable because of lack of completed work “gates... have been left open as consequence of being compelled to building [sic] a bridge over one of those streams and graduate the hills at those places [the gap].”<sup>41</sup> Flooding also upset construction forecasts. In 1826, the turnpike company reported “the company lost the bridge at Goose Creek by “high waters” and the directors had made a contract with “Lewes Wenway to build a new bridge in place which will cost \$2,800 dollars...”<sup>42</sup>

By 1829, the Snickersville Turnpike was complete, and the company published “A Map of the Paved Road from the Little River Bridge at Aldie to the Shenandoah, Seventeen Miles.” The

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map lists the improvements including three bridges, three toll gates, and two culverts.<sup>43</sup> Accounts from the year 1832 give insight into typical costs of operating an early 19<sup>th</sup> century turnpike. Of this, \$2,571 was collected from tolls; \$842 was paid out for improvements and repairs; \$52 went to Treasurer's Commission (assuming this is the accountant), \$360 for Gatekeeper's salaries, \$0.50 for clerk's, sheriff's and attorney's fees; and \$2.75 for printing and postage. With earned subscriptions and state subsidies, the Snickersville Turnpike Company ended the year with \$6,497.24 on hand. Dividends paid this year were \$0.00. The report concluded "...The road is in tolerable good order to be travelled on but owing to the severity of the last season, very considerable repairs will be necessary to put it in complete repair ...." And signed by Notley C Williams, Treasurer.<sup>44</sup>

The ensuing decades were difficult for turnpikes in general. The panic of 1837 lasted well into the 1840s, specifically in Loudoun County. With potentially more efficient and less costly transportation afforded by canals and railroads, investors focused elsewhere. The Loudoun Branch Railroad, crossing Loudoun westward to North Fork, promised to reach Harper's Ferry. The Goose Creek and Little River Navigation Company was forming, and if successful, river navigation would easily overtake expensive and slow overland transportation.

Seven turnpikes were listed in Loudoun County on the 1852 Yardley Taylor Map.<sup>45</sup> Despite these construction achievements, overland transportation in Loudoun remained difficult. "Improved" roads remained fairly primitive, most were packed earth, and mud was the nemesis of turning a profit. The abundance of turnpikes is testimony to the highly developed milling industry in Loudoun, combined with stock speculation in turnpike companies. However, turnpike partnerships were not always profitable. The Little River Turnpike was a documented financial success and its dividend yielded a return of 2%; Ashby's Gap Turnpike yielded a return of 1.2%; yet Snicker's Gap Turnpike did not return a dividend at all. It is not clear if any other turnpikes in Virginia were profitable.<sup>46</sup> As Yardley Taylor noted "... the citizens of this county have not been unmindful of the value of Internal Improvements; and they early commenced the making of Turnpike roads. These roads [turnpikes] generally benefitted the farming interest, though, they seldom yielded dividend on the stock, except, when first made; and none of late years since the canal<sup>47</sup> bordering the county, has been finished." Yardley Taylor continued to describe the conditions contributing to poor returns on turnpike stocks, including declining prices of transporting a barrel of flour from Loudoun to Alexandria.<sup>48</sup>

Even if turnpike companies were not a financial success, commerce flourished along Loudoun's turnpikes and the Snickersville Turnpike was no exception. According to the Yardley Taylor Map, there were ten mills near the turnpike; three of these were directly on the turnpike, including Francis Mill [DHR 44LD238/053-0365] and Hibb's Mill [053-0577]. These mills benefitted from the confluence of waterpower and relative ease of transportation. Building on the commercial activity along the turnpike at mills, numerous stores and blacksmith shops flourished, sponging off the confluence of people and commercial activity. Also benefiting from improved transportation were regular mail delivery and the establishment of post offices. Snickers Gap (Bluemont), Aldie, and Mountville post offices were established in the early 1800s. The early post offices often shared space with a store or tavern, leveraging any modest hum of

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commercial activity. In the second half of the 19<sup>th</sup> century, even the smallest crossroads boasted a post office – Paxson and Airmont – which in turn became the social and commercial center of these agricultural communities, all interconnected by the turnpike.

Other forms of transportation competed with the turnpikes, eroding their profitability. In the 1836 annual report, the Snicker’s Gap Turnpike Company reported

“ but in consequence of the popular branches of railroad and canal improvements that has been made in our Section of the County – the trains [...] has been very much drawn from this road so that the pursuit collection of tolls is scarcely sufficient to keep the necessary repairs ....”<sup>49</sup>

### **African Americans and Turnpike Construction**

Because proximity to the turnpike was an advantage, typically African American communities were relegated to locations away from the road. Before the Civil War, very few free people of color in Loudoun County owned land. Those who did often resided on land as tenants. Typically, these allotted were edges of farms or non-arable land, such as “Butcher’s Hollow,” a low-lying area against the eastern mountain slopes near Bluemont, but near the Snickers Gap Turnpike. After the Civil War, emancipated African Americans could acquire land, but even then, only in designated areas. Communities such as Murphy’s Corner, Powell’s Grove, Turnertown, and Berryman sprung up “off the Turnpike” – in other words, in close proximity to the turnpike but not occupying the more valuable land directly fronting the road.

It is widely assumed that enslaved laborers built the turnpike prior to the Civil War. To date, however, a direct example of enslaved workers on the Snickersville Turnpike has not been located. A parallel example is the construction of the Little River Turnpike, which ran ads, such as this one published in December of 1803:

WANTED TO HIRE ‘For one year, twenty able bodied NEGRO MEN, to be employed on the Little Rive Turnpike Road ...punctual payment for their services, may be relied on.’<sup>50</sup>

Since state law prohibited teaching enslaved persons to read, it is assumed that this advertisement was targeted to white slave-owners, who would lease their enslaved workers for the year and collect the payment for their work.

In accordance with antebellum state law, African Americans were considered chattel, and were therefore listed on the balance sheet of each annual report of the Snicker’s Gap Turnpike Company in its reporting to Richmond. Assets were listed as “Negros and other property (Except Toll Houses & more...”<sup>51</sup>

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### **Civil War (1861-1864)**

Much of the Civil War played out in Northern Virginia not only because of its proximity to Washington DC, but also because of the highly developed transportation network. At the time of the Civil War, Virginia had the largest network of overland transportation in the Confederacy – both roads and railroads – and much was concentrated in Loudoun. Within existing turnpikes and associated road networks, the Union and Confederate armies were able to move with relative ease, although many units still found themselves stuck in the mud.

Civil War diaries highlight the roads' impact on battle decisions; high stone walls dictated routes and points of engagement. Stone walls were dismantled to allow escape or were used as shields, such as in the infamous Battle at Furr Farm, where the Confederate Army hid behind stone walls lining Snickers Gap Turnpike and preyed upon advancing Union cavalry. A monument to this Union casualty marks the location today.

### **Reconstruction and Jim Crow (1865-1906)**

The 1868 report sums up the state of the Turnpike succinctly:

The toll house [on the Blue Ridge] is destroyed and the Company employ [sic] a man to attend the gate at this own house ... near where the old toll house stood at a salary of \$600 [half the salary of a Toll Collector before the War]. The Bridge over Goose Creek was burned down during the War and nearly all the Culverts have fallen in so their [sic] is only 5 miles of road that is kept in repair ... the balance of the road is in a very bad condition and the Company is unable to put it in repair to collect toll on....<sup>52</sup>

The Civil War decimated many of the turnpikes, and Snicker's Gap Turnpike was no exception. Without means to raise funds by private subscription, collect tolls, or rely on state funding, turnpike companies languished and these companies abandoned management of the turnpikes. In 1866, the General Assembly passed "An Act in regard to Abandoned Turnpikes" allowing local governments control of turnpikes. Until this law, technically turnpikes remained private assets. With bankrupt turnpike companies, turnpikes languished. By allowing public ownership, the law permitted re-investment in turnpikes.<sup>53</sup>

Loudoun County took immediate action. In June 1869, the "Court after one notice proceeds to take possession of the Turnpike from Alexandria (via Aldie) to Snicker' Gaps so far as the same lies in this County ..."<sup>54</sup> It appears from this point forward, the management of the Snickersville Turnpike was split between Loudoun County and private management. Snickers's Gap Turnpike Company retained control of the last passable "five miles beginning at the east bank of the Shenandoah River and passing over the blue ridge [sic] Mountains through the County of Clarke and Loudoun ..." and continued to collect tolls at the mountain pass from the privately owned home. "The other part of the road to Aldie, the company has abandoned and is now become a county road."<sup>55</sup> Toll collection diminished with less traffic crossing the mountains; by 1880,

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annual tolls had dropped to \$180.<sup>56</sup>

Local governments were almost as cash strapped as the turnpike companies, so even with the new legislation, little was invested in road improvements. During the Reconstruction Era, the limited county budgets were reserved for the creation of the new, racially segregated public school system; creation of a statewide public education system was a requirement for former Confederate states' re-admission to the United States, so certainly a priority for Virginia. The remaining balance of funds were allocated to public infrastructure, and most of that to bridge rebuilding. Little if any was allocated to road improvements.<sup>57</sup> Local governments had to be clever in raising funds for rebuilding roads. County governments eyed the privately-owned toll houses as potential sources of revenue. For example, in 1868, Loudoun County Courts "ordered that Francis M Carter ... rent out the Toll Houses on the Turnpike running from Aldie to Snicker's Gap and report his proceedings [sic] to the Court."<sup>58</sup>

The state government helped by passing legislation to create sources of labor and funding. In 1871, the General Assembly approved a "chain gang" for the purpose of working on streets, roads, and public property. With an unequal system of justice during the Jim Crow segregation era, chain gangs were largely composed of African American prisoners.<sup>59</sup>

In 1877, Loudoun's Board of Supervisors declared ....

~~Ordered that,~~ [sic] It appearing to the satisfaction of the County that the Turnpike road, from Aldie in the direction of Snickers Gap commonly known as the Snickers Gap Turnpike, has been abandoned... at least as far as Snickersville, so that said Turnpike... of Section 7 of the Code of 1873 ... it is ordered that in pursuance of said law, this Court do thereby take legal possession of said road, so far as it is abandoned and declared the same a County road. ~~Francis Carter~~ [sic] John M. Paltrow is appointed to surveyor is required to report to the next term of this County the hands who should be assigned to work .... under the law.<sup>60</sup>

Lack of funds were not the only problem. A local landowner, George Dodd, closed the portion of the Turnpike which passed through his farm. In December of 1885 Dodd published:

All persons interested will please take notice that ... I shall apply to said Court to have the following public road discontinued to wit: the road running from a point opposite the farm of Jas A Cox on the Snickers Gap and Aldie Turnpike, northward through my farm to the northern boundary at a point near Harvey Seaton's house near Goose Creek.<sup>61</sup>

Lack of funding for road repair continued for decades following the Civil War. An 1885 annual report highlighted an amusing back-and-forth between county authorities and the shareholders – roads were expensive to repair with limited funds and neither entity wanted the responsibility:

The gate don't [sic] take in money enough to keep it [the road] in repair, their [sic] was a motion made by some person last fall before the Clarke County Court to have the road



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condemned and make a county road of it and the Company was glad of it but when it come [sic] before the court they would not condemn it and make a county road of it so the company will have to do the best they can so long as what little money they have holds out ...<sup>62</sup>

After Reconstruction, African American freedmen and freedwomen embarked on community-building campaigns that focused first on churches, cemeteries, and schools. Emancipated African Americans now were free to relocate from rural to urban settings or vice versa, and to leave Virginia altogether for opportunities elsewhere. Those who stayed, or moved to, rural areas such as Loudoun County often acquired land from former plantation owners, who sold small parcels for assorted reasons, including need for cash income to pay taxes and debts, a desire to aid formerly enslaved families to establish themselves on their own farms, and a need to retain laborers nearby to work their fields, mills, and other concerns. Hostility among local residents to the new freedoms of Black freedpeople, however, meant that the lands sold to them often were marginal for farming and that they could not live within established villages. Consequently, a distinctive cultural landscape evolved with self-sufficient Black communities that typically included at least one church and cemetery, often a general store, and usually an elementary school (access to education beyond grade six or eight was generally not available for Black children in rural areas until the second quarter of the 20<sup>th</sup> century). This phenomenon was evident along Snickersville Turnpike, as shown in Figure 1. During the mid-20<sup>th</sup> century, successes of the Civil Rights Movement created more opportunities for African Americans and eventually led to the prohibition of discriminatory real estate practices that had confined Black people to limited areas.

