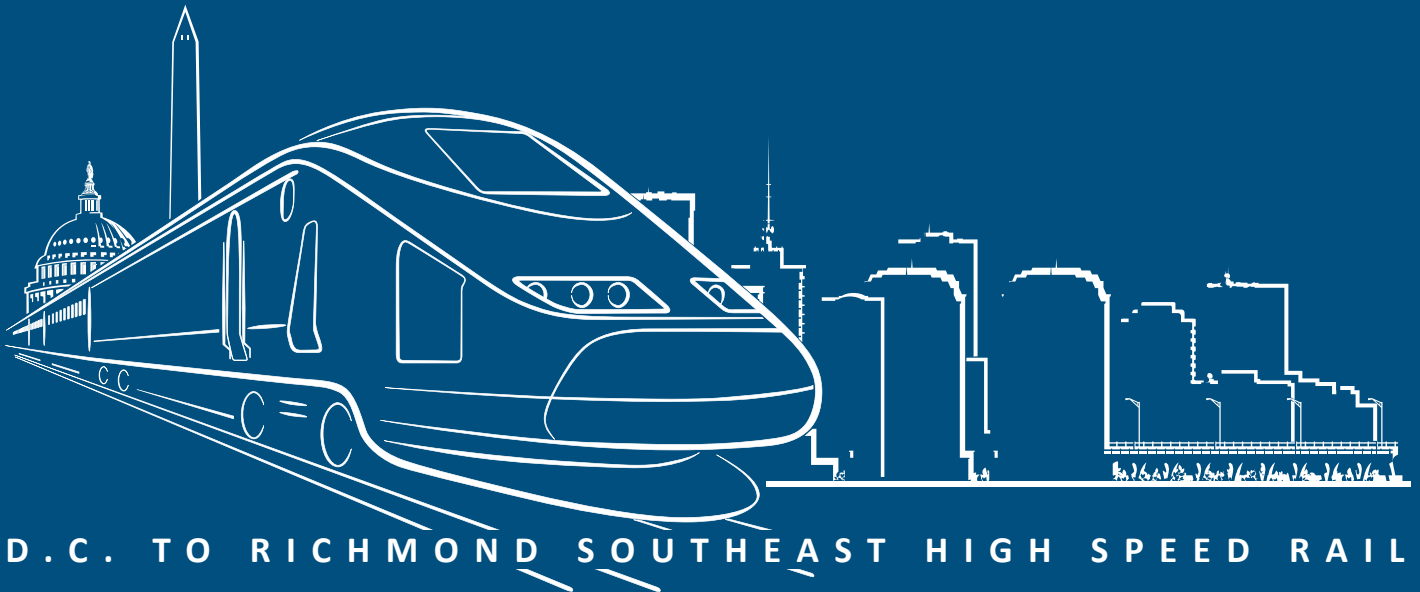




U SECTION 106 AND SECTION 4(f) COMMENTS AND COORDINATION



D . C . TO R I C H M O N D S O U T H E A S T H I G H S P E E D R A I L

U SECTION 106 AND SECTION 4(f) COMMENTS AND COORDINATION

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SHPO INITIATION



U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

DEC 11 2014

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

**Re: Initiation of Project/Section 106 Review
Southeast High Speed Rail Tier II Environmental Impact Statement
/Richmond to Washington, D.C. Segment**

Dear Mr. Holma:

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) have commenced environmental studies associated with the Tier II Environmental Impact Statement for the Richmond to Washington, D.C. portion of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from the CSX Transportation (CSXT) A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) north to Control Point RO (MP CFP-110) in Arlington, Virginia, a distance of approximately 123 miles. The southern terminus in Centralia is mid-point between downtown Richmond and downtown Petersburg. At the northern terminus in Arlington, the Project limits end at the Long Bridge over the Potomac River. Proposed improvements include rail modifications and associated road alterations where at-grade crossings are being eliminated or modified. The majority of the rail work will occur within the CSXT-owned railroad right of way, generally parallel to the I-95 corridor between Richmond and northern Virginia. The limits of the associated roadway work will be determined based on the project preliminary engineering.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (NHPA), as amended.

The purpose of this letter is to formally initiate the project review process with the Virginia Department of Historic Resources (DHR) as required by 36 CFR 800 and its implementing regulations. To facilitate timely completion of the environmental review, in accordance with 36 CFR § 800.2(c)(4), FRA has authorized DRPT to conduct consultations with your office regarding the consistency of the Project with the NHPA. Specific activities FRA is delegating to DRPT include, but are not limited to, coordination of the project's Area of Potential Effects (APE), consultation with consulting parties and with Native American tribes (excluding issues implicating FRA's government-to-government responsibilities), preparation and review of

technical reports, and preparation and review of DHR coordination letters on resource eligibility. FRA will retain responsibility for initiation of consultation with Native American tribes, review over project effect determinations on historic properties, consultation with the Advisory Council on Historic Preservation, working with DRPT and the project team on the multi-project Process Programmatic Agreement for high speed rail in Virginia and North Carolina, and reviewing any project-specific agreement documents. This authorization shall remain in effect until such time as either FRA or the DHR requests a renewal of the delegation. In the coming weeks, representatives of the Project team will follow up with your agency to commence a dialogue on consulting parties and the project's APE.

If you have any questions on this delegation or on the Project, please contact Mr. John Winkle at (202) 493-6067 or John.Winkle@DOT.Gov.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke extending to the right. Below the main signature, the word "FOR" is written in a smaller, simpler font.

David Valenstein
Chief, Environment
and Planning Division

CC: Emily Stock, DRPT
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons
Kerri Barile, Dovetail Cultural Resource Group

U-2

AREA OF POTENTIAL EFFECT



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Area of Potential Effect/ Southeast High Speed Rail Tier II Environmental Impact Statement,
Washington, DC to Richmond Segment. DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process. The purpose of this letter is to define the undertaking's Area of Potential Effects (APE) in consultation with the State Historic Preservation Officer (SHPO) as required by 36 CFR 800.4(a)(1).

The APE defined herein will guide historic property identification efforts conducted on this project and be used to assess the effect of this undertaking on historic properties through the Section 106 process. Based on the project parameters, it is suggested that the APE for subsurface resources include the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Specifically, the APE for subsurface resources includes an area:

- Extending 50 feet on either side of the proposed railroad centerline in areas where the proposed rail alignment is within the existing rail right-of-way (ROW)
- Extending 100 feet on either side of the proposed centerline in areas where the proposed rail alignment is outside of the existing rail ROW



U.S. Department of Transportation
Federal Railroad Administration

- Extending 50 feet beyond the proposed construction footprint for grade separations
- The project footprint where new roadways or road modifications are required to avoid at-grade crossings

The APE for above-ground resources includes all areas where direct or indirect alteration to a resource's setting and feeling could occur. Based on previous rail projects associated with the high speed rail initiative and as discussed in preliminary consultation with your agency, the specific above-ground APE includes all areas within 500 feet of the rail centerline along the majority of the corridor with the following exceptions:

- One city block to either side of the proposed rail centerline in urban areas of the APE
- 1,000 feet at locations of proposed grade separations where a grade separation does not currently exist
- The project footprint plus any areas where alterations to a resource's setting and feeling could occur at road improvement areas where grade separations require modifications to the existing road system

It is recognized that the APE may need to be adjusted as project development proceeds. A general map of the project corridor is appended to this letter, and additional mapping will be included in all subsequent reports depicting area-specific APEs.

We invite your agency to concur with this APE recommendation within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

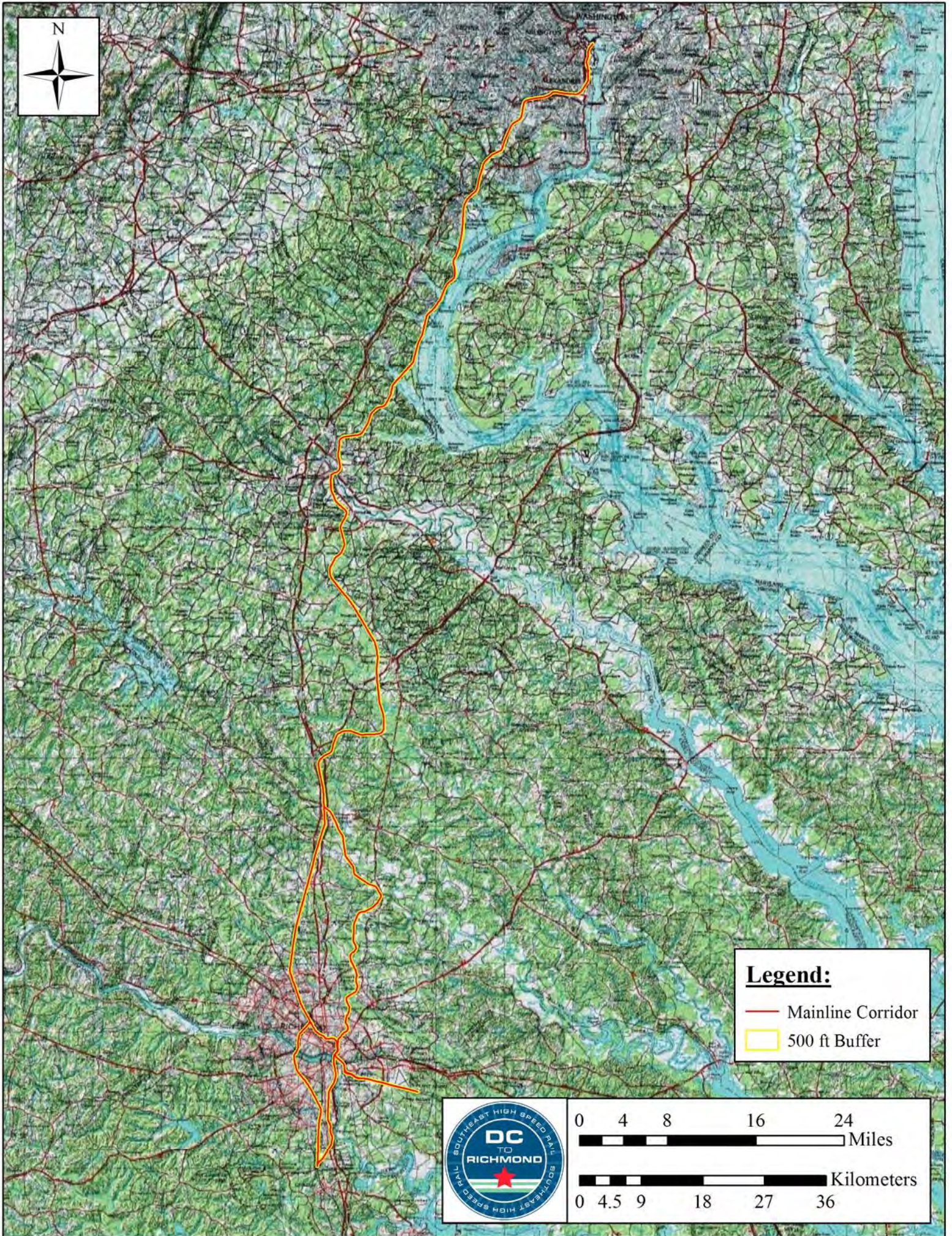
Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



Legend:

- Mainline Corridor
- 500 ft Buffer



0 4 8 16 24
Miles

0 4.5 9 18 27 36
Kilometers



Kerri Barile <kbarile@dovetailcrg.com>

APE for SEHSR Tier II Environmental Impact Statement, Richmond, Virginia to Washington, DC (2014-0666)

1 message

Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>

Mon, Feb 2, 2015 at 10:46 AM

To: Kerri Barile <kbarile@dovetailcrg.com>

Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "john.winkle@dot.gov" <john.winkle@dot.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>

Kerri,

Please accept this email as the Department of Historic Resources' (DHR) official response to your letter of 6 January 2015 regarding the above referenced project. The DHR is in concurrence with your definition of the Area of Potential Effects (APE) for the SEHSR Tier II project from Richmond, Virginia to Washington, DC. We also agree with your assertion on page 2 of your correspondence that the APE may need to be adjusted as project development proceeds in order to conform to the reality on the ground.