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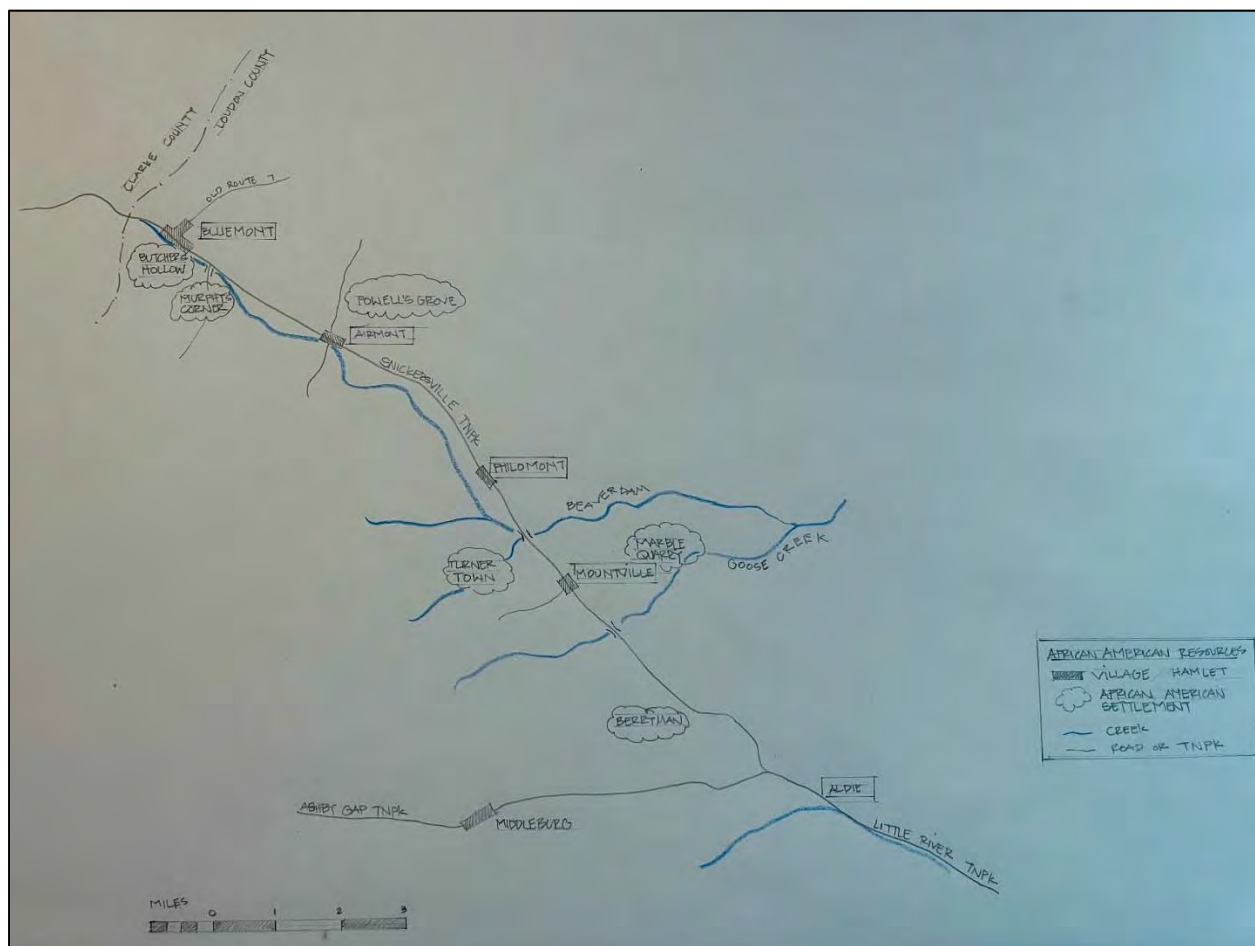


Figure 1. Small African American Communities Located Along Snickersville Turnpike during the Segregation Era.

### Automobile Era (1906-1962)

The year 1906 was a turning point in how Virginia's roads were used, when the automobile became more than just a rare oddity. It was in this year that the Virginia State Highway Commission took over for the now antiquated Board of Public Works, facilitating road work more suited for automobile travel. Meanwhile, the Loudoun Board of Supervisors began requiring motor vehicles to be registered with the County<sup>63</sup> and in this same year Loudoun's county supervisors also authorized a 'bridge tax' or 5 cents on every \$100 of assessed value of real and personal property. By 1907, repair of bridges consumed most of the supervisors' attention as well as the County's budget.<sup>64</sup> It can be concluded that automobiles did not fare as well as horses when crossing fords, justifying the increased investment in bridge maintenance and construction. In 1907, the Board of Supervisors' records show debts payable to the York Bridge Company. Presumably these were for the poured-in-place concrete Lutten Bridges, which would become a common method of construction at small fords to facilitate automobiles

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crossing.<sup>65</sup> In 1915, a Luten bridge (DHR #053-6487-0016) was installed along the Snickersville Turnpike and this single-lane bridge remains today.

Road repair funds were collected and administered at the county level. The County was divided into 5 districts, each responsible for collecting their own levy, which would be then re-distributed by the county supervisors at board meetings. Road repairs were brought to the attention of the Court by road petitions (civilians complaining about the condition of their roads) and the decision for repairs executed by court-appointed road viewers. Some repairs were made by private funds, which would then be repaid by petitioning the supervisors.<sup>66</sup>

It was not until the General Assembly passed the 1932 Byrd Act, with the creation of the secondary road system, that funding and responsibility for road repair were transferred to state control. Even so, public funding for road improvements continued to lag needed repairs. Elizabeth Morgan, in her 1937 WPA commission description of Snickersville Turnpike, stated “Snickers Gap has been allowed to go down until it is now a very little used road except locally;”<sup>67</sup> only the western-most five miles remained in usable condition, which meant that fifty years after assuming control, Loudoun County had still not made repairs to their portion of the road. Despite the lack of road repair, businesses catering to the automobile, like gas stations, started to appear along the road. These business were more likely to be found in the villages or at crossroads along the turnpike. In some cases, previously constructed general stores doubled as places for locals to shop for food and other goods, as well as a place to fill up the tank of their car.

Snickersville Turnpike was eventually paved, but only in stages. A 1950 Virginia Department of Highways map indicated the turnpike was “paved” between Airmont and Bluemont with the southern portion of the turnpike remaining an “all weather” surface (i.e. gravel.)<sup>68</sup> Despite efforts to make easy passage for the automobile, progress was slow and transportation along Snickersville Turnpike remained bumpy at best. After World War II, Snickersville remained an important travel corridor for local travelers, connecting residents and tourists alike to the small villages along its route or to the east west corridors of Route 7 and Route 50. Coinciding the construction of Dulles Airport, many of Loudoun’s rural roads saw changes in use because of suburban development. Snickersville Turnpike, lined with farms throughout its history, was not completely immune and saw and continues to see development of smaller parcels and construction of housing along its corridor.

### **Comparative Analysis: Snicker’s Gap Turnpike among Loudoun’s ten historic Turnpikes.**

Loudoun County’s profitable milling industry and landlocked topography were dual drivers behind the County’s numerous turnpikes. Seven of Loudoun’s ten turnpikes appear on the 1854 Yardley Taylor Map: Little River Turnpike Road, today’s Route 50 east of Aldie; the Ashby’s Gap Turnpike, today’s Route 50 between Aldie and Paris; Snickers’s Gap Turnpike Road, today’s Route 734 between Bluemont and Aldie; Leesburg Turnpike, today’s Route 7 east of Leesburg; Leesburg-Snickers Turnpike Road, today’s Route 7 between Leesburg and Bluemont;

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the Hillsborough and Harpers Ferry Turnpike Road, today's Route 686 between Hillsboro and the Potomac; and the Berlin Turnpike Road (today's Route 234 Purcellville to Lovettsville). Despite the appearance of a coordinated highway system, transportation remained difficult. Even with the Board of Public Works' centralized authority, decisions were still driven locally, with little coordination between turnpike companies. For example, the Harpers Ferry turnpike connected to the Berlin Turnpike, forming a giant U with each terminus at the river, but does not appear to connect to the rest of inland Loudoun. It is clear, Loudoun's most reliable source of long-distance transportation remained its rivers and streams.

Although not documented on the Yardley Taylor Map, the Leesburg Point of Rocks Turnpike (today's Route 15 north of Leesburg to the Potomac) was reportedly established by 1850.<sup>69</sup> The Aldie Pike, also known as the Leesburg and Aldie Turnpike Company, is identified as the Old Carolina Road on Taylor's map. The Company may have been chartered but may not have started substantial construction before the Civil War.<sup>70</sup> William's Gap Turnpike (today's Route 711), originally connecting Bluemont to Leesburg, dates to the colonial era but is not identified as a turnpike on the 1854 map although the route is clearly delineated.

Some of Loudoun County's turnpikes were similar to Snicker's Gap Turnpike in their evolution from cultural routes to engineered routes; both Ashby Gap and Leesburg Turnpikes were laid out following American Indian migratory paths, later evolving into rudimentary roads and eventually to turnpikes. Most Loudoun turnpikes, like Snicker's Gap Turnpike, were financed through a public-private partnership, not always returning a profit to private investors. Of Loudoun's ten historic turnpikes, Snickersville Turnpike alone retains both its physical integrity and rich archival history. Route 7 is now a four-lane highway. The Ashby Gap Turnpike (Route 50), Berlin Turnpike, and Harper's Ferry Turnpike no longer follow their original alignments. Williams Gap follows its original route but has been truncated at the hamlet of Woodgrove. Williams Gap retains some physical integrity but does not bear the hallmarks of a turnpike such as the workmanship of amateur engineers or the rich archival documentation.

Only two changes were made to the alignment of Route 734 (the modern state highway designation for Snickersville Turnpike) during the 20<sup>th</sup> century. The first occurred where the road leaves the village of Aldie. Originally, Snickersville Turnpike followed a steep grade north of the village, a remnant of its early 19<sup>th</sup> century design. In 1953, a new alignment was built that follows a gentler slope leaving Aldie (see Figure 3 in Section 10). The original route of the Snickers Gap Turnpike stretched 17 miles from Aldie to Snickers ferry on the Shenandoah River, but today's Route 734 ends in the village of Bluemont, truncated by modern Route 7. This change was completed in 1974 (see Figure 4 in Section 10).

Due to its historic context and its high integrity, the Snickersville Turnpike Road is locally significant under Criterion A in the area of Commerce and Criterion C in the area of Engineering.

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### Transportation (Criterion A)

Before the Civil War, with improved transportation, the turnpike supported the thriving trade between Loudoun County's profitable mills and the metropolitan markets to the east. After the war, because the turnpike remained in such poor condition, local commercial activity still flourished, with transportation so difficult, market centers appeared at crossroads such as Paxson, Airmont and Mountville, each boasting their own post office, general store and sometimes even blacksmith shop (Figure 2). The local commercial activity reached its peak between the 1880s and early 1900s. Although the historic buildings and crossroads communities remain today, the vibrant commercial activity has been lost. The road remained an important connector, however.

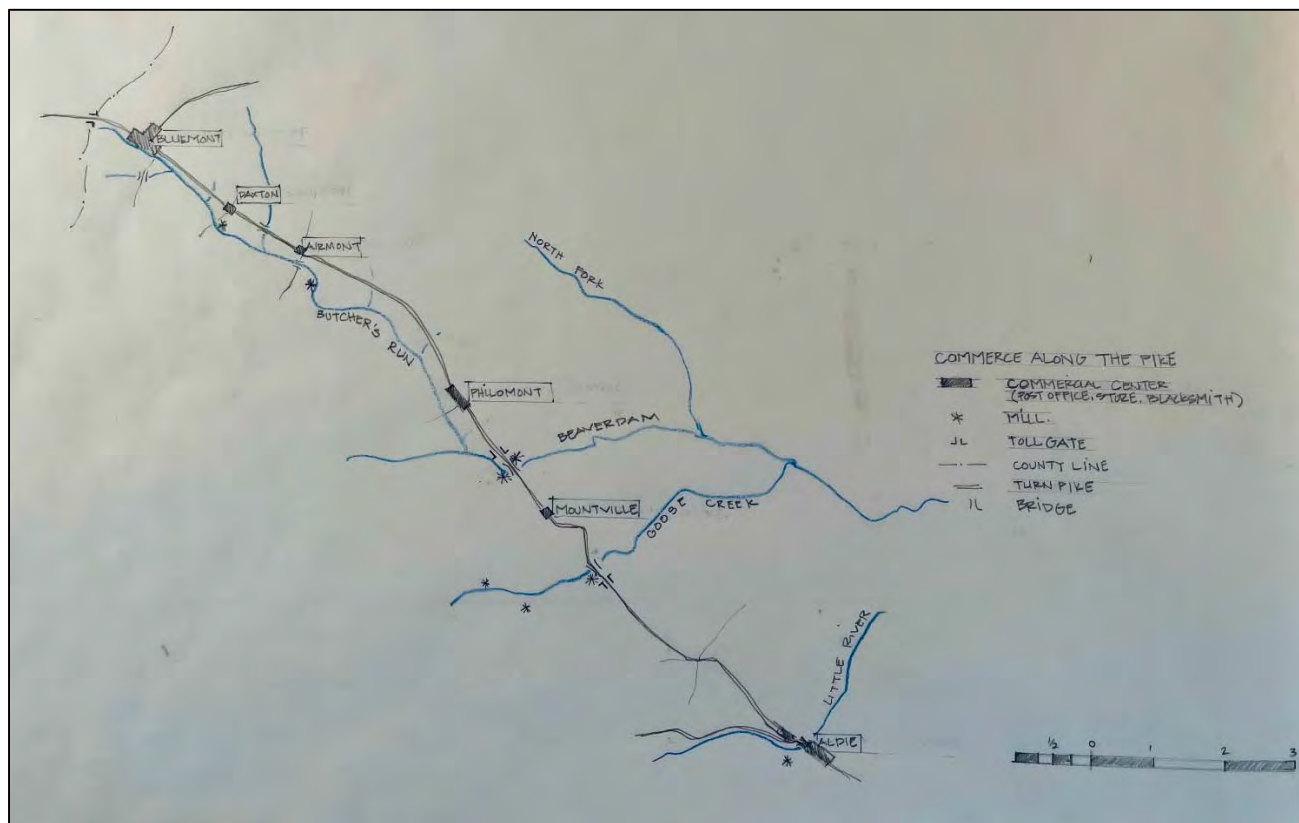


Figure 2. Commercial Nodes Historically Located Along Snickersville Turnpike.

### Engineering (Criterion C)

Snickersville Turnpike is an example of early 19<sup>th</sup> century road construction methods and technology. Early-19<sup>th</sup>-century roads in Virginia were laid out by local “gentlemen” appointed by the Court. Typically, these “gentlemen” were local landowners who knew the landscape but who were not trained civil engineers. Although overseen by Claudius Crozet, chief engineer for the Commonwealth, often rural roads bore the hallmark of amateurs rather than trained engineers. More concerned with the straightest route, rather than gentle grades, “gentlemen engineers” often chose a perfectly straight line even if it passed over steep terrain. This is evident at the southern

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beginning of the turnpike where it leaves Aldie; the original steep route was abandoned during the 20<sup>th</sup> century for a more circuitous route with a gentler grade.

Additionally, Snickersville Turnpike embodies the distinctive characteristics of an evolution of road- and bridge-building techniques from its earliest existence until the mid- to late 20<sup>th</sup> century, when the automobile prompted modifications to allow for a safer and more pleasant travel experience. Certain exceptional features of the earlier turnpike era have been retained, most notably the vast majority of its original alignment and its 30-foot width that includes drainage ditches and a two-lane roadway. Additionally, one contributing resource to the Turnpike, Hibb's Bridge (DHR #053-6487-0015), was individually listed in the Virginia Landmarks Register (2010) and the National Register (2011) at the statewide level of significance under Criterion A in the area of Transportation.

From the mid- to late 20<sup>th</sup> century, sections of the road were paved and new bridges were constructed to replace older bridges to accommodate automobile travel. The earliest example of this is a Luten Bridge (DHR #053-6487-0016), built c. 1915, which was constructed in response to a need for better load-bearing infrastructure along the route. The Luten Bridge's design also coincided with development of modern concrete technology that allowed for a resurgence of arch bridge construction. Meanwhile, timber-deck bridges were commonly built during the mid-20<sup>th</sup> century using standardized designs, timber decks, and reinforced concrete. These bridges, however, eventually were phased out in favor of asphalt-paved, concrete bridges. An example is the bridge west of Airmont (DHR #063-6487-0001), which originally was a timber-deck bridge built in 1948 but was rebuilt in 2018 as a dual-lane, asphalt-paved span with new reinforced concrete supports.

Culverts, too, have been replaced over time along the turnpike's length. The earliest culverts were hand-dug and built of locally-sourced stone. At least one or two of these may survive in situ, although if so, most likely they have filled with runoff debris and are no longer visible due to growth of vegetation. A c. 1966 poured-concrete culvert (DHR #053-6487-0002) is extant south of Limekiln Road. Approximately 4 feet in diameter, it follows the slope of a hillside and carries a tributary of Beaverdam Creek beneath the roadway. By the late 20<sup>th</sup> century, however, VDOT had transitioned to using galvanized steel culverts and has replaced earlier stone and concrete culverts with this more durable, easier to maintain material.

In its totality, therefore, Snickersville Turnpike embodies evolution in road- and bridge-building technology from the late 18<sup>th</sup> century into the early 21<sup>st</sup> century. Its high integrity of design, materials, and workmanship, along with the extent of documentation about its ongoing maintenance and upgrades, will allow for future study of its engineering over more than two centuries.

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As seen: <https://www.youtube.com/watch?v=8uGMaxTE7EA>

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### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

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**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Department of Historic Resources, Richmond, VA

**Historic Resources Survey Number (if assigned):** DHR #053-6487

---

**10. Geographical Data**

**Acreage of Property** 108.99 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

Latitude/Longitude Coordinates were recorded at the approximate centerline of the entire length of the Snickersville Turnpike.

- |                         |                       |
|-------------------------|-----------------------|
| 1. Latitude: 39.114390  | Longitude: -77.836140 |
| 2. Latitude: 39.114690  | Longitude: -77.841290 |
| 3. Latitude: 39.108450  | Longitude: -77.828110 |
| 4. Latitude: 39.095810  | Longitude: -77.807470 |
| 5. Latitude: 39.084820  | Longitude: -77.786700 |
| 6. Latitude: 39.077680  | Longitude: -77.767390 |
| 7. Latitude: 39.072660  | Longitude: -77.755690 |
| 8. Latitude: 39.067350  | Longitude: -77.750930 |
| 9. Latitude: 39.056440  | Longitude: -77.740450 |
| 10. Latitude: 39.037130 | Longitude: -77.722300 |

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- |                         |                        |
|-------------------------|------------------------|
| 11. Latitude: 39.028330 | Longitude: -77.710900  |
| 12. Latitude: 39.023630 | Longitude: -77.702410  |
| 13. Latitude: 39.013660 | Longitude: -77.6999770 |
| 14. Latitude: 39.004460 | Longitude: -77.689940  |
| 15. Latitude: 38.990820 | Longitude: -77.668310  |
| 16. Latitude: 38.992040 | Longitude: -77.663330  |
| 17. Latitude: 38.987480 | Longitude: -77.656040  |
| 18. Latitude: 38.981710 | Longitude: -77.651640  |
| 19. Latitude: 38.979710 | Longitude: -77.652880  |
| 20. Latitude: 38.978530 | Longitude: -77.651620  |

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927    or     NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The historic boundary encompasses the 15-mile length of the Snickersville Turnpike from Aldie to Bluemont, Virginia. The boundary includes the full width of the road's right-of-way, including shoulders and drainage ditches as the road passes through rural and village settings. The right-of-way is 30 feet wide, with the paved road itself generally 17 to 18 feet wide and flanked by 6 feet of shoulders and drainage ditches. The true and correct historic boundary is shown on the attached Location Map/ Sketch Map, with latitude/longitude coordinates

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recorded at the centerline of the turnpike at its beginning and end points and at locations of major turns and intersections.

**Boundary Justification** (Explain why the boundaries were selected.)

The historic boundary is coterminous with the Snickersville Turnpike's 30-foot right-of-way as has been maintained by the Virginia Department of Transportation from Bluemont to Aldie, Virginia, since the 1930s. The turnpike's historic alignment has been largely maintained for the duration of the road's history and, therefore, all known associated historic resources are included within the boundary. Just two minor changes to the turnpike's alignment in Aldie in 1953 (Figure 3 below) and Bluemont in 1974 (Figure 4 below) were carried out during the twentieth century. The abandoned turnpike segments are not included in the historic boundary. The altered alignments total just .15 mile in Aldie and .18 mile in Bluemont, Virginia. The Snickersville Turnpike's alignment has not been altered since 1974.

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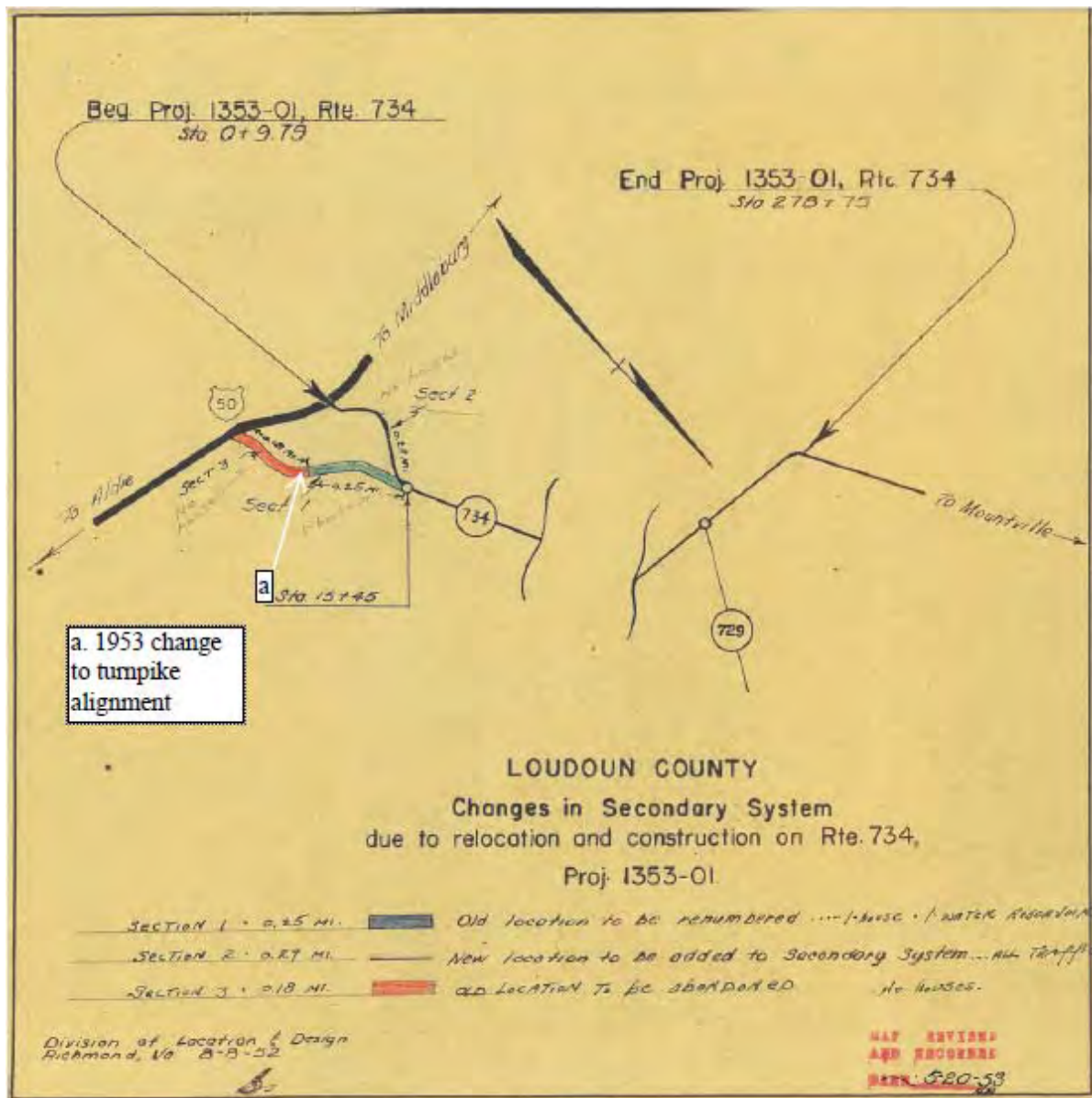


Figure 3. Period map showing .20 mile realignment of Snickersville Turnpike at intersection with U.S. Route 50 in Aldie in 1953. The location of the .18-mile former alignment also is shown on the Location Map/ Sketch Map (see Map 5, letter a). Map provided courtesy of the Virginia Department of Transportation.

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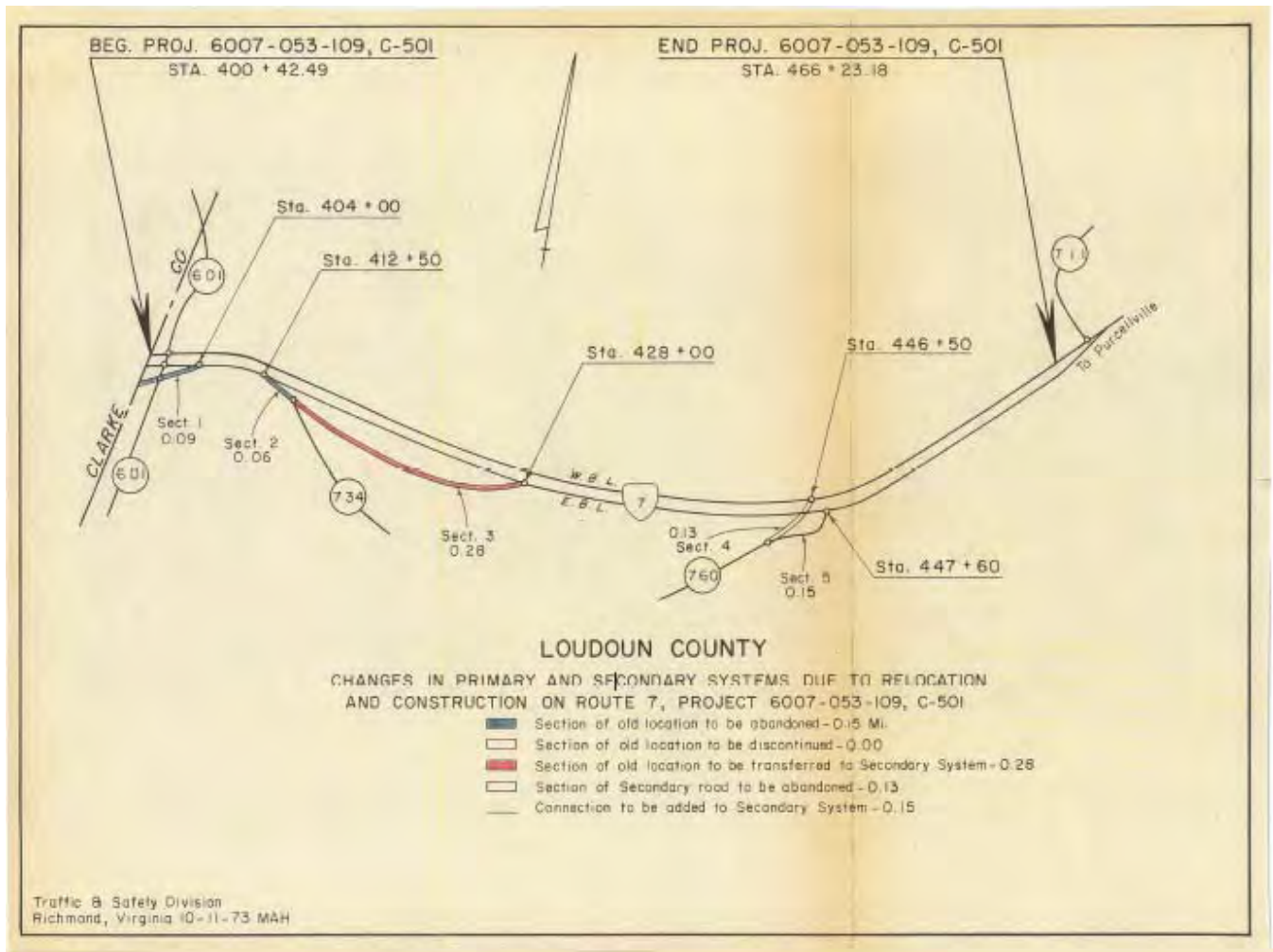


Figure 4. Period map showing retained .28-mile alignment (in red) of Snickersville Turnpike at intersection with State Route 7 in Bluemont in 1974. The location of the .06-mile and .09-mile former alignments (in blue) also are shown on the Location Map/ Sketch Map (see Map 1, letter b). Map provided courtesy of the Virginia Department of Transportation.