Please contact me if you have any questions about our comments.

Sincerely,

Marc Holma

U-3

SHPO MEETING SUMMARIES AND FOLLOW-UP LETTERS



Project Kick-Off Meeting Minutes (DHR Project #2014-0666)

November 7, 2014; 2:00 pm

Location:

Virginia Department of Historic Resources, 2801 Kensington Avenue, Richmond, VA

In Attendance:

Marc Holma (DHR)
Roger Kirchen (DHR)
Emily Stock (DRPT)
Carey Burch (HDR)
John Morton (HDR)
Stephen Walter (Parsons)
Kerri Barile (Dovetail)
Emily Calhoun (Dovetail)
Heather Dollins (Dovetail)

Items Discussed:

1) Introduction of Team

2) Introduction of Project

- Kerri Barile introduced the project as a whole
- There were questions about the speed of the proposed higher speed trains and how speeds differ from current Amtrak service. John Morton and Carey Burch clarified the maximum allowed speed and difference between passenger and freight trains needs.
- Discussion of alternatives - although there may not be passenger trains on some of the lines, it is possible that improvements will be made to those lines to allow for additional traffic as a result of the higher speed rail on the main line. All viable alternatives will be included in the preliminary alternatives studies but may be dismissed if they do not meet the project's Purpose and Need, include fatal flaws, unavoidable significant impacts, etc.
- Kerri Barile stated that, depending on the owner notification letters, cultural resource fieldwork should start in 3 weeks.

3) Discussion of the Project APE

- Archaeology APE - generally 50 feet, but the archaeological survey will be designed based on the engineering limits of disturbance, which have yet to be determined.

- The limits of disturbance will be inclusive of cut/fill for the railbed, road re-design at crossings, and all other ground disturbing activities.
- Roger Kirchen agreed
- Roger Kirchen asked if the APE is included in the initiation letter
 - Kerri Barile replied no, it will come in a second letter
- Architecture APE:
 - Heather Dollins described the APE parameters. The architectural APE is assumed to be defined as extending 500 feet on either side of the center of the preferred alternative alignment with three exceptions:
 - In urban areas the APE is limited to one city block to either side of the proposed rail centerline; and
 - The APE is extended to 1,000 feet on either side of the center of the existing railroad alignment at locations of proposed grade separations where a grade separation does not currently exist; and
 - Where existing grade separations require modifications to the existing road system, the APE will include the project footprint plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the project.
 - Heather Dollins asked Marc Holma if these were acceptable.
 - Marc Holma concurred generally, but stated DHR will need further information (mapping) in an APE coordination letter
 - Kerri Barile noted that the general architectural APE, which is defined as 500 feet from either side of the proposed rail centerline
 - Heather Dollins asked Marc Holma specifically about the how the DHR would like to define urban areas for the purposes of the APE limitations? Heather suggested using shading on topographic maps or by municipal boundaries. She noted the complication that the municipal boundaries often include rural areas.
 - Marc Holma indicated he would prefer the use of shaded areas on topographic maps as a general guide rather than city boundaries
 - Roger Kirchen mentioned that he is hesitant to use the topographic map shading as the sole defining factor of urban areas because of the age of the USGS topographic maps, many of which are from the early to mid 1990s.
 - Marc Holma then suggested that urban areas be defined by the built environment
 - Heather Dollins then asked how to handle continuous densely populated areas like the Northern Virginia area?
 - Marc Holma again stated the built environment should define urban and to use our judgment while in the field and if there is

situation does not seem clear, he is always available for consultation

- Heather Dollins asked how the DHR would like to define a city block, citing an example for Fredericksburg, where the railroad corridor divides regular city blocks
 - Marc Holma indicated that instead of using streets as markers for city blocks the presence of a screen of buildings should define impacts to resources. For example, a row of buildings adjacent to the proposed railroad corridor that screens the viewshed of additional properties
- Marc Holma then commented on the general project APE of 500 feet and suggests that the APE letter we submit to DHR include language that will allow for a larger APE boundary where the corridor crosses battlefields or other large historic landscapes. Not a hard and fast rule, but language that allows for some fluidity. Similar to the requested language for Dovetail's recent Dominion pipeline corridor.

4) Corridor Division and Report/Package Submittals

- Kerri Barile asked DHR if they would like us to notify them as we start a new segment
- Marc Holma and Roger Kirchen say that 2–3 days' notice before we submit the report and V-CRIS packets would be preferable.
- When reports are submitted, Marc Holma asked that a separate copy of the full recorded resource table and concurrence pages be attached to the outside of the document.
- Regarding the Archaeology predictive model, Roger Kirchen asked if one was being prepared for the whole project or if it was being broken into segments.
 - Emily Calhoun responded by saying the intent is to do the whole corridor. It will be divided into segments but will retain a cohesive feel. Dovetail will coordinate with the DHR on probability model variables prior to completing the modeling.

5) Consulting Parties

- Kerri Barile handed out and explained the consulting party list. She asked for edits, suggestions, and additions over the next 2–4 weeks. Kerri Barile will reach out to people for this feedback.
- Roger Kirchen - some consulting parties may be interested in the predictive model as the project nears their properties or jurisdiction.
- Kerri Barile asked for Roger Kirchen's feedback and assistance regarding Virginia tribes.
 - Roger Kirchen agrees.
- Marc Holma suggested that the National Trust of Historic Places be added to the list for their general interest.



6) Next Steps/Action Items

- Kerri Barile explained that the next step is finalizing the initiation letter and begin work on the APE letter now that Dovetail has DHR's feedback.
 - Emily Stock confirmed that there is nothing wrong with the initiation letter, but it is simply being held up at the FRA because someone is on vacation.
- The FRA will send the initiation letter to the DHR once it is finalized
- An APE letter will be commenced in the next few weeks and will be sent to the DHR once team feedback has been received
- Heather Dollins and Emily Calhoun will be in touch with DHR once fieldwork and the work on the predictive models being.
- Based on a pre-meeting question posed by Marc Holma, Kerri Barile asked how the Tri-Cities Multi-Model project was related to this project.
 - Emily Stock responded that the two are related but Tri-Cities is not a part of the high speed rail program, but rather it is triggered by it. Ettrick cannot handle additional traffic or service, so they need to make repairs to the station or enlarge it. That is where the relationship ends. It is also funded through FTA, which is another separation.
- Emily Stock thanked DHR for their work on the Richmond to Raleigh project and looks forward to working with them on this segment.

Prepared by: Kerri S. Barile, Emily Calhoun, Heather Dollins

DHR Project Update (DHR Project #2014-0666)

February 18, 2016; 2:00 pm

In Attendance:

Marc Holma (DHR)
Stephen Walter (Parsons)
Karen Harrington (HDR)
Kerri Barile (Dovetail)

Meeting Notes

1) Update on General Project and Scheduling

- Kerri Barile first introduced the members of the project team in attendance and stated that the last DHR meeting occurred in November 2014. She stated that the goal of the current meeting was to update the Virginia Department of Historic Resources (DHR) on what has occurred on the project to date and to specifically note modifications in the alignment and schedule that will affect DHR review.
- Steve Walter then provided a synthesis of the project, highlighting activities that have occurred over the past 1.5 years since the project started.
- Walter described the Virginia Department of Rail and Public Transportation (DRPT) approach to the undertaking, including the accelerated project schedule and resulting concurrent engineering. He also briefly described the public meetings to date and the efforts the team has taken to work together to advance the environmental document and engineering using public comments.
- Marc Holma asked for a clarification on station locations in Richmond, and Karen Harrington described the seven alternatives currently under consideration.

2) Update on General Project Parameters & Associated CR Scope

- Walter, Barile, and Karen Harrington went through five specific areas where changes have occurred to the originally proposed alignment, thus altering the cultural resource approach and ensuing DHR review. A new overview map was distributed (copy attached here).
- Segment 17. The majority of this segment overlaps with the Southeast High Speed Rail (SEHSR) Richmond to Raleigh (R2R) corridor (DHR #2001-1460). Holma stated that only resources that have reached 48 years in age since the last survey should be recorded along the general alignment, but all resources in the Area of Potential Effects (APE) should be noted in the report to acknowledge they were previously identified. For the new 12,000-foot-long siding, any

buildings in the modified APE that were not previously recorded should be recorded, and the project footprint should be the subject of an archaeological survey, as needed.

- Segment 18. The portion located in the center of Powhite Parkway will not be modified. As such, Holma stated that this segment does not need identification-level studies. He said to assure that the whole project area is described in the report but clearly state (and show) which areas will not be modified by this work and thus were not included in the survey.

- Segment 19. Harrington and Walter described the changes to Segment 19, including a shortening of the overall corridor length and limiting the modifications to new signals. Holma asked if we knew the locations of the signals to be changed and if we knew what the signals would look like. The team replied that this has not yet been determined. Holma stated that if archaeological survey in this area is not recommended then the decision needs to be justified by photo documentation to confirm existing disturbance. He suggested one of two options for the architectural studies: one, hold off on this segment until more details on the suggested signal changes are known and then go back to him for feedback so we can focus the cultural resource survey only on areas where there are potential alterations to the APE of each signal location; or two, continue our current methodology and conduct identification-level studies on the shortened Segment 19 using established APE parameters. Barile stated that Dovetail would do a preliminary map inspection of Segment 19 to quantify how many architectural resources would need to be identified. She would then report this back to the team who will provide a recommendation on approach to Holma.

- Segment 20. Walter discussed that the Buckingham Branch had been removed from consideration. Harrington described the tiny portion of Segment 20 that is located at the southern tip of the original Segment 20 and noted that it is still in the overall project. Holma stated that it is fine to include this small piece in the report for the adjacent segment. The team agreed to assure that language describing this portion is included in the report.

- Segments 21 & 22. The bypasses around Fredericksburg & Ashland were described by Walter, including the options the team considered prior to developing these alternatives. Harrington then briefly discussed the geographic and landowner concerns regarding the bypasses. Holma stated that a Phase IA study of both alternatives for archaeology and architecture was appropriate due to the nature of the design, sensitivity of the landowner issues, and preliminary status of both alternatives. Recommendations on additional studies should be included in the final project agreement document.