**11. Form Prepared By**

name/title: Jane Covington  
organization: Jane Covington Restoration  
street & number: PO Box 741  
city or town: Middleburg state: VA zip code: 20118  
e-mail: jane@janecovington.com  
telephone: 434-960-4678  
date: 02-22-2022

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### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Snickersville Turnpike

City or Vicinity: Bluemont, Philomont, Mountville, Aldie

County: Loudoun County                      State: VA

Photographer: Jane Covington

Date Photographed: Spring 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

#### **VA\_Loudoun\_SnickersvilleTnpk\_0001\_BlueRidge**

Near the top of the Blue Ridge facing south towards the village of Bluemont. The view shows the dedication of the gentlemen engineers to straight lines with disregard for steep slopes

#### **VA\_Loudoun\_SnickersvilleTnpk\_0002\_Bluemont**

This photo faces south, halfway down towards the west edge of Bluemont. The original houses front directly on the Turnpike



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**VA\_Loudoun\_SnickersvilleTnpk\_0003\_Clayton**

A view though the village of Bluemont facing north Clayton Hall, built in 1797 by Amos Clayton the home of one of the original directors of the Snickers Gap Turnpike Company, remains today.

**VA\_Loudoun\_SnickersvilleTnpk\_0004\_EELake**

A view though the village of Bluemont facing north The E.E. Lake General Store continues as a vital part of town serving as both a community space and museum.

**VA\_Loudoun\_SnickersvilleTnpk\_0005\_MurphysCorner**

A view facing south towards Murphy's Corner. Originally established after the War by African Americans, the houses remain today at the east edge of Bluemont.

**VA\_Loudoun\_SnickersvilleTnpk\_0006\_Culverts**

N/A

**VA\_Loudoun\_SnickersvilleTnpk\_0006\_Spring House**

Detail of a privately owned spring house, immediately adjacent to the Turnpike. Close proximity to the turnpike was of great value when moving agricultural products in the 19th and early 20<sup>th</sup> century.

**VA\_Loudoun\_SnickersvilleTnpk\_0007\_TimberDeckBridge**

Snickersville Turnpike facing south. This timber deck bridge was installed in the 1940s, after the Byrd Act and when State Funds became available for local road repairs.

**VA\_Loudoun\_SnickersvilleTnpk\_0008\_LutenBridge**

Detail of a single arch Luten Bridge. Luten Bridges were cast in place, cost effective and did not require sophisticated engineering They were a popular solution in Loudoun County in the early 1900s.

**VA\_Loudoun\_SnickersvilleTnpk\_0009\_Airmont General Store**

Snickersville Turnpike facing south at the Airmont Crossroads. The blue building to the left served as the general store, until it was closed due to COVID restrictions. The small building barely visible on the right was the original studio of Lucien Powell

**VA\_Loudoun\_SnickersvilleTnpk\_0010\_JEBStuart**

Snickersville Turnpike facing south, east of Philomont. This photograph shows the straight alignment of the Turnpike.

**VA\_Loudoun\_SnickersvilleTnpk\_0011\_Hibb'sBridge**

Detail of the east side of Hibb's Bridge

**VA\_Loudoun\_SnickersvilleTnpk\_0012\_Concrete Non-Arch Bridge**

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Snickersville Turnpike facing north. The modern Goose Creek bridge is in the foreground; the original stone abutments of the wooden bridge, burned during the Civil War, can be seen through the trees in the left hand side of the photograph.

**VA Loudoun SnickersvilleTnpk\_0013\_WindFields**

Snickersville Turnpike facing south. The repeated pattern of the straight alignment continues along the Turnpike. Stone walls mark the original location.

**VA Loudoun SnickersvilleTnpk\_0014\_Dresden**

Snickersville Turnpike facing north. The repeated pattern of the straight alignment continues along the Turnpike. Open agricultural vistas remain a hallmark of the Turnpike

**VA Loudoun SnickersvilleTnpk\_0015\_FurrFarm**

Snickersville Turnpike facing south at Furr Farm. This early 1800s farmhouse retains its original relationship with the Turnpike.

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours  
Tier 2 – 120 hours  
Tier 3 – 230 hours  
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

## ENDNOTES

<sup>1</sup> The three road categories are used by Historic Roads, “Defining Historic Roads: Aesthetic, Engineered, Cultural.” <http://historicroads.org/identification> see <http://historicroads.org/identification/>.

<sup>2</sup> Ann B. Miller, Senior Research Scientist, *Final Report: Identification and Application of Criteria for Determining National Register Eligibility of Roads in Virginia* (Virginia Transportation Research Council in cooperation with the U.S. Department of Transportation Federal Highway Administration, March 2003), page 1.

<sup>3</sup> *Ibid*, page 2.

<sup>4</sup> Elizabeth Morgan; VanDeventer, C.O. informant, Virginia Historical Inventory Project, Virginia Conservation Commission, Division of History, WPA 1937-0115. “Three Loudon [sic] Highways – Developments of Ancient Trails of Indian Tribes,” 1937, page 2.

<sup>5</sup> Annual Report of the Snickers Gap Turnpike Company to the Board of Public Works 1820-1895; Accession 30030, Box 311, Barcode 7485459, Location 4/D/45/2/4, Folder 3 Entry 395 Library of Virginia, Richmond Virginia

Snickersville Turnpike

Name of Property

Loudoun County, VA

County and State

<sup>6</sup> There are several remaining Luten Bridges along the abandoned routes of Loudoun's early turnpikes including the Hillsboro and Harper's Ferry Turnpike near Loudoun Heights and the Berlin Turnpike, north of Wheatland. These can be seen from the public right of way.

<sup>7</sup> Ann B. Miller, A Management Plan for Historic Bridges in Virginia: The 2017 Update, prepared for Virginia Transportation Research Council, Charlottesville, VA, April 2017, VTRC 18-R6, p. 17

<sup>8</sup> Travis Shaw, in his article for the Unison Preservation Society Newsletter, [vol 8, issue 2, 2021] refers to these American Indian paths as 'trade routes.' Eugene Scheel refers in his Map of the Native American in Loudoun, refers to these routes as migratory paths or hunting paths.

<sup>9</sup> Jefferson and Frye map, 1751

<sup>10</sup> Steve M. Thomson, County Archeologist, "An Introduction to Archaeology in Loudoun County," Clerk of the Circuit Court, Historic Records Division, October 14, 2021.

As seen: <https://www.youtube.com/watch?v=8uGMaxTE7EA>

<sup>11</sup> Eugene Scheel, "The American Indian in Loudoun County," September 2018. Other sources corroborate American Indian patterns of settlement in Loudoun including Travis Shaw "Unison, Who was Here First," UPS Newsletter, Vol 8, Issue Two 2021.

<sup>12</sup> Eugene Scheel, The History of Middleburg and Vicinity, Piedmont Press, Warrenton, 1987 page 3

<sup>13</sup> Elizabeth Morgan; Morgan also asserts its importance citing the path crossed the site of the first church built in Loudoun was along this route 'Chapel of Ease' built above Goose Creek near Mountville

<sup>14</sup> W. H. Snowden, *The Story of the Expedition of the Young Surveyors, George Washington and George Fairfax to Survey the Virginia Lands of Thomas, Sixth Lord Fairfax, 1747-1748*. G. H. Ramey, Alexandria, 1902 p13

<sup>15</sup> Fairfax Harrison, Landmarks of Old Prince William, Old Dominion Press, Richmond, 1948, page 245

<sup>16</sup> Ibid., page 253

<sup>17</sup> Loudoun County Road Case, RR 1771-003, Order for a Road, Loudoun County Court August the 13<sup>th</sup> 1770

<sup>18</sup> An 18<sup>th</sup> century 'Road Report' is the report of the citizens who surveyed a potential route for a new road

<sup>19</sup> Fairfax Harrison, page 561

<sup>20</sup> Ibid., p. 562. Also seen in Henning's Statutes, 1772, Chapter XXIV, paragraph VII: page 549

<http://vagenweb.org/hening/vol08-27.htm>

<sup>21</sup> Henning's Statutes, 1772, Chapter XXIV, paragraph VII: p 550 <http://vagenweb.org/hening/vol08-27.htm>

<sup>22</sup> Anne Brush Miller, Senior Research Scientist, "Loudoun County Road Orders ... 1783 – 1800;" Report no.: FHWA/VCTIR 15-R18 Virginia Center for Transportation Innovation and Research April 2015. Page 2. Also seen: [http://www.virginiadot.org/vtrc/main/online\\_reports/pdf/15-r18.pdf](http://www.virginiadot.org/vtrc/main/online_reports/pdf/15-r18.pdf)

<sup>23</sup> Acts of the Assembly, Henning's Statutes at Large, "An act for keeping certain roads in repair," Chapter XXX 1785 page 75, As seen: <http://vagenweb.org/hening/vol12-04.htm>

<sup>24</sup> Ibid., page 75

<sup>25</sup> Ibid., page 77

<sup>26</sup> Acts of the Assembly, Henning's Statutes at Large, "An act to amend two acts of assembly, the one intituled [sic] An act for keeping certain road in repair, the other intituled [sic] An act for opening and straightening certain public roads, Chap XXXII, page 521, 1787, page 77 As seen:

<http://vagenweb.org/hening/vol12-04.htm>

<sup>27</sup> According to Newlon ... In 1785 the general assembly enacted legislation enabling creation of the Little River Turnpike Company as a private venture on the assumption that the receipts from tolls would provide an attractive opportunity for private investment. This apparently was the first private toll road authorized in the United States, and apparently its attractiveness to private investors was not as great as had been thought because funding was not forthcoming. The Little River Company was rechartered in

Snickersville Turnpike

Name of Property

Loudoun County, VA

County and State

1795 but again was not successful in attracting funds. Finally, in 1802, chartered for the third time, the company was successful in attracting investment and successfully completed 33 3/4 mi of road from the port of Alexandria westward toward the Blue Ridge (currently US-50). This road operated into the early years of the 20th century.

<sup>28</sup> Act of the Assembly Acts and Joint Resolutions of the General Assembly Session 34 (1809) As seen: <https://babel.hathitrust.org/cgi/pt?id=nyp.33433007048345&view=1up&seq=112&skin=2021&q1=Turnpike> pages 52, 60, 80, 82, 99, 108

<sup>29</sup> Act and Joint Resolutions of the General Assembly, Session 34, 1809 Chapter LXXXII as seen: <https://babel.hathitrust.org/cgi/pt?id=nyp.33433007048345&view=1up&seq=71&skin=2021> PAGE 67, #71

<sup>30</sup> ibid

<sup>31</sup> ibid ... In general, this law requiring the additional road width to accommodate a summer road seems to be largely, if not completely, ignored. Site survey along the Snickersville Turnpike indicates the road conformed to the more tradition 30' right of way.

<sup>32</sup> Ibid

<sup>33</sup> Snickers Gap Turnpike Company, Annual Report 1839

<sup>34</sup> Hibbs Bridge National Register section 8 as seen: [https://www.dhr.virginia.gov/VLR\\_to\\_transfer/PDFNoms/053-0243\\_Hibbs\\_Bridge\\_2010\\_nomination\\_FINAL.pdf](https://www.dhr.virginia.gov/VLR_to_transfer/PDFNoms/053-0243_Hibbs_Bridge_2010_nomination_FINAL.pdf)

<sup>35</sup> Howard Newlon, Jr. "Private- Sector Involvement in Virginia's Nineteenth-Century Transportation Improvement Program. Transportation Research Record 1107. Page 4  
As seen: <https://onlinepubs.trb.org/Onlinepubs/trr/1987/1107/1107-001a.pdf>

<sup>36</sup> The Internal Improvement Movement in Virginia, Early Canals, River Navigations, Roads, Turnpikes, Bridges and Railroads; Library of Virginia, as seen: [https://www.lva.virginia.gov/public/guides/Inter\\_Improvements.pdf](https://www.lva.virginia.gov/public/guides/Inter_Improvements.pdf)

<sup>37</sup> 1818 - Genius of Liberty, No. 11, March 24, 1818. The Amos Clayton house still stands along the edge of the Turnpike.

<sup>38</sup> Robert Hunter Turnpike Movement in Virginia page 283

<sup>39</sup> Snickers's Gap Turnpike Company, Annual Report, 1819

<sup>40</sup> Snickers's Gap Turnpike Company, Annual Report, 1820

<sup>41</sup> Snickers Gap Turnpike Company, Annual Report, 1824

<sup>42</sup> Snickers Gap Turnpike Company, Annual Report, 1826

<sup>43</sup> Snickers Gap Turnpike Company, Annual Report, 1829

<sup>44</sup> Snickers Gap Turnpike Company, Annual Report, 1832

<sup>45</sup> The seven turnpikes rendered on the 1853 Yardley Taylor Map are: 1) Little River Turnpike Road, 1801; 2) Ashby's Gap Turnpike, 1810; 3) Leesburg Turnpike 1832; 4) Leesburg-Snicker Turnpike Road; 5) Snicker's Gap Turnpike Road, 1810; 6) the Hillsborough and Harpers Ferry Turnpike Road, 1858; 7) the Berlin Turnpike Road, 1859.

<sup>46</sup> Howard Newlon Jr, Transportation Research Record 1107, Private-Sector Involvement in Virginia's Nineteenth-Century Transportation Improvement Program  
<https://onlinepubs.trb.org/Onlinepubs/trr/1987/1107/1107-001a.pdf> page 4

<sup>47</sup> Its assumed this is the Patowmack Canal, or Potomac Canal, a series of canals, which bypassed the falls along the Potomac River and bordered Loudoun County, Virginia and Maryland.