3) Rail Reports

- The meeting turned to the production of technical reports to discuss report production and timing. Holma agreed to the following concepts.

Architectural

- Phase I= Group adjacent areas with lower quantities of resources into one report. This includes a combined report for Segments 1 and 2, separate reports for Segments 3, 4, 6, and 7 (Segment 5 has been previously studied as a separate undertaking and is not part

of the current project), a combined report for Segments 8 and 9, a combined report for Segments 10–12, and a combined report for Segments 13 and 14. Because fieldwork has not been conducted in Segments 15–20, decisions on report production have not been made for these segments. Holma said to keep in touch regarding this issue via email.

- Structures Phase I= All will be placed in one report
- Phase II= Phase II studies will be grouped into approximately three to four reports (divided geographically). The team will communicate the schedule for these reports and how the segments will be combined in advance via email to the DHR.
- Lastly, the team let Holma know that reports for Segments 1–12 are underway and will be submitted in the next few months (with a staggered submittal), and fieldwork and report production for Segments 13 and 14 are also underway. Periodic emails will be sent to Holma to provide updates on progress and submittal schedule.

Archaeological

- Two reports will be produced on the archaeological efforts (rather than the one report per segments that was originally suggested). This includes one report on Segments 1–14 and one report on Segments 15–19 (with mention of Area 20). This combined approach was suggested due to the small quantity of archaeological sites being recorded during the fieldwork; the team also wanted to curtail repetitive documents sent to the DHR for review.
- The team discussed the submittal schedule of the archaeological report to Holma and stated that they would email him when an approximate date was known.

Bypasses (Segments 21 and 22)

- Because of the different methodology (Phase IA versus a full Phase I), the bypasses will be reported in a separate document. One bypass report will be produced including the results of the archaeological and architectural studies for both Fredericksburg and Ashland to cut down on review documents. The DHR concurred with this approach.

4) Roadways & Stations

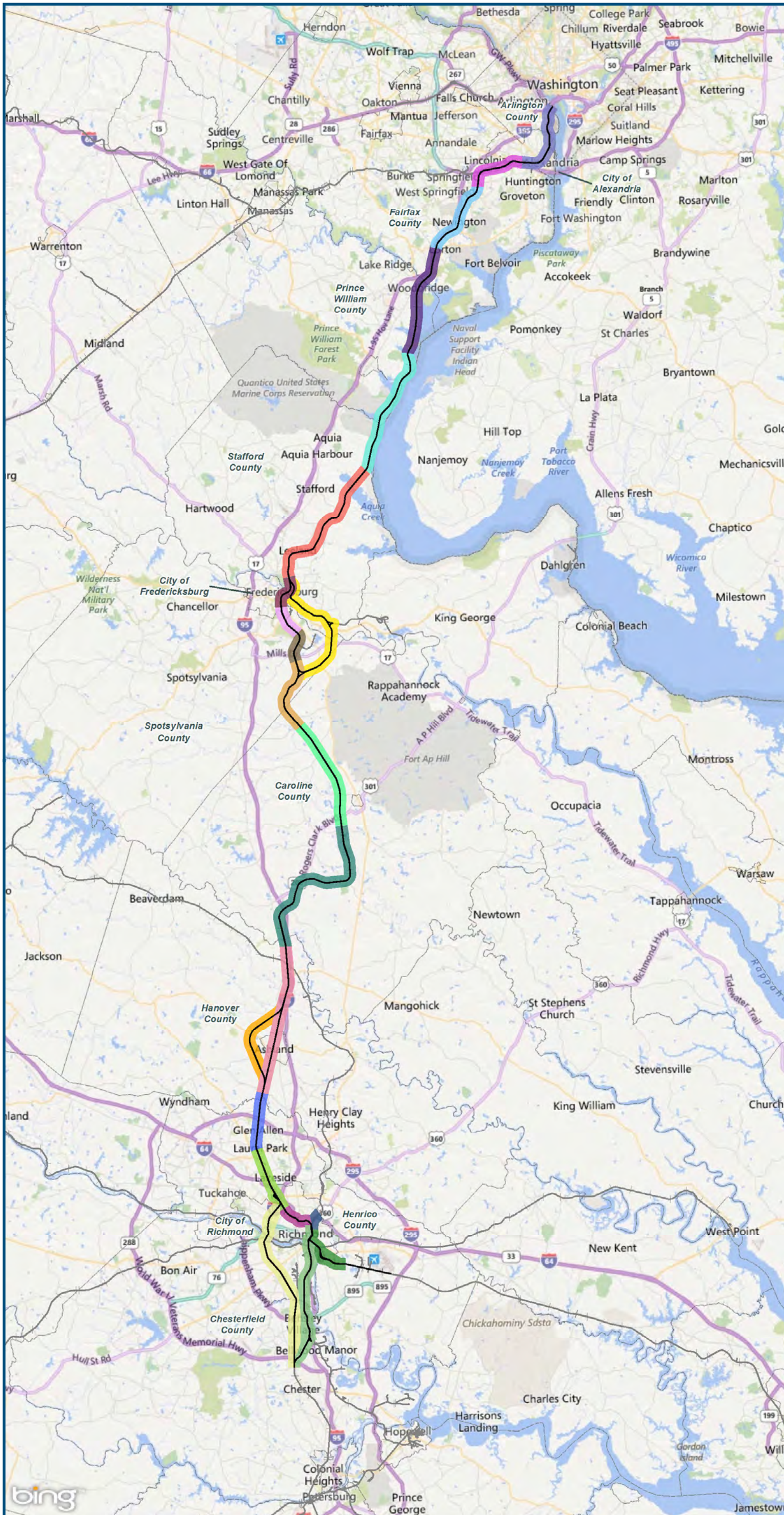
- Walter and Harrington described the current engineering efforts to identify required roadway modifications and station locations. This information will be known in a few months. Because of the nature of the roadway work and the current absence of data, Holma concurred that the roadways and station cultural resource identification studies should be in a separate report completed once the 22 segment alignments have been examined. This same approach was used for Richmond to Raleigh.
- As with previous reports, the team agreed to keep in contact with Holma via email and telephone to discuss the timing of the submittal of this report.

5) Effect & Programmatic Agreement

- Barile mentioned that there are several battlefields in the APE that are reported to be “potentially eligible” based on VCRIS records. She asked if the team could assume eligibility for this project and assess effects rather than conducting eligibility evaluations for these resources. Holma stated that several battlefields have been evaluated by the American Battlefield Protection Program (ABPP) and were recommended eligible by this group, but the resources have not formally gone to the DHR Evaluation Team for review. As such, they have not received a “formal” evaluation from the DHR on paper. However, the DHR adopts the ABPP recommendation for Review and Compliance projects, thus it is fine to assume eligibility for these battlefields and not do additional studies on these resources.

- The team then briefly discussed the Programmatic Agreement that will be produced once the work is completed. Among the items to be included in the document are any recommended archaeological Phase IIs, areas requiring deep archaeological testing, and Phase IB studies on the two bypasses, as well as mitigation stipulations for any adverse effects on eligible historic properties. Holma asked if the team had decided exactly how this agreement document would be formatted, and Barile stated that they have not. It was decided to have a subsequent meeting this summer to discuss the agreement document in detail once the identification and evaluation studies were nearing completion.

The meeting ended at 2:50 pm.



0 4 8
Miles
1 inch=8 miles
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: 2015 Bing Maps
Road (Microsoft Corporation and
its data suppliers)

Legend

- DC2RVA Rail Lines
- Virginia Rail Lines (VBMP)
- 01 Rosslyn to Alexandria (ROAF)
- 02 Alexandria to Franconia (AFFR)
- 03 Franconia to Lorton (FRLO)
- 04 Lorton to Powells Creek
- 05 Powells Creek to Arkendale
- 06 Arkendale to Dahlgren Junction (ARDJ)
- 07 Dahlgren Junction To Fredericksburg (DJFB)
- 08 Fredericksburg to Hamilton (FBHA)
- 09 Hamilton to Crossroads (HAXR)
- 10 Crossroads to Guinea (XRGU)
- 11 Guinea to Milford (GUMD)
- 12 Milford to North Doswell (MDND)
- 13 North Doswell to Elmont (NDEL)
- 14 Elmont to Greendale (ELGN)
- 15 Greendale to SAY/WAY (GNSA)
- 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
- 17 AM Jct to Centralia - S Line (AMCE)
- 18 WAY to Centralia - A Line (WACE)
- 19' AM Jct to Fulton Yard (AMFY)
- 20' Buckingham Branch/Hospital Wye (BBHW)
- 21 Fredericksburg Bypass (FBBP)
- 22 Ashland Bypass (ASBP)

DC2RVA Project Segments

\\cslmain\gis_data\GIS\Projects\011545_VADepotRailis-Public\Transportation\0239056_RAPS-4AllDev-ConceptEng\map_docs\mxd\Corridor_Views\DC2RVA_ProjectSegments_11x17_20160218.mxd | Last Updated: 02.18.2016



www.DC2RVArail.com



DHR Preliminary Effects Meeting (DHR Project #2014-0666)

August 10, 2016; 1:30 pm

In Attendance:

Marc Holma (DHR)
Carey Burch (HDR)
Stephen Walter (Parsons)
Kerri Barile (Dovetail)

Meeting Notes

1) Update on Current Project Status and General Project Parameters

- The team gave an overview on where the project stands in terms of both design and cultural resource studies. In particular, Carey Burch discussed ongoing engineering efforts to define the Limits of Disturbance (LOD).
- Regarding the Fredericksburg and Ashland Bypasses, the team gave the DHR an update on how those studies were progressing. The study scopes were based on the previous meeting with the DHR in February 2016. Team gave the DHR a heads up that the reports were underway and provided a reminder on the different methodology to be used on these two segments.

2) Update on Cultural Resource Studies

- The team moved from the general project status to specific cultural resource documents status. Updates on the archaeological Phase IB report, architectural reports per segment, and above-mentioned bypass reports were discussed including a summary of results and, for those that have not been submitted, proposed schedule for report delivery. The team committed to spacing the reports apart to help with DHR's review.
- The team then opened up a dialogue regarding areas where the LOD may extend beyond the existing linear railroad right-of-way (ROW). Several decisions were made:
 - Archaeology in the LOD would be done now rather than as part of the Programmatic Agreement (PA) within reason. If an area will definitely be in the final LOD and is not too large, do it now. If it is unknown if the area will remain in the LOD or if it is a very large area that will require notable excavations (i.e., a new alignment or roadway), make a note of unsurveyed areas in the report and do work as part of the PA. If an area is clearly disturbed based on aerial imagery and/or a field visit, just note and move on.
 - For architecture, if modifications are within the existing ROW and are minor (adding third rail, etc.), do not need to bump out the 500 foot APE. The APE was drawn to be inclusive of these areas and is sufficient coverage for the minimal impacts.

3) Historic Properties

- A preliminary list (as of August 10, 2016) of historic properties was disseminated. The list was derived based on the LOD as of this date and identification-level studies as of the same date. No intensive evaluation studies have been done on potentially eligible resources yet. As such, all potentially eligible resources were placed on the list. The list contained a total of 158 buildings, districts, objects, sites, and structures in the APE.
- Using this list, plus maps of the entire corridor showing the archaeological and architectural APEs, LOD, and a thumbnail of each historic property that was inspected, each resource was individually visited and the potential effect was discussed. The DHR gave very preliminary effect determinations based on this viewing. It is understood that the final effect determinations will be based on LOD at that time and all updated project plans. A list was crafted recording the DHR's preliminary effect determinations (see attached). The DHR understood that this list and preliminary effects would be used for the project's DEIS. All parties understood that things may change and each requested the opportunity to re-study the historic properties as plans are further developed.
- In terms of schedule, the team discussed completion of the evaluation-level studies in the spring of 2017 with the hopes of completing a final effects evaluation, and subsequent DHR coordination, in the summer or fall of 2017. The final list of historic properties and effect determinations would be in the FEIS.

4) Next Steps

- The team went over the remaining reports for review and their order of submittal.
- They also confirmed that, as of this date, the team and DRPT were still on board for doing a Programmatic Agreement for the project rather than an MOA as the archaeological testing program was not being completed under the current project's scope.
- A brief update of the Richmond to Raleigh MOA was presented. Although this is not part of the current undertaking, the segments and cultural resource staffing overlap. As such, the topic was brought up to provide information that was known to Dovetail and is related to both projects.
- The team relayed that they are continuing consulting party consultation. This includes meetings and letters with project updates. A final letter and all Phase I/reconnaissance reports would be sent to all consulting parties at once rather than in a piecemeal fashion. The DHR concurred that this is the best way to go.

DC2RVA- Preliminary List of Historic Properties Effects

As of August 10, 2016

Derived from DHR/Team Meeting

Effect	N-S Order	Final Area #	Orig Segment	DHR ID	Name/Description	City/County	Date / Time Period	Description	DCRG NRHP Eligibility/Comments
Adverse (Note: This was later changed to No Adverse based on additional correspondence with the DHR)	1	1	1	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax, Arlington	Ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C
No Adverse	2	1	1	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C
No Effect	3	2	1	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C
No Adverse	4	2	1	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	Ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C
No Adverse	5	2	1	100-0137	Rosemont Historic District	City of Alexandria	Ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C
No Adverse	6	2	1	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style.	Listed under Criteria A and C
No Effect	7	2	1	100-0128	George Washington National Masonic Memorial	City of Alexandria	Ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed Criterion C and Criteria Consideration F
No Adverse	8	2	2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Potentially Eligible under Criteria A and C
No Adverse	9	1	2	TBD	RF&P Bridge over Holmes Run in Cameron Run Park	City of Alexandria	1946	The resource is a single-span railroad bridge built with concrete abutments, wing walls, and curb. Although it is made of concrete is an arch form with a brick intrados, which is unique to the area.	Potentially Eligible under Criterion C

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No Effect	10	2	4	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A
No Effect	11	2	4	029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1876	This resource is a two-story, three-bay dwelling built in a vernacular style. Additionally, in 1986 artist Janos Enyedi purchased the property and lived and worked there until his death in 2011.	Potentially Eligible under Criterion B and Criteria Consideration B and G
No Adverse	12	2	4	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C
No Adverse	13	2	4	TBD	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Potentially Eligible under Criterion C
No Adverse (Powell's Creek to Arkendale Study)	14	2	5	287-0010	Marine Corps Base Quantico (Current), Quantico Marine Corps Base Historic District (NRHP Listing)	Prince William County	post-1918	The district includes over 100 buildings and landscape features associated with this early military base including many air-related structures. In addition, pre-20th century resources include archaeological sites and cemeteries.	Listed NRHP and VLR under Criteria A and C
No Adverse (Powell's Creek to Arkendale Study)	15	2	5	287-5147	Town of Quantico (Historic/Current), Town of Quantico Historic District (Current)	Prince William County	post-1918	Located west of the military base, the district includes numerous commercial and other social structures related to the development of the base and increase in area population. Many buildings are clustered around the railroad.	Eligible under Criterion A
No Adverse (Powell's Creek to Arkendale Study)	16	2	5	089-0019	Richland/Richlands; 945 Widwater Road	Stafford County	ca. 1790	Richlands is a two-and-a-half-story frame dwelling with a side gable roof and a widows walk. It has an association with the Brent and Fitzhugh families. An RF&P section house is located on the property.	Eligible for the NRHP under Criteria B and C
No Adverse	17	7	6	089-0045	RF&P Bridge over Potomac Creek at Leland Road	Stafford County	1872	The resource is comprised of two abutment remnants situated approximately 100 feet from the southern bank of Potomac Creek. The remains are notable for their distinct connection to Civil War activities in the area and their association with General Herman Haupt.	Potentially Eligible under Criteria A and B

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Adverse (and also results in adverse to RF&P)	18	7	6	089-0080	RF&P Bridge over Naomi Road	Stafford County	1931	The bridge is a double-vault arched structure rumored to be the oldest documented and identified reinforced concrete bridge in the Commonwealth.	Potentially Eligible under Criterion C
No Adverse	19	3	8	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D
No Adverse	20	3	FBP	089-0016/ 44ST0084	Ferry Farm	Stafford County	1738	This site is the location of George Washington's boyhood home. Archaeological excavations have uncovered the foundation of the dwelling as well as numerous other features related to the Washington occupation, later family tenancy and the Civil War.	Listed NHL, NRHP and VLR under Criteria A, B, and D
No Adverse	21	3	FBP	089-0014	Sherwood Forest (Historic)	Stafford County	1810	This resource includes a two-story, five-bay plantation home and surrounding outbuildings including an intact duplex slave quarter. This quarter is one of only a handful of extant quarters in the county.	Eligible under Criterion C
Adverse	22	3	7	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Potentially Eligible under Criterion C
Adverse	23	3	7 (s)	44SP0187	Bridge	Spotsylvania County	19th Century	Includes cut stone piers that are now located under the waters of the Rappahannock River. They may be associated with earlier railroad structures or nearby mills that are no longer extant.	Potentially Eligible under Criterion C
No Adverse	24	3	7	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Potentially Eligible under Criteria A and C
Adverse	25	3	7	111-0132	Fredericksburg Historic District	City of Fredericksburg	Post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century.	Listed under Criterion C

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No Adverse	26	3	7	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Potentially Eligible under Criteria A and C
No Adverse	27	3	7	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Potentially Eligible under Criteria A and C
No Adverse	28	3	7	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1935	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Potentially Eligible under Criterion C
No Adverse	29	3	7	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	post 1775	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Potentially Eligible under Criteria A and C
No Adverse	30	3	7	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A
No Adverse	31	3	7	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A
No Adverse	32	3	7	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A
No Adverse	33	3	7	029-5876	Fredericksburg & Gordonsville Railroad Bed District (Virginia Central Railroad)	multiple	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A

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No Adverse	34	3	7	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D
No Effect	35	3	8	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1898	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Potentially Eligible under Criterion A
No Effect	36	3	9	44SP0468-extension	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Eligible/Potentially Eligible under Criteria A, C and D
No Adverse	37	3	9	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C
No Adverse	38	4	10	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	ca. 1820	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 2, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Potentially Eligible under Criteria A, B, and C
No Effect	39	4	10	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C
No Adverse	40	4	11+12	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1896–ca. 1950	This is a thematic collection of resources constructed between circa 1896 and circa 1950 that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century.	Potentially Eligible under Criteria A and C
No Adverse	41	4	11	016-5129	Woodford Historic District	Caroline County	ca. 1890-1969	The district is a partially abandoned community in rural Caroline County. The village is centered along the RF&P and was one of five original stations in Caroline County. Resources span the heyday of the rail use.	Potentially Eligible under Criteria A and C

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No Adverse	42	4	11	016-0223	Woodford Excelsior Company Office, Lake Farm Road	Caroline County	ca. 1896	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Potentially Eligible under Criterion A
No Adverse	43	4	11	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Potentially Eligible under Criterion C
No Effect	44	4	11	016-0224	Glenwood House, 11102 Woodford Road	Caroline County	ca. 1925	The resource is a two-story, Colonial Revival dwelling. The multi-colored-brick building is embellished with brick quoining, fluted columns, and a patio with molded concrete balustrade	Potentially Eligible under Criterion C
No Effect	45	4	11	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, woodframed dwelling was designed in the Queen Anne style with Classical detailing. The building represents of housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C
No Effect	46	4	12	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C
No Adverse	47	4	11+12	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Potentially Eligible under Criteria A and C
No Adverse	48	4	12	016-0286	Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	ca. 1900	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Potentially Eligible under Criterion C

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No Adverse	49	4	12	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A
Adverse	50	4	13	042-5448	Doswell Historic District	Hanover County	ca. 1840-1950	(not yet completed)	Potentially Eligible under A and C
Adverse	51	4	13	042-0470	Squahapenny Store; House, 10570 Doswell Rd	Hanover County	ca. 1898	(not yet completed)	Potentially Eligible under B and C
No Adverse	52	4	13	042-0469	Tri-County Bank, Doswell branch (part of Squahspenny Antiques), 10561 Doswell Rd	Hanover County	ca. 1920	(not yet completed)	Potentially Eligible under C
No Adverse	53	4	13	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	(not yet completed)	Potentially Eligible under C
No adverse	54	4 & 5	13	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	(not yet completed)	Potentially Eligible under A and C
No Adverse	55	4	13	TBD	RF&P Bridge over Little River	Hanover County	1923	The resource is a four-span railroad bridge built on three concrete piers with concrete abutments. It is unique for the area due to the extensive length of the superstructure for a bridge of that era.	Potentially Eligible under Criterion C
No Adverse	56	4	13	042-0836	Earthworks, Little River	Hanover County	1862	The earthworks were constructed by Confederate troops to help protect the RF&P corridor during the Civil War. The features are in good condition, as they are located in a wooded area.	Eligible under Criteria A and C
No Adverse	57	5	13	042-0557	Dry Bridge, 10411 Old Bridge Road	Hanover County	ca. 1850	(not yet completed)	Potentially Eligible under A and C
No Effect	58	5	ABP	042-0392	Montevideo	Hanover County	1790	The resource is a two-story Federal style dwelling with notable Flemish bond brick work. It is notable for its architectural merit and its association with the local development of area agricultural economy.	Eligible under Criteria A and C
Adverse	59	5	13	166-5073	Berkletown Historic District	Hanover County	ca. 1900-1965	(not yet completed)	Potentially Eligible under A and C
No Adverse	60	5	13	166-5073-0010	House, Dabney Funeral Home, 600 B Street	Hanover County	1955	(not yet completed)	Potentially Eligible under Criteria A and C
Adverse	61	5	13	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C
No Adverse	62	5	13	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	(not yet completed)	Potentially Eligible under C