<sup>48</sup> Yardley Taylor, Memoir of Loudoun County Virginia to Accompany the Map of Loudoun County, Thomas Reynolds Publisher, Leesburg 1853 p 25

<sup>49</sup> Snickers Gap Turnpike Company, Annual Report, 1836

<sup>50</sup> Alexandria Daily Advertiser, volume 4, Number 947, 29, December 1803 As seen:

Snickersville Turnpike

Name of Property

Loudoun County, VA

County and State

<https://viriniachronicle.com/?a=d&d=ADA18031229.1.2&srpos=4&e=-12-1803--12-1803--en-20--1--txt-txIN-%27little+river%27----->

<sup>51</sup> Snickers Gap Turnpike Company, Annual Reports This was a repeated expense in the years before the War

<sup>52</sup> Snickers Gap Turnpike Company, Annual Report, 1869

<sup>53</sup> Chapter 128 “An Act transferring turnpikes to the Counties in which they lie,” February 26, 1866 As seen: <https://babel.hathitrust.org/cgi/pt?id=uc1.a0001787589&view=1up&seq=229&skin=2021>

<sup>54</sup> Snickers Gap Turnpike Company, Annual Report, 1869 Notice from County Court for certification.

<sup>55</sup> Snickers Gap Turnpike Company, Annual Report, 1875

<sup>56</sup> Snickers Gap Turnpike Company, Annual Report, 1880

<sup>57</sup> Board of Supervisors Minute Books, 1870, As seen: <https://www.loudoun.gov/3438/Minute-Books>

<sup>58</sup> Loudoun County Road Case. RM 16-1868

<sup>59</sup> Board of Supervisors Minute Books, January 1871 As seen: <https://www.loudoun.gov/3438/Minute-Books>

<sup>60</sup> Loudoun County Road Case RM 16-1877

<sup>61</sup> Loudoun County Road Case RP 1886-001

<sup>62</sup> Snickers Gap Turnpike Company, Annual Report, 1885 An 1887 report indicates the road was in use between the Shenandoah and Yellow School House Road.

<sup>63</sup> Board of Supervisors Minutes, 1907 As seen:

<https://lportal.loudoun.gov/LFPortalinternet/0/edoc/150751/003 - Minute Book 07-23-1900 thru 01-06-1908.pdf> The Board adopts the Act of the General Assembly “An Act to regulate the running of automobiles locomobiles and other vehicles and conveyances whose motor power is other than animals, along and over the public highways of this State, to provide for the registration of the same, to provide uniform rules regulating the use and ...

<sup>64</sup> Board of Supervisors Minutes, 1907 INDEX As seen:

<https://lportal.loudoun.gov/LFPortalinternet/0/edoc/150751/003 - Minute Book 07-23-1900 thru 01-06-1908.pdf>

<sup>65</sup> Ibid 1907. Luten Bridges were designed in York PA. Not all bridge bear a date; the Green Garden bridges are dated 1916 and 1919.

<sup>66</sup> Board of Supervisors Minute Books 1882 – 1897; 1900-1908; 1908-1916

<https://lportal.loudoun.gov/LFPortalinternet/0/edoc/150751/003 - Minute Book 07-23-1900 thru 01-06-1908.pdf>

<sup>67</sup> Morgan page 4

<sup>68</sup> Virginia Highways, “Loudoun County Virginia, showing Primary and Secondary Highways” Richmond, Virginia From the Years 1950

<sup>69</sup> Eugene Scheel, *A Survey of The Architecture and History of a Virginia County*, Potomac Press, Leesburg 1975. Page 18 No tolls charged on Sunday when going to church

<sup>70</sup> Eugene Scheel, *A Survey of The Architecture and History of a Virginia County*, Potomac Press, Leesburg 1975. Page 5 The route of the Old Carolina Road left Leesburg heading south towards Oatlands. South of Oatlands, the road did not follow the path of Route 15 towards Gilbert’s corner until about 1934



# LOCATION MAP/ SKETCH MAP 1 of 5

Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of Snickersville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

Historic Boundary



The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



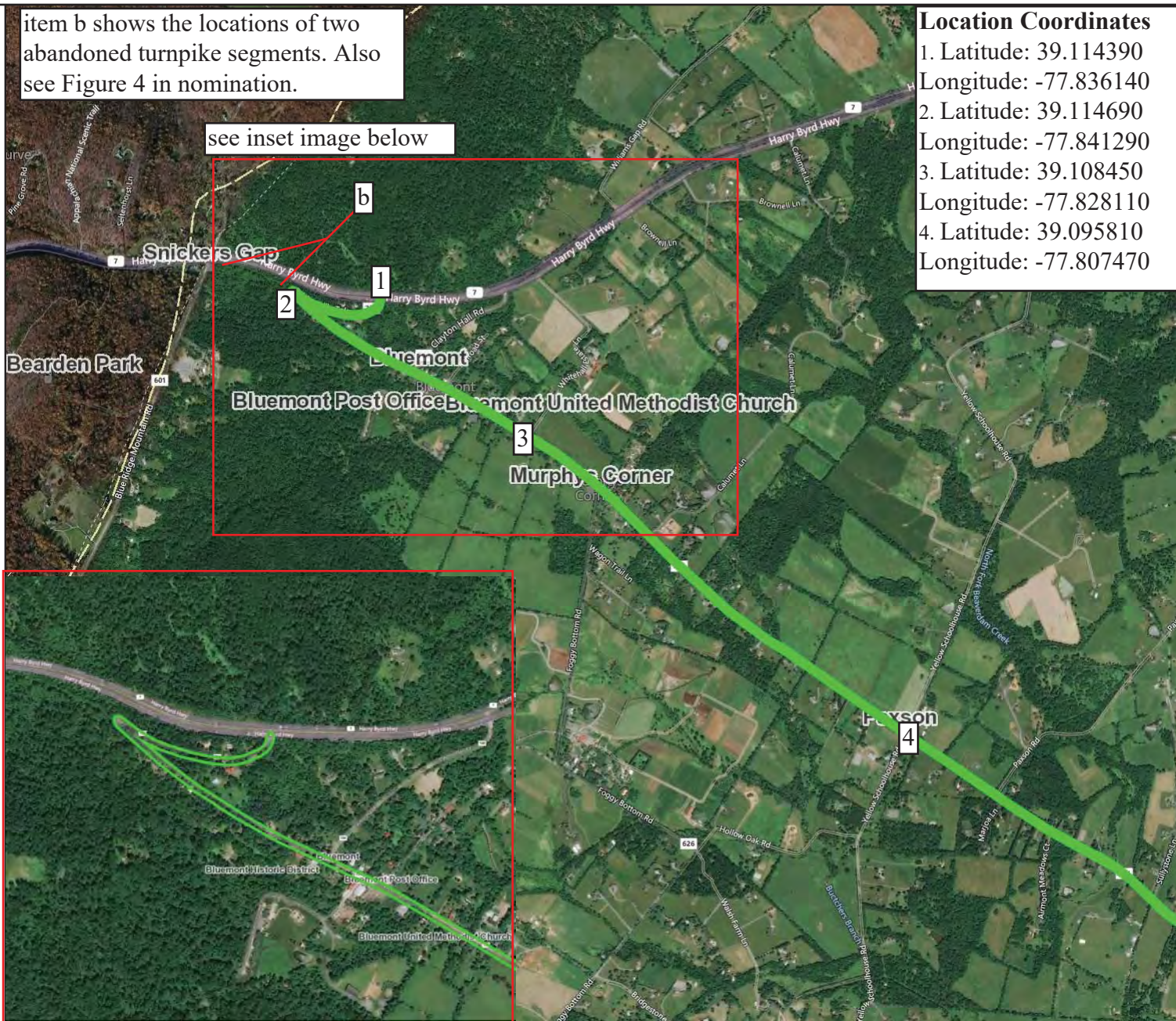
Feet



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1:36,112 / 1"=3,009 Feet

item b shows the locations of two abandoned turnpike segments. Also see Figure 4 in nomination.

see inset image below



### Location Coordinates

1. Latitude: 39.114390  
Longitude: -77.836140
2. Latitude: 39.114690  
Longitude: -77.841290
3. Latitude: 39.108450  
Longitude: -77.828110
4. Latitude: 39.095810  
Longitude: -77.807470

Title:

Date: 4/5/2022

*DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.*

*Notice if AE sites: Locations of archaeological sites may be sensitive to the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*



**LOCATION MAP/ SKETCH**  
**MAP 2 of 5**

Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of Snickersville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet

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1:36,112 / 1"=3,009 Feet



**Location Coordinates**

- 4. Latitude: 39.095810  
Longitude: -77.807470
- 5. Latitude: 39.084820  
Longitude: -77.786700
- 6. Latitude: 39.077680  
Longitude: -77.767390
- 7. Latitude: 39.072660  
Longitude: -77.755690
- 8. Latitude: 39.067350  
Longitude: -77.750930

**Title:**

**Date: 4/5/2022**

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LOCATION MAP/ SKETCH

MAP 3 of 5

Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet



1:36,112 / 1"=3,009 Feet



**Location Coordinates**  
8. Latitude: 39.067350  
Longitude: -77.750930  
9. Latitude: 39.056440  
Longitude: -77.740450  
10. Latitude: 39.037130  
Longitude: -77.722300

**Title:**

**Date: 4/5/2022**

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LOCATION MAP/ SKETCH  
MAP 4 of 5

Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of  
Snickerville Turnpike starting at  
Bluemont and ending with the  
southern terminus at Aldie,  
Virginia.

 Historic Boundary

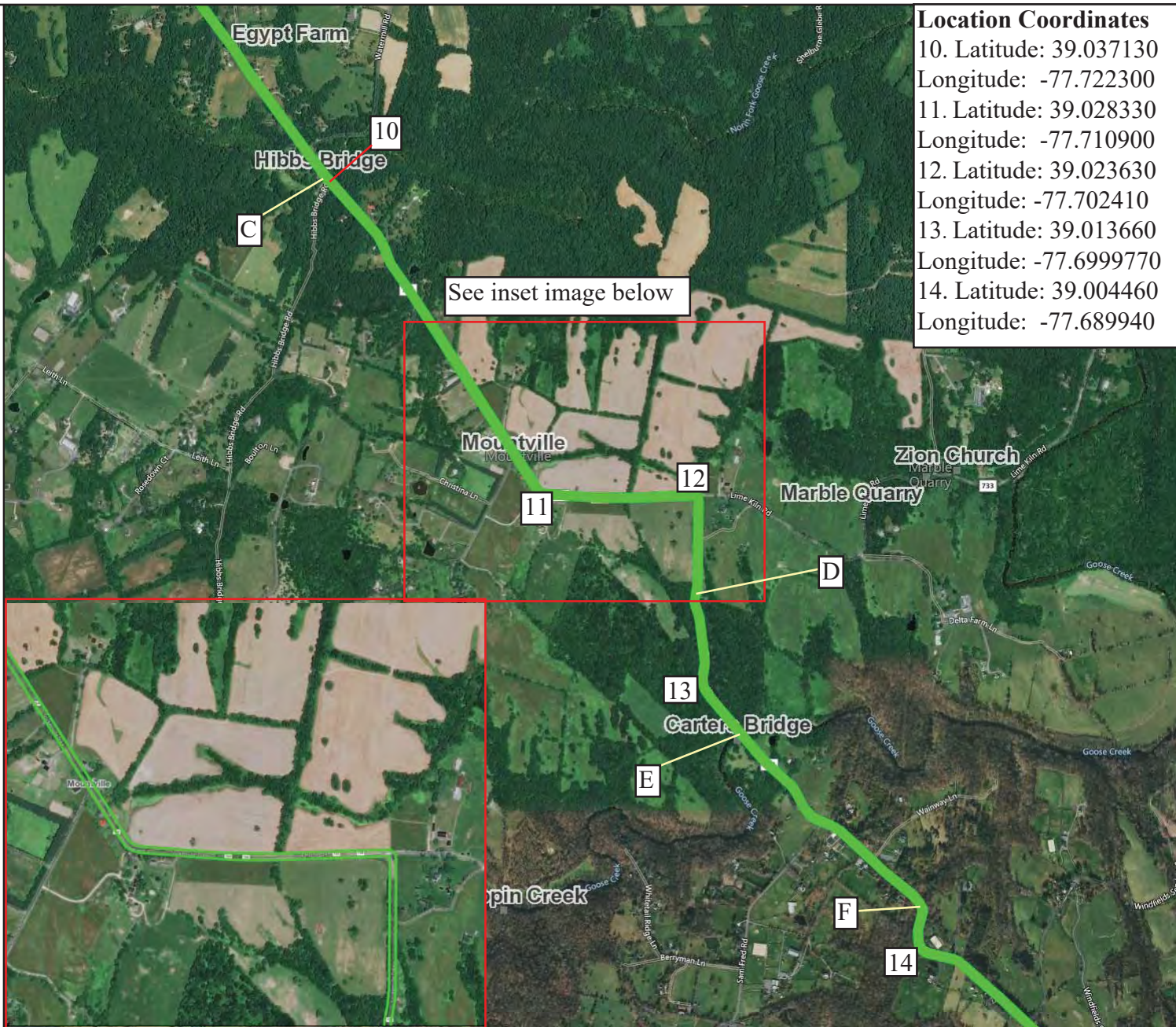
The Historic Boundary includes  
the full extent of the Virginia  
Department of Transportation  
Right-of-Way, encompassing  
the width of the roadway and  
shoulders (where present) and/  
or curbs (where present).



Feet

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1:36,112 / 1"=3,009 Feet



Location Coordinates

- 10. Latitude: 39.037130  
Longitude: -77.722300
- 11. Latitude: 39.028330  
Longitude: -77.710900
- 12. Latitude: 39.023630  
Longitude: -77.702410
- 13. Latitude: 39.013660  
Longitude: -77.6999770
- 14. Latitude: 39.004460  
Longitude: -77.689940

Title:

Date: 4/5/2022

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LOCATION MAP/ SKETCH  
MAP 5 of 5

Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of  
Snickerville Turnpike starting at  
the northern terminus at  
Bluemont and ending with the  
southern terminus at Aldie,  
Virginia.