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Adverse	63	5	13	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	(not yet completed)	Potentially Eligible under Criterion A and C
Adverse	64	5	13	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed VLR and NRHP under Criteria A and C
Adverse	65	5	13	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	(not yet completed)	Potentially Eligible under A and C
No Effect	66	5	13	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	(not yet completed)	Potentially Eligible under C
No Adverse	67	5	13	166-0001-0055	House, 704 S. Center Street	Hanover County	ca. 1850	(not yet completed)	Potentially Eligible under C
No Adverse	68	5	13	166-0001-0060	House, 708 S. Center Street	Hanover County	ca. 1894	(not yet completed)	Potentially Eligible under C
Adverse	69	5	13	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	(not yet completed)	Potentially Eligible under C
No Adverse	70	5	13	166-0037	Hugo House, 11208 Gwathmey Church Rd	Hanover County	ca. 1886	(not yet completed)	Potentially Eligible under C
No Adverse	71	5	13	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	(not yet completed)	Potentially Eligible under C
No Adverse	72	5	13	042-5048	Elmont Historic District	Hanover County	ca. 1870-1950	(not yet completed)	Potentially Eligible under C
No Adverse	73	5	14	043-0693	Mill Road Historic District	Henrico County	ca. 1870-1950	This historic district spans a portion of Mill Road, between Old Washington Highway in the east and Meadow Drive to the west. This area of Mill Road is lined with 28 vernacular buildings constructed during the late-nineteenth to the early-twentieth century.	Potentially Eligible under Criterion C
No Effect	74	5	14	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	ca. 1930	This resource is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Potentially Eligible under Criterion C
No Adverse	75	5	14	043-5646	House, 11501 Old Washington Highway	Henrico County	ca. 1937	This home is a one-and-one-half-story, Craftsman-style, single-family dwelling. It was built for the General Station Master for Hunton Station and has notable architectural characteristics.	Potentially Eligible under Criterion C
No Adverse	76	6	14	043-5657	Darling Smokestack, Old Washington Highway	Henrico County	ca. 1910	The resource is formed of brick, features a corbeled cap, and 'Darling' is marked in painted white bricks, most likely referring to a business name. It is one of only three smokestacks to be individually recorded in Virginia.	Potentially Eligible under Criterion C
No Adverse	77	5 & 6	14	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864 (Dollins 2014). Major General J.E.B. Stuart was wounded and died and the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A

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No Effect	78	6	14	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C
Adverse	79	6	14	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C
No Adverse	80	6	14	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Potentially Eligible under Criteria A and C
No Adverse	81	6	15	043-5636	Integrated Power Sources of VA, 2260 Dabney Road	Henrico County	ca. 1940	This resource is a two-story, two-bay, commercial building moved to its current location during a 1930s when Fort A.P. Hill was established. It is purportedly the only surviving building moved at this time.	Potentially Eligible under Criterion A
Adverse	82	6	15, 16, 18	127-6136	Scott's Addition Historic District	City of Richmond	Post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C
No Adverse	83	6	17	127-6569	Central National Bank, 3501 W Broad Street	City of Richmond	1956	The building is a two-story, seven-bay commercial bank and office building. It is rectangular in form, in good condition, and reflects the International and modern movements in styling.	Potentially Eligible under Criterion C
No Effect	84	6	17	127-6514	Kent Road Village, 905 Kent Road	City of Richmond	1942	Kent Road Village is a group of 11 two-story, brick garden apartment buildings on a flat, wedge-shaped, 3.4 acre property. The buildings represent the dominance of the Colonial Revival style in Richmond and were designed by Richmond architect E. Tucker Carlton.	Listed on the NRHP and VLR under Criterion C
No Adverse	85	6	18	127-0742	West of Boulevard Historic District	City of Richmond	ca. 1895	This district is composed of a residences, churches, schools, and commercial buildings that range in date from around 1895 to 1943. It is an excellent example of a streetcar suburb.	Listed under Criteria A and C.

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No Adverse	86	6	17	127-6756	Carillon Neighborhood Historic District	City of Richmond	1859	The neighborhood encompasses approximately 140 acres and contains approximately 475 resources, most of which are residential buildings. It represents two centuries of suburban growth and urban planning.	Potentially Eligible under Criteria A and C
No Adverse	87	6	17 and 19	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	NRHP Listing, VLR Listing Criteria A and C
No Adverse	88	6	17 and 19	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Potentially Eligible under Criterion A
No Adverse	89	6	18	127-6629	Cedarhurst Neighborhood Historic District	City of Richmond	post-1941	The neighborhood is a planned residential neighborhood that is significant for its design characteristics including its Colonial Revival, Minimal Traditional, Ranch, and Tudor Revival architectural styles. A large number of the homes in the development maintain a high level of architectural integrity.	Eligible under Criteria A and C
No Adverse	90	6	18	Temp 402	House, 351 W. 49th Street	City of Richmond	ca. 1958	(not yet completed)	Not accessible; Further Survey Required
No Adverse	91	6	18	127-6757	Woodstock Historic District	City of Richmond	ca. 1950-1960	Woodstock is a post-World War II-era, suburban neighborhood containing approximately 91 parcels, seven of which were inventoried as a part of this survey. The dwellings were constructed in the Minimal Traditional style.	Potentially Eligible under C
Adverse	92	6	18	Temp R	Rolando Historic District	City of Richmond	ca. 1946-1950	The district is a post-World War II-era, suburban neighborhood containing approximately 142 parcels. The dwellings were constructed in the Minimal Traditional style. The neighborhood and contributing dwellings have been generally unchanged since its subdivision in 1946.	Potentially Eligible under C
Adverse	93	6	18	Temp 268	Broad Run House, 2011 S. Kinsley Avenue	City of Richmond	ca. 1770	(not yet completed)	Potentially Eligible under Criterion C
No Adverse	94	6	17	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A

DC2RVA- Preliminary List of Historic Properties Effects

As of August 10, 2016

Derived from DHR/Team Meeting

Effect	N-S Order	Final Area #	Orig Segment	DHR ID	Name/Description	City/County	Date / Time Period	Description	DCRG NRHP Eligibility/Comments
No Adverse	95	6	17	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952.	Eligible under Criteria A, B, C, D
No Adverse	96	6	17 and 18	44CF0680	Fort Darling/Battlefield, Earthworks, Fort	Chesterfield County	1861-1865	The battlefield includes the area of fighting as well as associated landscape features. The most notable feature is a series of earthworks, portions of which are still visible on the surface.	Eligible under Criteria A, C, and D
No Adverse	97	6	17	020-5320	Proctor's Creek Battlefield	Chesterfield Count), Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A
Adverse if A Line	98	6	16	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C
Adverse if A Line	99	6	16	127-6840	Warehouse, 2728 Hermitage Road	City of Richmond	ca. 1955	(not yet completed)	Indeterminate; Could not access; Phase II needed
Adverse if A Line	100	6	16	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C
Adverse if A Line	101	6	16	127-6165	Cookie Factory Lofts, 900 Terminal Place	City of Richmond	1927	The building, previously known as Southern Biscuit Company, Interbake Foods, and Famous Foods of Virginia, is a six-story, multi-bay, industrial building with a water tower on the roof that was constructed with Colonial Revival attributes.	Listed under Criteria A and C
Adverse if A Line	102	6	16	127-0226	Science Museum of Virginia, 2500 Broad Street, West	City of Richmond	1919	This building is a three-story, 11-bay, monumental Neoclassical style train station that now houses the Science Museum of Virginia. This resource was designed by architect John Russell Pope and is constructed of dressed ashlar with a large, central, copper dome.	Listed under Criteria A and C

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Adverse if A Line	103	6	16	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A
Adverse if A Line	104	6	16	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C
Adverse if A Line	105	6	16	127-6570	West Broad Street Industrial and Commercial Historic District	City of Richmond	1890-1960	The district comprises an area of approximately 40 acres; it reflects the development of the industrial capabilities of Richmond, and the allied development of commercial resources, culminating in the embrace of large-scale consumer economy by the middle of the twentieth century.	Listed under Criteria A and C
No Adverse	106	6	16	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C
No Adverse	107	6	16	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C
No Adverse	108	6	16	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C
No Adverse	109	6	16	127-0822	Carver Residential Historic District	City of Richmond	Pre-1958	This district is a working class neighborhood adjacent to Jackson Ward (127-0237), featuring 320 contributing resource composed of mainly single-family, frame dwellings constructed during the late-19th and early-20 centuries in a vernacular form with Greek Revival, Italianate, and Queen Anne elements.	Listed under Criterion C

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Effect	N-S Order	Final Area #	Orig Segment	DHR ID	Name/Description	City/County	Date / Time Period	Description	DCRG NRHP Eligibility/Comments
No Adverse	110	6	16	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed NRHP and VLR under Criteria A and C
No Adverse	111	6	16	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D
No Adverse	112	6	16	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C
No Adverse	113	6	16	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C
No Adverse	114	6	20	127-0343	Chestnut Hill/ Plateau Historic District	City of Richmond	1889-1950	This district is one of Richmond's early streetcar suburbs that features 659 contributing resources composed mainly of single-family, frame dwellings constructed in the Queen Anne, Craftsman, Colonial Revival and Gothic Revival styles	Listed under Criteria A and C
Adverse on Some Alternatives	115	6	17 and 19	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed NRHP and VLR under Criteria A and C
Adverse on Some Alternatives	116	6	17	44HE1098	Main Street Station Parking Lot/Railroad	Henrico County	19th Century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D; under parking lot

DC2RVA- Preliminary List of Historic Properties Effects

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Derived from DHR/Team Meeting

Effect	N-S Order	Final Area #	Orig Segment	DHR ID	Name/Description	City/County	Date / Time Period	Description	DCRG NRHP Eligibility/Comments
No Adverse	117	6	17	127-6129	Winfree Cottage, East Main Street	Richmond City	ca. 1866	(not yet completed)	Potentially Eligible under Criteria A and C
Adverse on Some Alternatives	118	6	17	44HE1097	Railroad, Warehouse	Henrico County	19th Century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D; under parking lot
Adverse on Some Alternatives	119	6	17 and 19	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Listed NHL, NRHP and VLR under Criteria A and C
Adverse on Some Alternatives	120	6	19	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Potentially Eligible under Criteria A and C
No Adverse	121	6	17	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed NRHP and VLR under Criteria A and C
No Effect	122	6	17	44HE1092	Warehouse	Henrico County	19th Century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D; under parking lot
No Effect	123	6	17	44HE1094	Warehouse	Henrico County	19th Century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D; under parking lot
No Adverse	124	6	17 and 19	127-6793	C&O Railroad	City of Richmond	Pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Potentially Eligible under Criterion A

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Effect	N-S Order	Final Area #	Orig Segment	DHR ID	Name/Description	City/County	Date / Time Period	Description	DCRG NRHP Eligibility/Comments
No Adverse	125	6	17	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C
No Adverse	126	6	17	127-5808	Bridge #1857, South 14th Street; Mayo Bridge South	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C
No Adverse	127	6	19	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond	1914	Built as a warehouse in the early-20th century, this building stands as an excellent example of the sparingly ornamented yet functionally designed commercial structure of the turn-of-the-century that served as both the forerunner and inspiration for the International style.	Potentially Eligible under Criterion C
Adverse on Some Alternatives	128	6	17	44HE1095	Storage facility	Henrico County	19th Century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D; under parking lot
No Adverse	129	6	19	127-0282	Henrico County Courthouse, 2127 Main Street East	City of Richmond	1896	The courthouse is a three-story, three-bay, Romanesque Revival-styled civic building. It is a good example of Romanesque Revival civic architecture in the city and is an important site in the history of Henrico County.	Potentially Eligible under Criteria A and C
No Adverse	130	6	19	127-0192	St. John's Church Historic District	City of Richmond	18th Century to 1940	Located northeast of the city core, the district is made up of mostly residences and is said to contain the some of the oldest extant building in the Richmond.	Listed under Criterion C
No Adverse	131	6	19	127-0192-0322	Libby Hill Park and Park House, 2801 East Franklin Street	City of Richmond	ca. 1873	The park is made up of grassy areas, monuments, fountains, walkways and beches and includes a one-story, Queen Ann building originally constructed as the Libby Hill Park park keeper's house.	Potentially Eligible under Criteria A and C
No Adverse	132	6	19	127-0854	Bridge #1850, E Main Street, spanning Southern Railway	City of Richmond	ca. 1913	This is a two-span, concrete, vehicular structure and is an early Virginia example of the use of reinforced concrete technology for bridges	Eligible under Criteria A and C

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No Adverse	133	6	19	127-0119	John Woodward House, 3017 Williamsburg Avenue	City of Richmond	pre-1782	This resource is a two-and-a-half-story, single-family dwelling with an older one-story core. It is one of the city's oldest surviving buildings	Listed on the NRHP and VLR under Criteria A and C
No Adverse	134	6	19	127-6693	Armitage Manufacturing Company, 3200 Williamsburg Avenue (Function/Location)	City of Richmond	1900	The original two story, 14-bay section of the building's front (south) wing was designed by the architectural firm of Noland & Baskerville. A third story was added in the 1920s. The warehouse has a notable importance to late-nineteenth and early twentieth century local industry.	Listed on the NRHP and VLR under Criteria A and C
No Adverse	135	6	19	127-6255	Fulton Gas Works, Williamsburg Avenue	City of Richmond	ca. 1925	A notable complex of industrial buildings that provided utilities to Richmond citizens during the first half of the twentieth century that, despite years of vacancy, appears to retain its historic integrity.	Eligible under Criterion A
No Adverse	136	6	19	127-0257	Bridge #8067	City of Richmond	1938	This is a three-span, concrete, vehicular bridge and unique as a pre-1950 continuous beam structure and for the classical style balustrade.	Potentially Eligible under Criterion C
No Adverse	137	6	19	043-5313	James River Steam Brewery Cellars, 4920 Old Main Street	Henrico County	1866	Resource includes vaulted tunnels with a granite block façade pierced by round-arched openings. They were constructed as the below-grade storage and fermentation space for the five-story brick James River Steam Brewery building above (no longer extant).	Listed on the NRHP and VLR under Criteria A and C
No Adverse	138	6	19	043-0439	Aviation General Supply Depot, 508 Bickerstaff Road	Henrico County	1917	The large U-shaped warehouse at the equipment depot, the focal point of the complex, was constructed as an aviation general supply depot for the Aviation Section of the U.S. Army's Signal Corps.	Eligible under Criterion A
No Adverse	139	6	17 and 19	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, Richmond City	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible/Potentially Eligible under Criterion A
No Adverse	140	6	19	043-5071	Darbytown & New Market Roads Battlefield, Route 5	Henrico County	1864	The battlefield is the location of this notable 1864 engagement. Most of the area has been subsumed by development.	Eligible/Potentially Eligible under Criteria A
No Adverse	141	6	17	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C

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No Adverse	142	6	17	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	Richmond City	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C
No Adverse	143	6	17	127-6245/ 44CF0724	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D
No Adverse	144	6	17	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C
No Adverse	145	6	17	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C
No Adverse	146	6	17	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C
No Adverse	147	6	17	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed NRHP and VLR under Criterion D
No Adverse	148	6	17	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible/Potentially Eligible under Criterion A

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No Adverse	149	6	17	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, Colonial Heights City, Hopewell City, Petersburg City, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible/Potentially Eligible under Criterion A
No Adverse	150	6	17	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed NRHP and VLR under Criteria A, C, and D
No Adverse	151	6	17	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C
No Adverse	152	6	17	020-0022/ 44CF0680	Centralia Earthworks	Chesterfield County	1861	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A and C
No Adverse	153	6	18	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C
No Adverse	154	6	17	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C
No Adverse	155	6	17	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A

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Adverse	156	all	Multiple (S)	076-0301	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A
Adverse	157	6	17	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A
Adverse	158	6	17	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A



801 E. Main Street, Suite 1000
Richmond, VA 23219

June 27, 2017

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Additional Details on the Mount Vernon Memorial Parkway (029-0218)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The 123-mile Project extends from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County).

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service. Due to the involvement of these and other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

On December 11, 2014 the FRA sent your office a project Initiation letter, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

On August 10, 2016, the DC2RVA team met with your agency to consult on the project's effect on historic properties. The dialogue was based on the project limits of disturbance (LOD) as defined at that time as well as the roster of historic properties compiled using studies completed through that date. The northernmost historic property discussed at the August 10 meeting was the Mount Vernon Memorial Highway (a portion of the George Washington Memorial Parkway, DHR #029-0218). At that time, the project LOD extended across this resource as the undertaking could potentially involve modifications to the extant rail bridge across the parkway or its approaches. Based on your preliminary review of the

project plans, you stated that the project could have an adverse effect on the Mount Vernon Memorial Highway.

LOD plans were refined in September 2016 by DRPT; wherein the LOD was moved further south, no longer crossing the Mount Vernon Memorial Parkway (Figure 1). Modifications to the rail bridge were removed from the DC2RVA project as these changes were, instead, included in the scope of work for the adjacent Long Bridge Project. FRA and the District Department of Transportation are leading a separate NEPA evaluation for the Long Bridge effort. This separate undertaking involves improvements to Long Bridge across the Potomac River and changes to associated structures to the north and south, in both Washington, D.C. and Virginia.

Data on the removal of the bridge from DC2RVA was sent to you in September 2016. During a telephone discussion on this resource on November 7, 2016, you evaluated this change in scope/LOD in relation to the Mount Vernon Memorial Highway, and you determined that the DC2RVA undertaking continued to have an adverse effect on the Mount Vernon Memorial Parkway due to the inter-operational nature of Long Bridge (and any potential bridge replacement) and the DC2RVA project.

On June 5, 2017, the FRA, DHR, and the DC2RVA team participated in a call to further discuss this issue, providing additional data on the Long Bridge project, which is presented in the No-Build Alternative in the DC2RVA Project Draft Environmental Impact Statement (DEIS). Details presented during the call included the following:

- Long Bridge is an independent study being completed by the FRA in partnership with both D.C. and Virginia agencies. Environmental documents have evaluated the impacts on historic properties, and a Memorandum of Agreement (MOA) is in the works. This evaluation already includes impacts to the Mount Vernon Memorial Parkway.
- The Long Bridge project is a priority for the FRA and the DRPT (as well as associated D.C. agencies). Funding for this project and commencement of construction will likely begin prior to DC2RVA.
- The Long Bridge project will occur regardless of the status of the DC2RVA project as it is required for the operation of extant freight traffic, growth of the Virginia Railway Express (VRE) system, and maintenance of existing passenger service into Virginia. For this reason, the Long Bridge project is included in the No Build alternative for the DC2RVA analysis.

Given these conditions, FRA has proposed that the DC2RVA project would have No Adverse Effect on the Mount Vernon Memorial Parkway. Any modifications to the rail bridge that traverses the parkway would be done in advance of any actions commenced as part of the DC2RVA undertaking, and mitigation of any

adverse effects caused by the bridge modifications will be outlined in the MOA being prepared for the Long Bridge project. A formal recommendation on this effect determination, as well as all other historic properties in the APE, will be sent to you from FRA and DRPT once all of the cultural resource evaluation studies for the DC2RVA project have been completed.

If you have questions about this resource or ongoing cultural resource studies for this project, please do not hesitate to contact me at Emily.Stock@drpt.virginia.gov/804-786-1052 or Kerri Barile at kbarile@dovetailcrg.com/540-899-9170.

Sincerely,



Emily Stock
Manager of Rail Planning

CC: John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons
Kerri Barile, Dovetail Cultural Resource Group



FIGURE 1: THE DC2RVA LIMITS OF DISTURBANCE IN RELATION TO THE ARCHITECTURAL APE AND THE BOUNDARIES OF THE MOUNT VERNON MEMORIAL PARKWAY.

U-4

ALTERNATIVE METHODOLOGY FOR BYPASSES DOCUMENTATION



801 E. Main St., Suite 1000
Richmond, VA 23219

March 31, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Alternative Methodology/ Segment 18 of the Southeast High Speed Rail Tier II Environmental Impact Statement Architectural Documentation, Washington, DC to Richmond. DHR #2014-0666

Dear Marc,

As you know, the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA). We have initiated the project with the Virginia Department of Historic Resources (DHR), established an Area of Potential Effects (APE), and commenced technical studies. Details related to this work have been communicated during in-person meetings on November 7, 2014 and February 18, 2016. These meetings have included summaries on the project parameters and methodological approach.

Since the DC2RVA corridor is approximately 123 miles in length, the corridor has been divided into 22 segments to aid in organization (Segments 1–22). These segments were defined by railroad control points (see attached map). Cultural resource studies are utilizing these segment divisions for fieldwork and reporting, breaking the results into smaller pieces for easier transfer, comprehension and review. During our preliminary review of one of these areas, Segment 18, we realized that the approved methodology for architectural history resulted in the recordation of a very large quantity of mid-twentieth century resources. It is estimated that over 500 previously unidentified dwellings built during the post-World War II (WWII) period (1945–1965) are located in the architectural APE of Segment 18. Surveying and evaluating each of these homes as individual resources would be extremely labor intensive for both the project team and the DHR; as such, we are recommending an alternative methodology for Segment 18 which we offered to the DHR via email on March 23, 2016. This alternative methodology has been successfully used by the project team and DHR on other large-scale, linear projects such as the widening of I-66 in northern Virginia. Your agency concurred with the use of this alternative approach but requested that the process be specifically outlined for your formal approval.



U.S. Department of Transportation
Federal Railroad Administration

The following methodology is recommended as an alternative approach for recording above-ground resources in Segment 18 of the DC2RVA architectural APE.