 Historic Boundary

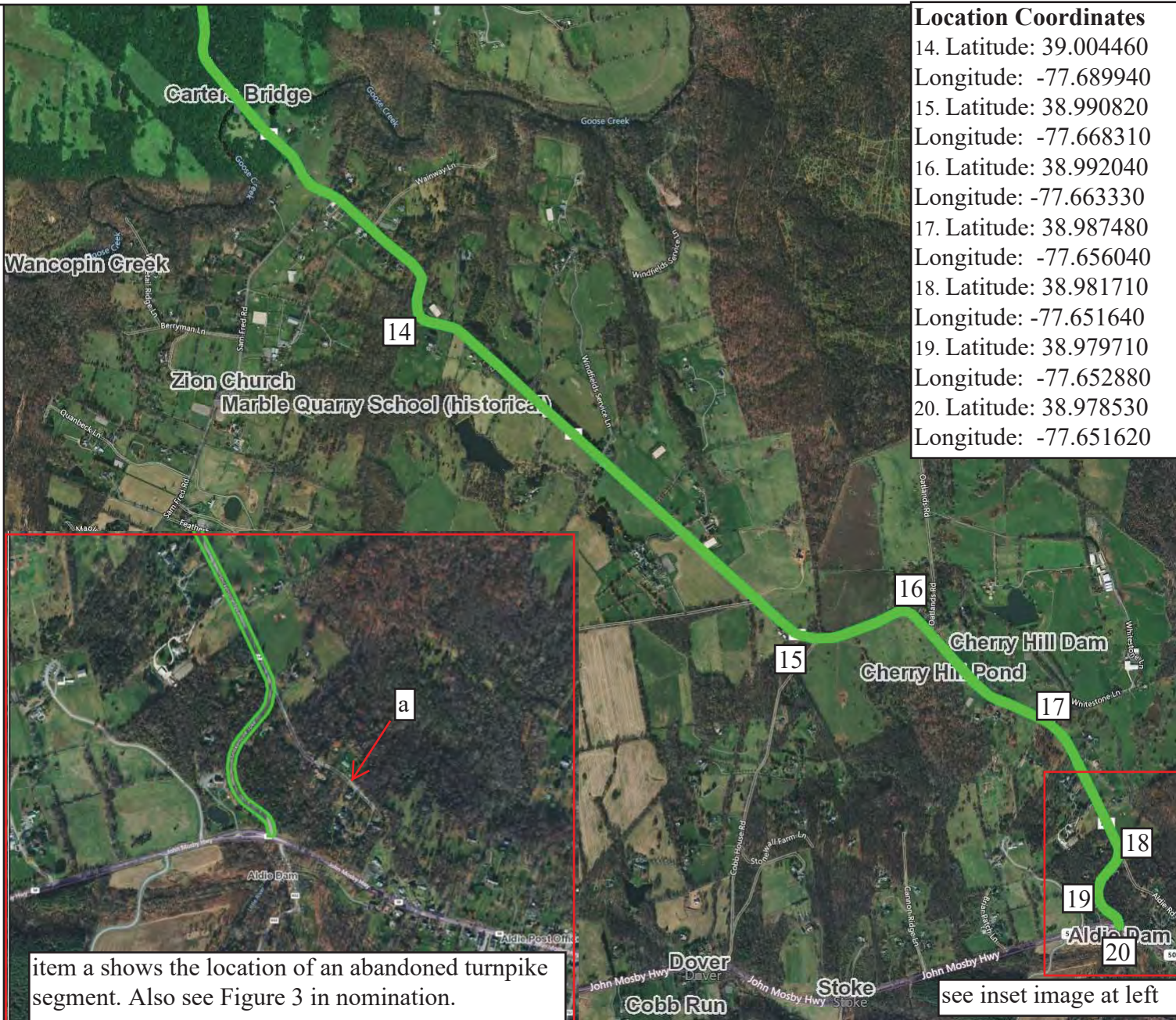
The Historic Boundary includes  
the full extent of the Virginia  
Department of Transportation  
Right-of-Way, encompassing  
the width of the roadway and  
shoulders (where present) and/  
or curbs (where present).



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Location Coordinates	
14. Latitude:	39.004460
Longitude:	-77.689940
15. Latitude:	38.990820
Longitude:	-77.668310
16. Latitude:	38.992040
Longitude:	-77.663330
17. Latitude:	38.987480
Longitude:	-77.656040
18. Latitude:	38.981710
Longitude:	-77.651640
19. Latitude:	38.979710
Longitude:	-77.652880
20. Latitude:	38.978530
Longitude:	-77.651620

Title:

Date: 4/5/2022

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## TOPOGRAPHIC MAP - 1 of 5 Snickersville Turnpike Loudoun County, VA DHR No. 053-6487

Maps show full length of Snickersville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

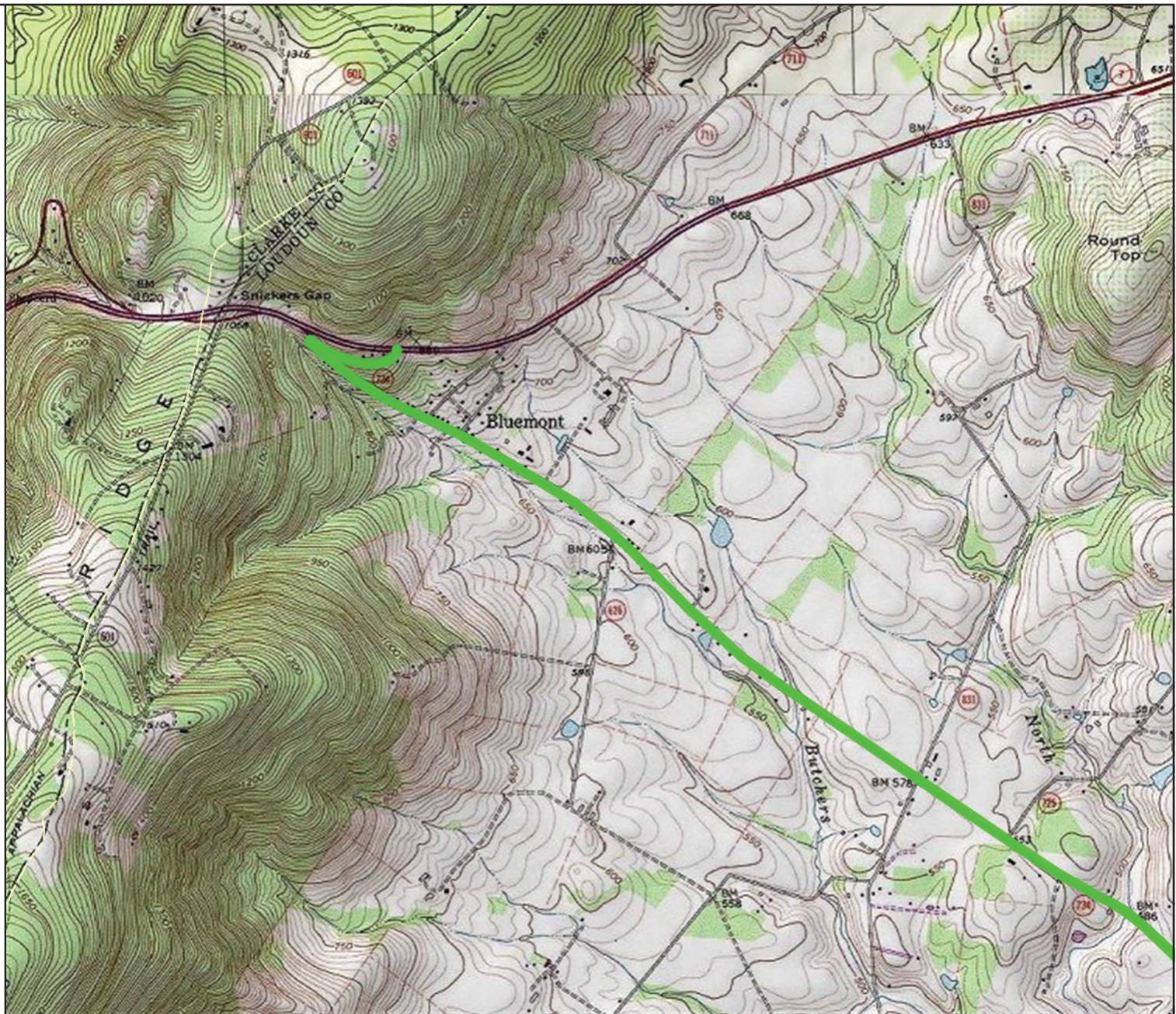
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet

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**Title:**

**Date:** 2/28/2022

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## TOPOGRAPHIC MAP - 2 of 5

Snickersville Turnpike

Loudoun County, VA

DHR No. 053-6487

Maps show full length of Snickersville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

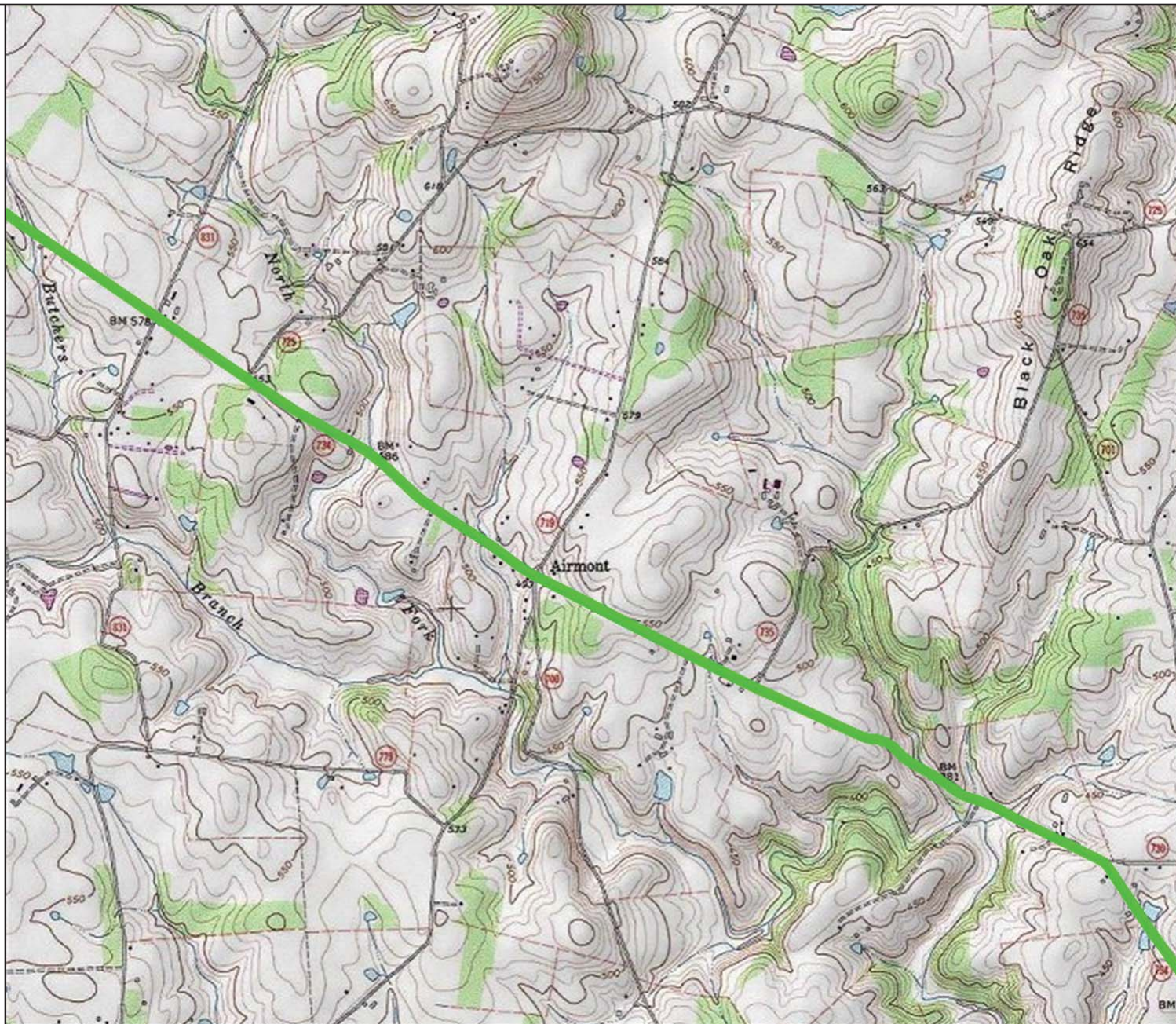
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet

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**Title:**

**Date: 2/28/2022**

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## TOPOGRAPHIC MAP - 3 of 5

Snickersville Turnpike

Loudoun County, VA

DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet

0 600 1200 1800 2400

1:36,112 / 1"=3,009 Feet

**Title:**

**Date: 2/28/2022**

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## TOPOGRAPHIC MAP - 4 of 5

Snickersville Turnpike

Loudoun County, VA

DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

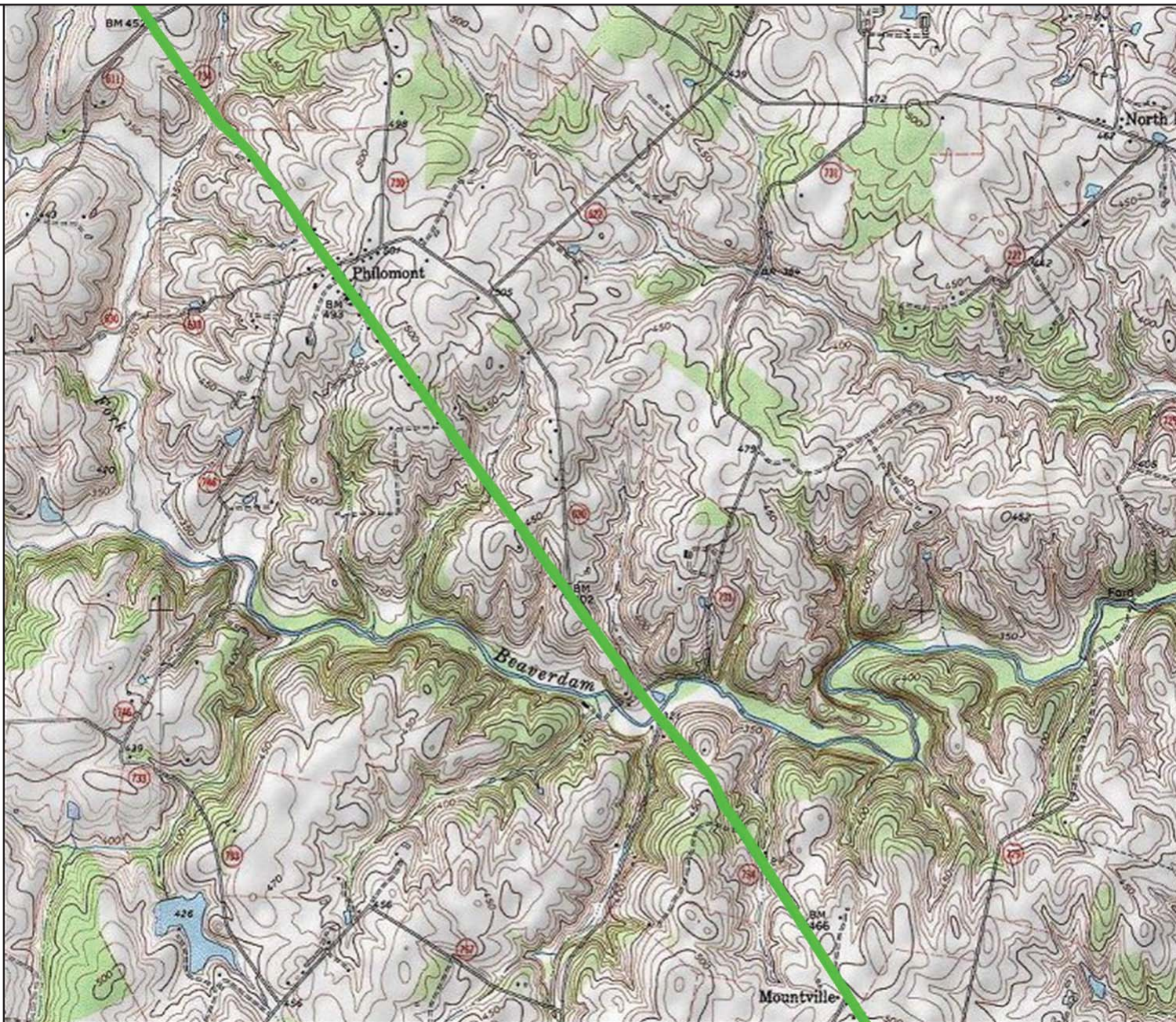
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



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**Title:**

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**TOPOGRAPHIC MAP - 5 of 5**

Snickersville Turnpike

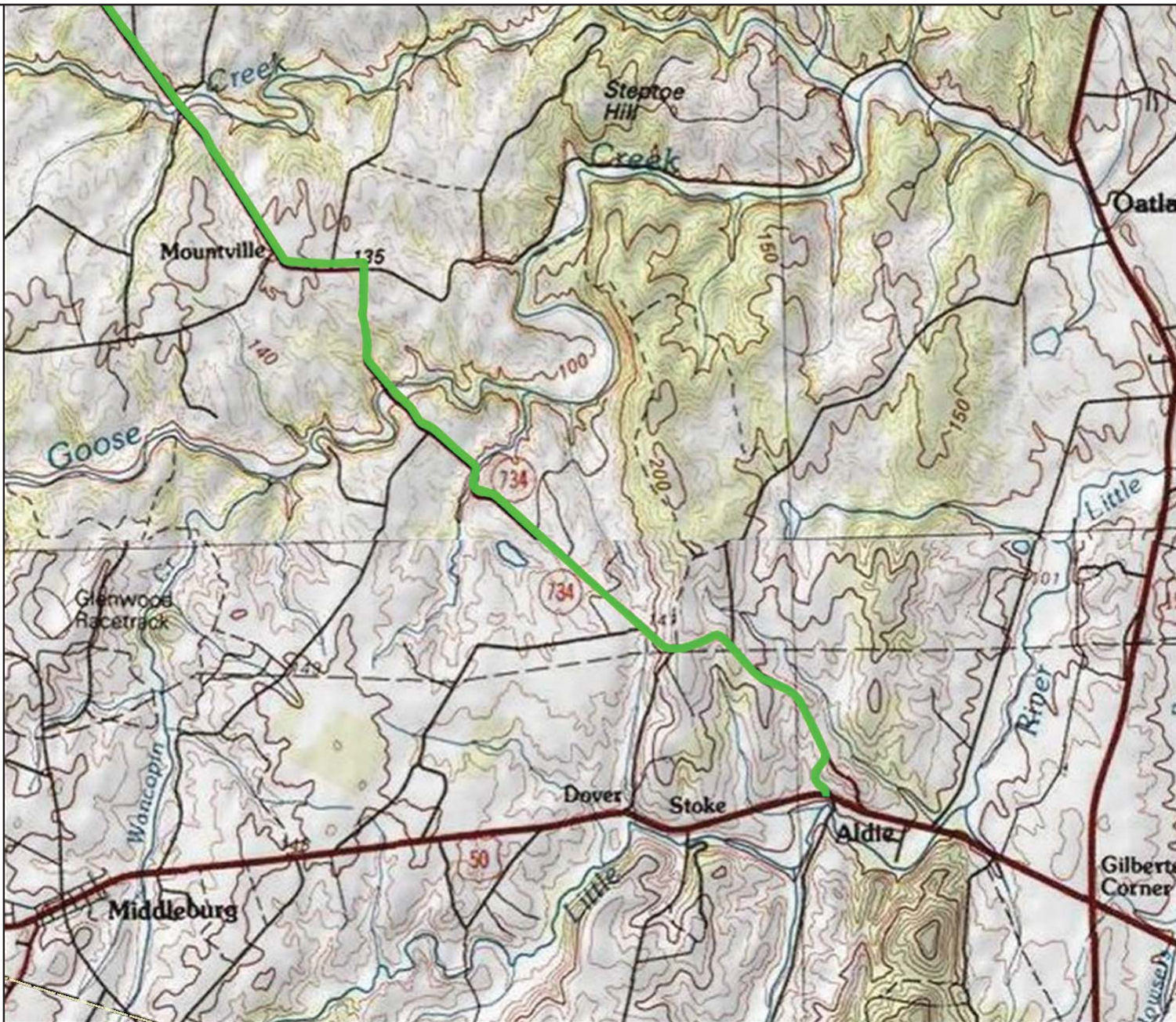
Loudoun County, VA

DHR No. 053-6487

Maps show full length of Snickersville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet

0 120 240 360 480

1:72,224 / 1"=6,019 Feet

**Title:**

**Date: 2/28/2022**

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*Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*



**ROAD MAP - 1 of 5**

Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

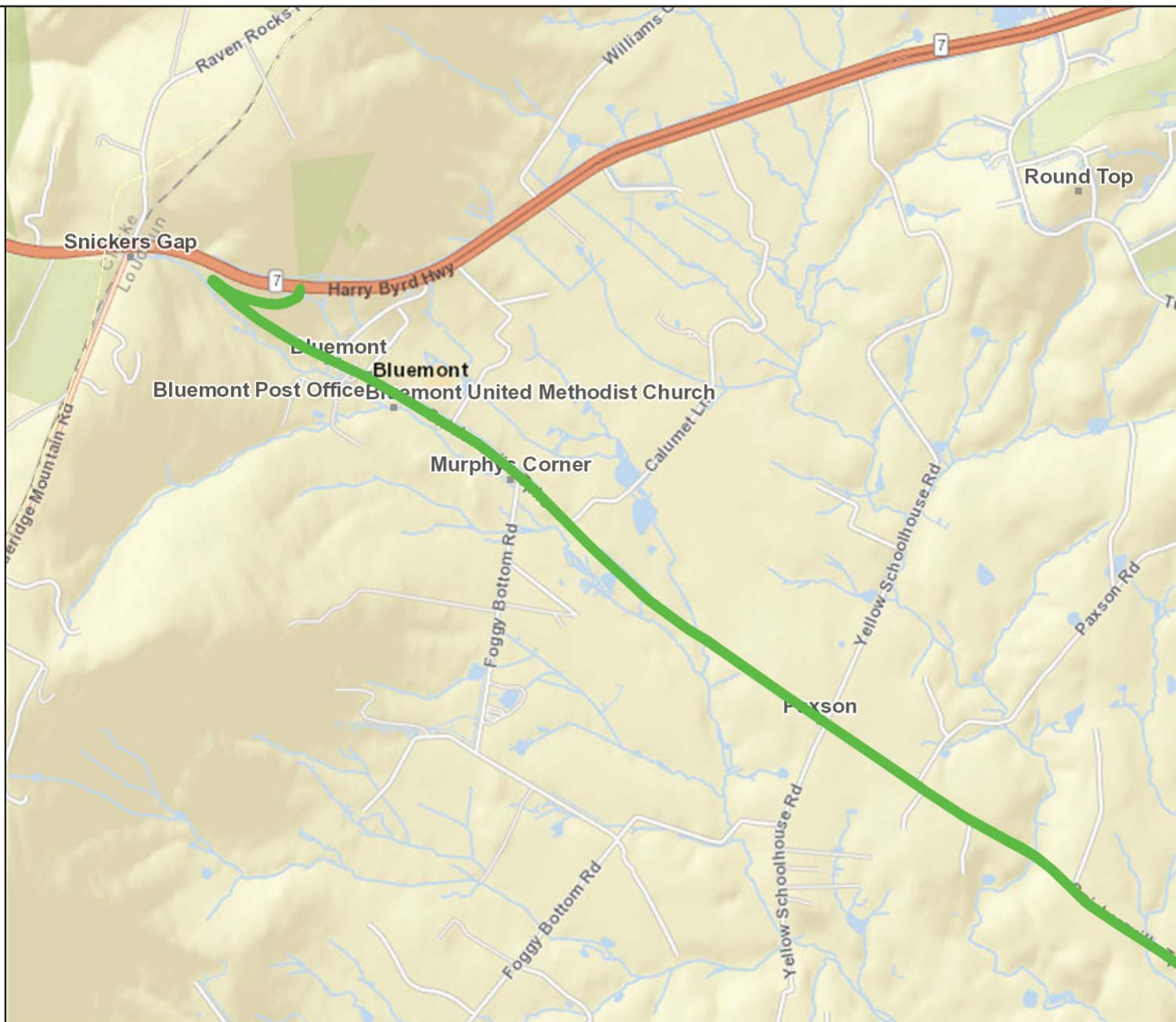
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet



0 600 1200 1800 2400  
1:36,112 / 1"=3,009 Feet



**Title:**

**Date:** 4/5/2022

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**ROAD MAP - 2 of 5**  
Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

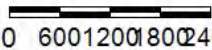
Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

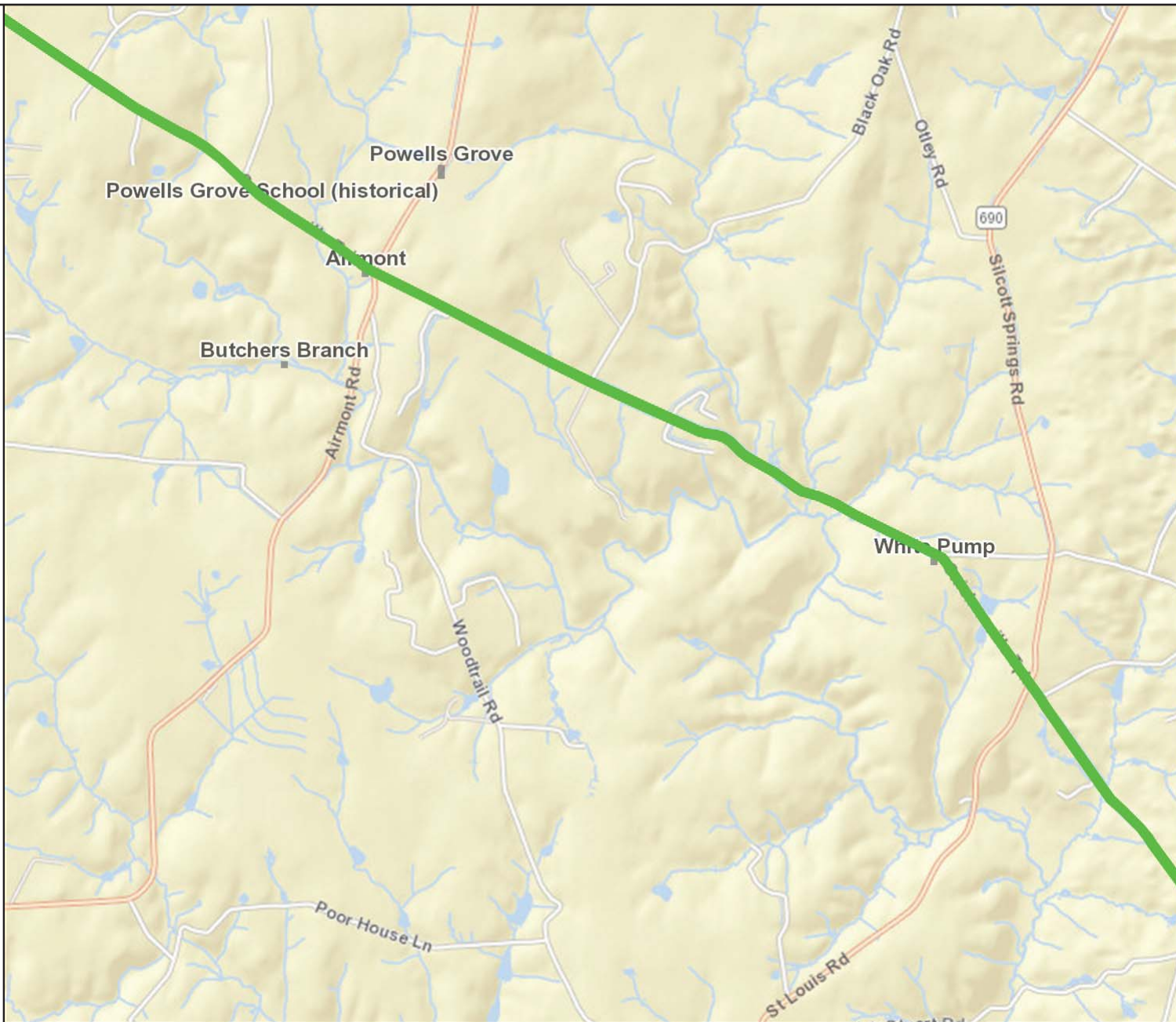
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet



0 600 1200 1800 2400  
1:36,112 / 1"=3,009 Feet



**Title:**

**Date:** 4/5/2022

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**ROAD MAP - 3 of 5**

Snickersville Turnpike

Loudoun County, VA

DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).