- 1) All non-residential properties (including buildings, structures, objects, and non-residential historic districts) will be surveyed individually using standard DHR survey methodology.
- 2) All residential properties built before 1940 will also be surveyed individually using standard DHR survey methodology.
- 3) All single-family residential properties built after 1940 but not located within a post-WWII planned neighborhood will be surveyed individually using standard DHR survey methodology.
- 4) A multi-family residential complex (apartment and townhouse complexes) will also be surveyed as an individual property using standard DHR survey methodologies for these types of resources.
- 5) For post-WWII, single-family residential properties located within post- WWII planned neighborhoods, each neighborhood will be evaluated as a potential historic district. Limited archival research will be conducted to ascertain the basic developmental history of each neighborhood including identifying original plats, if possible. Once this research is completed, individual buildings located within the APE will be inventoried as contributing or non-contributing resources to the neighborhood district. The separate buildings within the project APE will not be evaluated as individual properties, but the team will document each dwelling with a single photograph of the primary elevation. The team will also photograph each street within the neighborhood that falls within the APE. Neighborhood layout and general architectural characteristics will be documented through written notes and drawn site plans for the portion of the neighborhood in the APE. Although residences and streets falling outside of the project APE will not be documented individually, the survey will define the potential, overall boundaries of the neighborhood district through vehicular survey or research in local tax parcel databases. A single V-CRIS form will be created for each neighborhood district and recommendations will be made on the neighborhood's National Register of Historic Places (NRHP) eligibility as a historic district.
- 6) Any architect-designed residences encountered within these post-WWII neighborhoods will be recorded as individual properties to ensure that residential structures that might be individually eligible for the NRHP because of their architectural merit are identified.

It is recognized that this methodology may need to be adjusted based on field results.



801 E. Main St., Suite 1000
Richmond, VA 23219

If you have questions about this alternative methodology for Segment 18 or historic property studies for this project in general, please do not hesitate to contact me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

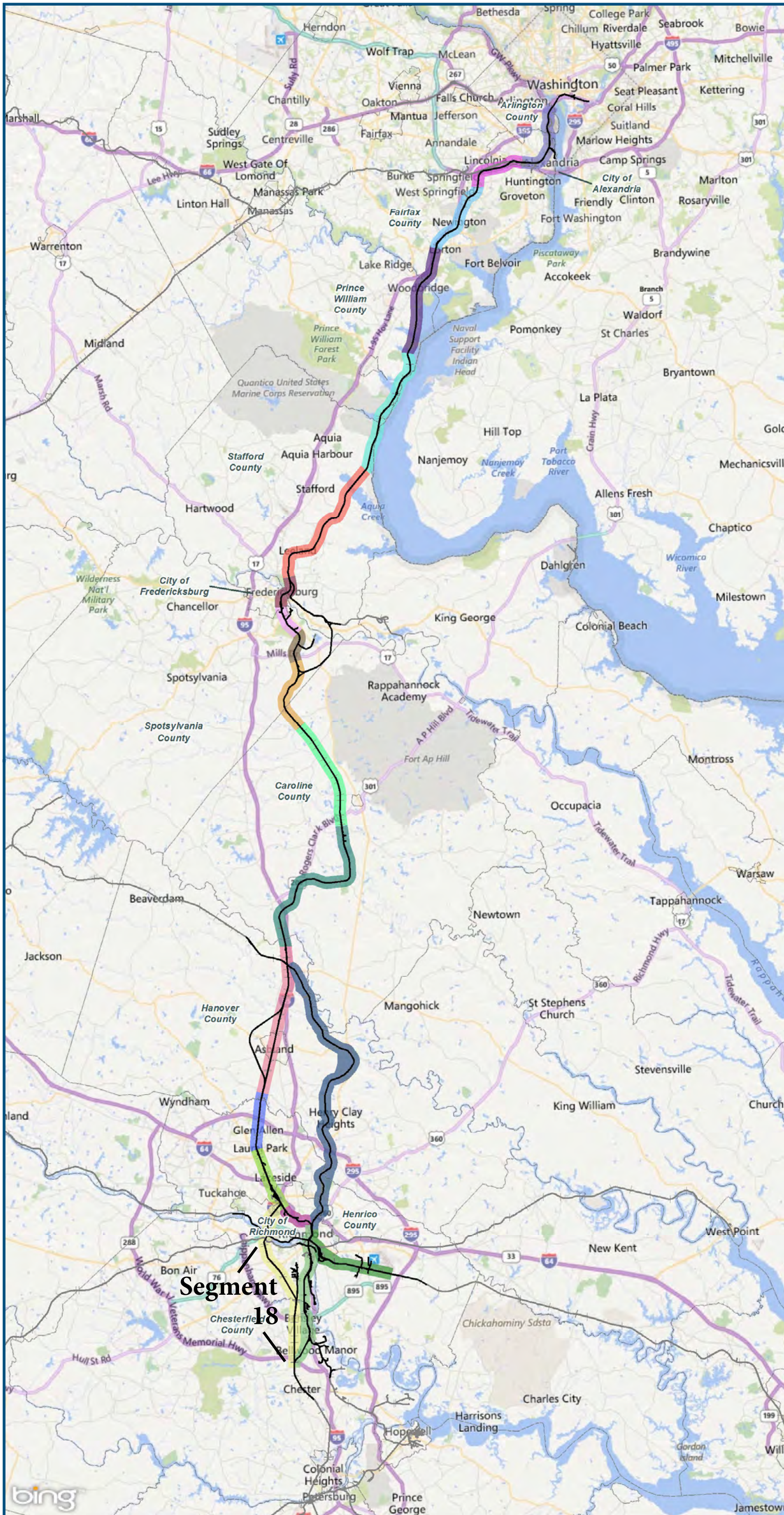
Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.


















President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



0 4 8
Miles
1 inch=8 miles
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: 2015 Bing Maps
Road (Microsoft Corporation and
its data suppliers)

Legend

-  DC2RVA Rail Lines
-  Virginia Rail Lines (VBMP)
-  01 Rosslyn to Alexandria (ROAF)
-  02 Alexandria to Franconia (AFFR)
-  03 Franconia to Lorton (FRLO)
-  04 Lorton to Powells Creek (LOPC)
-  05 Powells Creek to Arkendale (PCAR)
-  06 Arkendale to Dahlgren Junction (ARDJ)
-  07 Dahlgren Junction To Fredericksburg (DJFB)
-  08 Fredericksburg to Hamilton (FBHA)
-  09 Hamilton to Crossroads (HAXR)
-  10 Crossroads to Guinea (XRGU)
-  11 Guinea to Milford (GUMD)
-  12 Milford to North Doswell (MDND)
-  13 North Doswell to Elmont (NDEL)
-  14 Elmont to Greendale (ELGN)
-  15 Greendale to SAY/WAY (GNSA)
-  16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
-  17 AM Jct to Centralia - S Line (AMCE)
-  18 WAY to Centralia - A Line (WACE)
-  19 AM Jct to Beulah - Peninsula Sub (AMBE)
-  20 Buckingham Branch (BBRR)

DC2RVA Project Segments

Segment 18

\\cslmain\gis_data\GIS\Projects\011545_VADepotRailis-Public\Transportation\0239056_RAPS-4AllDev-ConceptEng\map_docs\mxd\Corridor_Views\DC2RVA_ProjectSegments_11x17_20160121.mxd | Last Updated: 01.21.2016



www.DC2RVArail.com





Kerri Barile <kbarile@dovetailcrg.com>

Alternative methodology/Segment 18 of SEHSR Tier II EIS architectural documentation, Washington, DC to Richmond, Virginia (2014-0666)

1 message

Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>

Fri, Apr 1, 2016 at 2:07 PM

Kerri,

I have read over your letter of 31 March 2016 outlining the proposed alternative architectural survey methodology for Segment 18 of the SEHSR, Washington, DC to Richmond, Virginia. Please accept this email as my official acceptance of this alternative architectural survey methodology for Segment 18. I look forward to receiving the survey documentation for my review.

Sincerely,

Marc Holma

U-5

SHPO CORRESPONDENCE RELATED TO CULTURAL RESOURCES REPORTS



801 E. Main St., Suite 1000
Richmond, VA 23219

July 17, 2015

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Archaeological Background Review and Predictive Model Report/ Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment. DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond (DC2RVA) segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles. This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service (NPS), among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

The project Area of Potential Effects (APE) was approved by your agency on February 2, 2015, and the general approach to cultural resource studies has been the subject of numerous telephone calls, meetings, and emails. This current submittal contains the results of our archaeological background review and predictive model for the rail corridor. Enclosed you will find two copies of the archaeological predictive model report entitled *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*. The report was authored by Mike Klein, Emily Calhoun, Marco González, and Earl E. Proper, members of the DC2RVA project team, and meets the standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

Previous studies throughout the region provided a basis for projection of relative probability of discovering terrestrial archaeological sites using standard Phase I survey techniques in the DC2RVA project corridor. Environmental variables included distance to major drainages, soil fertility as reflected



U.S. Department of Transportation
Federal Railroad Administration

in the Soil Conservation Service's identification of soil classes, and disturbance evident on aerial images of the project corridor. Aspects of the built environment also used as variables included the georeferenced location of historic roads and NPS historic trails that crossed the DC2RVA corridor. Documentary research provided information on previously identified architectural and archaeological resources, Revolutionary War and Civil War camps depicted on period maps, and the American Battlefield Protection Program-defined location of Civil War battlefields. Together, these data allowed the prediction of the settings characterized by a high, moderate, and low probability of discovering archaeological sites, as well as areas where previous disturbance, development, previous archaeological survey, or soil attributes indicate that archaeological sites will not be discovered in these areas. The proposed DC2RVA project is expected to primarily impact near-surface resources; for this reason, the predictive model does not include deep testing.

The results reflect the extensive development in Fairfax County and the cities of Alexandria, Fredericksburg, and Richmond, as well as the construction and maintenance of the existing rail corridor. Based on our analysis, it is recommended that 90 percent (1,890.8 acres) of the 2,109.5-acre APE should not be tested due to previous archaeological survey meeting DHR standards or its location outside of even the lowest-ranked probability areas. Of the remaining 218.7 acres, 156.8 were classified as high probability, 46.9 acres as moderate probability, and 15.0 acres as low probability. It is recommended that all of the high and moderate probability areas, a total of 203.7 acres, and a 10 percent sample of the low probability area (approximately 1.5 acres) be subjected to shovel test pit and metal detector survey, where appropriate. The areas recommended for testing occur primarily in the less developed segments located between Fredericksburg and Richmond. Additionally, it is recommended that all sites within the APE previously determined eligible or potentially eligible for listing on the NRHP as well as those sites that have not been evaluated by the DHR should be reexamined regardless of their probability ranking/location within the probability model. After reexamination, these resources should be evaluated as necessary in coordination with DHR.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main St., Suite 1000
Richmond, VA 23219

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Molly Joseph Ward
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

28 August 2015

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Archaeology background review and predictive modeling for Southeast High Speed Rail, Tier II Environmental Impact Statement, Richmond, Virginia, to Washington, DC
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received the archaeology background review and predictive model for the Southeast High Speed Rail (SEHSR), Tier II corridor, which extends from the City of Richmond, Virginia, to Washington, DC. The DHR has reviewed the report and concurs with its recommendations. We look forward to continuing to work with the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) on this undertaking.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma".