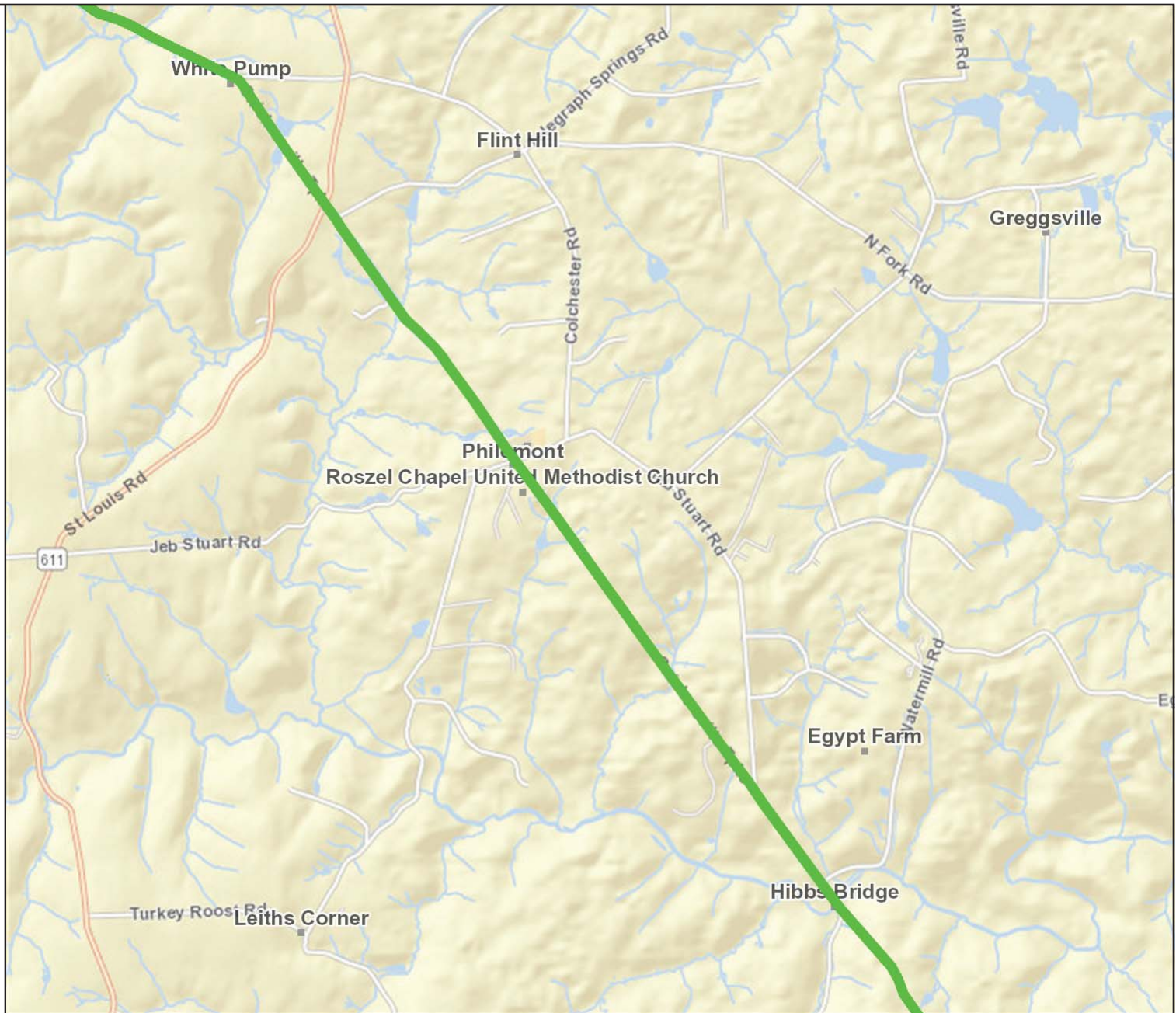


Feet



0 600 1200 1800 2400

1:36,112 / 1"=3,009 Feet



**Title:**

**Date: 4/5/2022**

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**ROAD MAP - 4 of 5**  
Snickersville Turnpike  
Loudoun County, VA  
DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

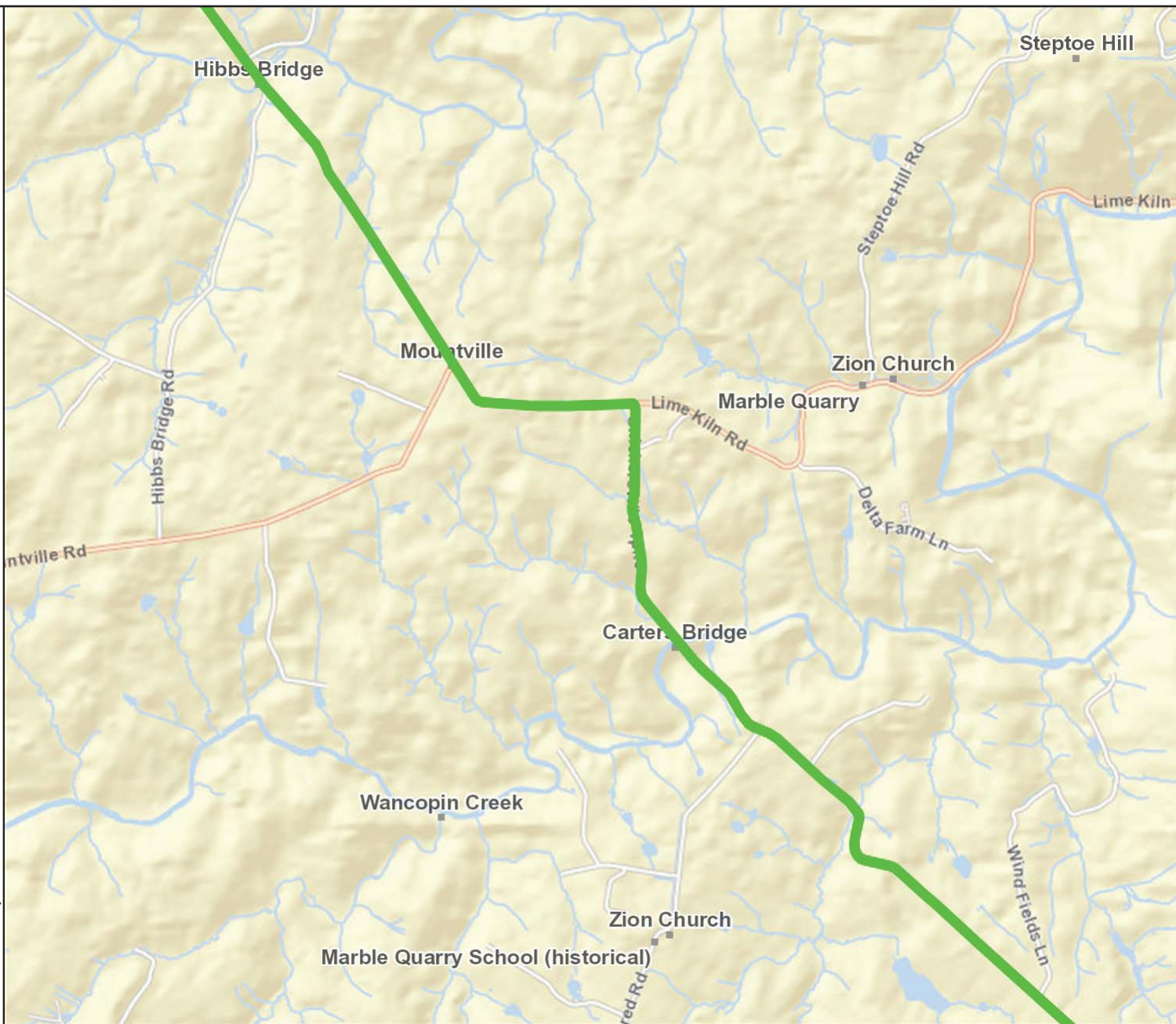
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



Feet

0 600 1200 1800 2400

1:36,112 / 1"=3,009 Feet



**Title:**

**Date:** 4/5/2022

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**ROAD MAP - 5 of 5**

Snickersville Turnpike Loudoun County, VA

DHR No. 053-6487

Maps show full length of Snickerville Turnpike starting at the northern terminus at Bluemont and ending with the southern terminus at Aldie, Virginia.

 Historic Boundary

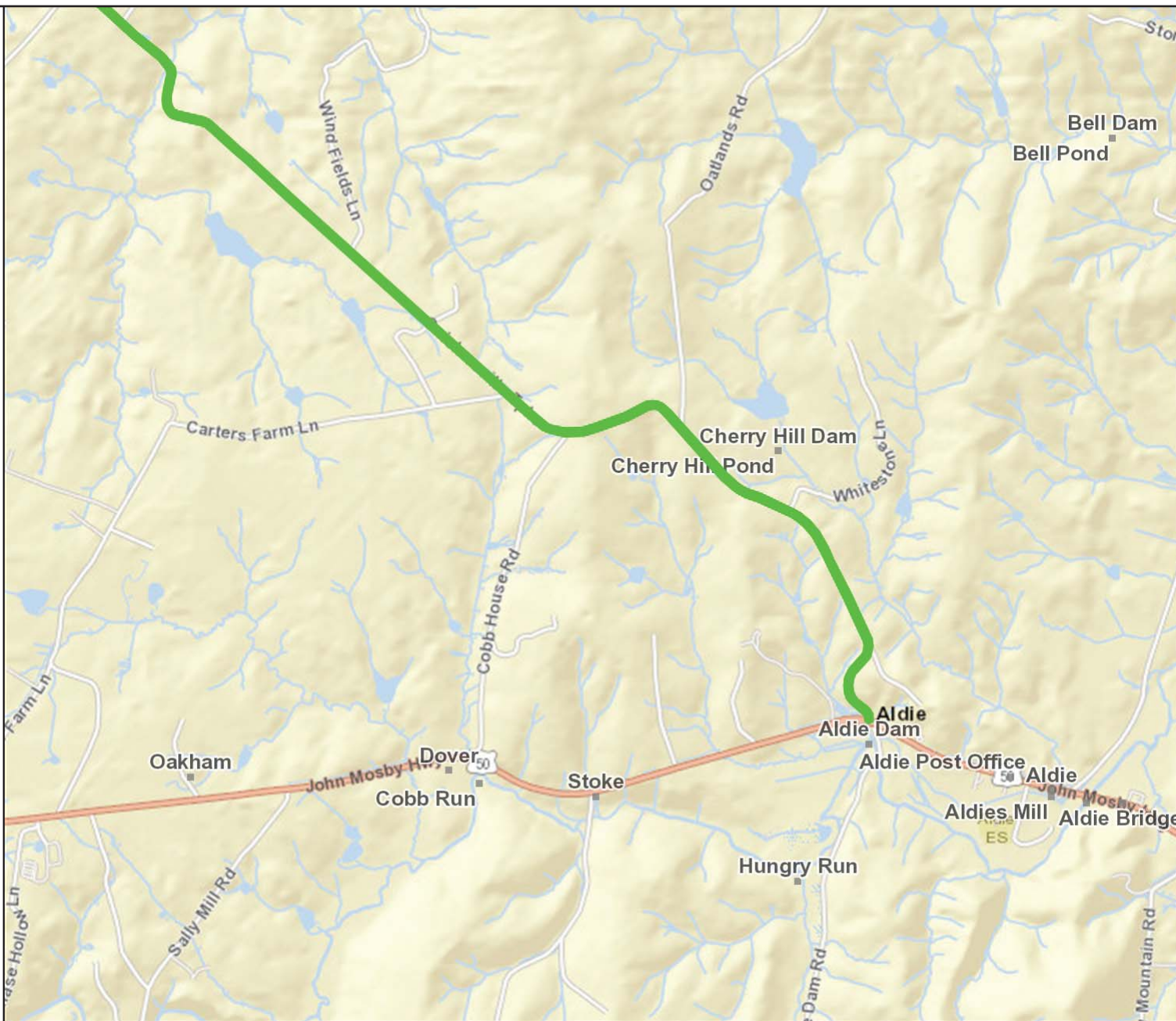
The Historic Boundary includes the full extent of the Virginia Department of Transportation Right-of-Way, encompassing the width of the roadway and shoulders (where present) and/or curbs (where present).



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**PHOTO KEY**  
 Snickersville Turnpike  
 Loudoun County, VA  
 DHR No. 053-6487

Photo Locations