Marc Holma, Architectural Historian
Review and Compliance Division

C: Mr. David Valenstein, FRA
Ms Emily Stock, DRPT

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Fax: (540) 868-7033



801 E. Main Street, Suite 1000
Richmond, VA 23219

September 9, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Archaeological Resource Eligibility/ Segments 1 to 20 (Rosslyn to Alexandria [ROAF] through Buckingham Branch/Hospital Wye [BBHW])
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate archaeological identification studies within Segments 1 through 20 of the larger Project initiative. Segments 1 through 20 include the main line corridor from Rosslyn to Centralia and rail corridor alternatives in the Richmond area, as reflected in the predictive model report submitted to your agency in July 2015. Archaeological studies associated with Segment 21 (Fredericksburg Bypass), Segment 22 (Ashland Bypass), any subsequent Limits of Disturbance changes, and all road modification areas associated with the project will be discussed in subsequent reports.

Enclosed please find two hard copies and one electronic copy of the report entitled *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. The report was authored by Kevin McCloskey, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The archaeological study consisted of a pedestrian survey and subsurface testing, supplemented by metal detector survey in selected locations. Using the approved predictive modeling as a basis, archaeological fieldwork was completed in portions of the APE deemed to have high potential (100 percent coverage), medium potential (100 percent coverage), and low potential (10 percent coverage) for archaeological deposits [Note: Although 10 percent was the approved coverage percentage for low probability areas, 100 percent coverage was completed in the field due to the small quantity of acreage in this category]. Additionally, all sites within the APE previously determined eligible or potentially eligible for listing on the National Register of Historic Places (NRHP) as well as those previously recorded sites that had not been evaluated by the DHR were examined regardless of their probability ranking/location within the probability model.

A total of 424 STPs was excavated within 51 discrete archaeological areas along the 123-mile-long project area. The work resulted in the identification of 21 archaeological sites and 2 isolated finds within the surveyed portions of the APE (a full list of recorded sites can be found in the attached summary table). Of these 21 archaeological sites, 18 were previously identified archaeological sites and 3 were newly recorded. Based on the current studies, it is recommended that:

- Sites 44CF0680 (Fort Darling/Centralia Earthworks) remains eligible for listing on the NRHP under Criteria A and C, but that the portion of this site within the APE does not contribute to the overall site eligibility;
- Site 44FX2542 (King's House Hill) remains potentially eligible for listing on the NRHP under Criterion D, but that the portion of the site within the APE does not contribute to the overall site eligibility;
- Sites 44SP0187 (Bridge/Possible Mill) and 44SP0468 (Jackson's Earthwork-Encampment) are recommended potentially eligible for listing on the NRHP under Criteria A and D and the portion of each site within the APE does contribute to their eligibility;

- Twelve sites (44AR0037, 44AX0028, 44AX0207/000-9800-0045, 44CE0106, 44CE0626/000-9800-054, 44FX0453, 44FX0561, 44FX0562, 44FX2455, 44HE1095, 44PW1843/000-9800-0079, and 44ST0296) remain unevaluated as the majority of each of these sites lies outside of the project APE, but the limited portion of these sites within the APE have been destroyed or severely compromised and as such they do not contribute to their respective site's overall eligibility; and
- The three newly recorded sites (44CE0836, 44CE0837, and 44CE0838) and the two isolated finds (no numbers assigned) are recommended not eligible for NRHP listing.

In addition to these recommendations, sites 44HE0840 (Bridge) and 44HE0841 (Canal) were recorded as archaeological sites but are composed of above-ground structural remains. They were not evaluated for the NRHP during the current survey as they are above-ground resources, but they will be addressed in an upcoming report documenting structures in the APE.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Emily Calhoun at (540) 899-9170 or via email at kbarile@dovetailcrg.com/ecalhoun@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segments 1 through 20 archaeological study (DHR #2014-0666); however the portion of this site within the APE does not contribute to its overall eligibility:

44CF0680 Fort Darling/Centralia Earthworks (Criteria A and C)

They further concur that the following resources are potentially eligible for the NRHP; however the portions of each site within the APE does not contribute to their overall eligibility:

44FX2542 King's House Hill (Criterion D)
44SP0187 Bridge/Possible Mill (Criteria A and D)
44SP0468 Jackson's Earthwork-Encampment

They also concur that the following resources remain unevaluated as the portions of each site within the project APE is minimal, thus not allowing for a full evaluation at this time; however the portion of each site in the APE does not contribute to its overall eligibility:

44AR0037 Multiple Dwelling/Hotel; Late Nineteenth-century
44AX0028 Canal; Nineteenth Century
44AX0207/000-9800-0045 Camp; Late Eighteenth Century
44FX0453 Domestic Scatter; Twentieth Century
44FX0561 Lithic Scatter; Indeterminate Prehistoric
44FX0562 Lithic Scatter; Indeterminate Prehistoric
44FX2455 Lithics Scatter, Domestic Scatter; Indeterminate Prehistoric, Twentieth Century
44PW1843/000-9800-0079 Camp; Late Eighteenth Century
44ST0296 Civil War Camp; Nineteenth Century
44CE0106 Dwelling/Domestic Scatter; Mid-Eighteenth Century through Twentieth Century
44CE0626/ 000-9800-0054 Camp; Late Eighteenth Century
44HE1095 Storage Facility; Nineteenth Century

Lastly, they concur that the following resources are not eligible for the NRHP:

44CE0836 Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century
44CE0837 Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century
44CE0838 Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF IDENTIFIED ARCHAEOLOGICAL SITES

DC2RVA Project Segment	DHR Number	Type	Recommendation
1	44AR0037	Multiple Dwelling/Hotel; Late Nineteenth-century	Unevaluated; Portion in APE does not contribute to Eligibility
1	44AX0028	Canal; Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
1	44AX0207/ 000-9800-0045	Camp; Late Eighteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
3	44FX0453	Domestic Scatter; Twentieth Century	Unevaluated; Portion in APE does not contribute to Eligibility
3	44FX0561	Lithic Scatter; Indeterminate Prehistoric	Unevaluated; Portion in APE does not contribute to Eligibility
3	44FX0562	Lithic Scatter; Indeterminate Prehistoric	Unevaluated; Portion in APE does not contribute to Eligibility
4	44FX2455	Lithics Scatter, Domestic Scatter; Indeterminate Prehistoric, Twentieth Century	Unevaluated; Portion in APE does not contribute to Eligibility
4	44FX2542	King's House Hill; Lithics Scatter, Domestic Scatter; Indeterminate Prehistoric, Eighteenth Century	DHR Determined Potentially Eligible under Criterion D; Portion in APE does not contribute to Eligibility
4	44PW1843/ 000-9800-0079	Camp; Late Eighteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6	44ST0296	Civil War Camp; Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
7	44SP0187	Bridge/Possible Mill; Nineteenth Century	Potentially Eligible under Criteria A and D
9	44SP0468	Jackson's Earthwork-Encampment; Nineteenth Century	Potentially Eligible under Criteria A and D
10	44CE0106	Dwelling/Domestic Scatter; Mid-Eighteenth Century through Twentieth Century	Unevaluated; Portion in APE does not contribute to Eligibility
11	44CE0626/ 000-9800-0054	Camp; Late Eighteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
11	44CE0836	Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century	Not Eligible
12	44CE0837	Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century	Not Eligible
12	44CE0838	Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century	Not Eligible
18	44CF0680	Fort Darling/Centralia Earthworks; Battlefield, Earthworks, Fort. 19th Century: 2nd/3rd quarter (1825-1874), 19th Century: 3rd quarter (1850-1874), Prehistoric/Unknown	Eligible under Criteria A and C; Portion in APE does not contribute to Eligibility
18	44HE0840	Bridge; Nineteenth Century	Unevaluated, see forthcoming DC2RVA Structures Report

SUMMARY OF IDENTIFIED ARCHAEOLOGICAL SITES

DC2RVA Project Segment	DHR Number	Type	Recommendation
18	44HE0841	Canal; Nineteenth Century	Unevaluated, see forthcoming DC2RVA Structures Report
19	44HE1095	Storage Facility; Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility

The Virginia SHPO concurs that the following resource continues to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segments 1 through 20 archaeological study (DHR #2014-0666); however the portion of this site within the APE does not contribute to its overall eligibility:

44CF0680 Fort Darling/Centralia Earthworks (Criteria A and C)

They further concur that the following resources are potentially eligible for the NRHP; however the portions of each site within the APE does not contribute to their overall eligibility:

44FX2542 King's House Hill (Criterion D)
~~44SP0187~~ Bridge/Possible Mill (Criteria A and D)
~~44SP0468~~ Jackson's Earthwork Encampment

44SP0187 and 0468 are potentially eligible and should be evaluated.

They also concur that the following resources remain unevaluated as the portions of each site within the project APE is minimal, thus not allowing for a full evaluation at this time; however the portion of each site in the APE does not contribute to its overall eligibility:

44AR0037 Multiple Dwelling/Hotel; Late Nineteenth-century
 44AX0028 Canal; Nineteenth Century
 44AX0207/000-9800-0045 Camp; Late Eighteenth Century
 44FX0453 Domestic Scatter; Twentieth Century
 44FX0561 Lithic Scatter; Indeterminate Prehistoric
 44FX0562 Lithic Scatter; Indeterminate Prehistoric
 44FX2455 Lithics Scatter, Domestic Scatter; Indeterminate Prehistoric, Twentieth Century
 44PW1843/000-9800-0079 Camp; Late Eighteenth Century
 44ST0296 Civil War Camp; Nineteenth Century
 44CE0106 Dwelling/Domestic Scatter; Mid-Eighteenth Century through Twentieth Century
 44CE0626/ 000-9800-0054 Camp; Late Eighteenth Century
 44HE1095 Storage Facility; Nineteenth Century

Lastly, they concur that the following resources are not eligible for the NRHP:

44CE0836 Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century
 44CE0837 Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century
 44CE0838 Artifact Scatter, Late-Nineteenth Through Early-Twentieth Century

Julie Langan, Director
 Virginia Department of Historic Resources
 Virginia State Historic Preservation Officer

11 OCT 2016

Date

2014-0666



801 E. Main Street, Suite 1000
Richmond, VA 23219

July 6, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 1 (Rosslyn to Alexandria)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 1/Rosslyn to Alexandria (ROAF) of the larger Project initiative. Segment 1/ROAF includes the span between the northern project terminus to just east of Wheeler Avenue in Alexandria on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) Segment, Arlington County and the City of Alexandria*. The report was authored by Heather Dollins Staton, Adriana T. Lesiuk, and Emily K. Anderson with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of

Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified 142 previously recorded resources and 45 newly recorded resources, for a total of 187 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the 142 previously recorded resources, one, the George Washington National Masonic Memorial (100-0128), was listed on the National Register of Historic Places (NRHP) and determined to be a National Historic Landmark (NHL) in 2015. Five additional resources (Washington National Airport, 000-0045; Mount Vernon Memorial Highway, 029-0218; Alexandria Depot, 100-0124; Parker-Gray Historic District, 100-0133; Rosemont Historic District, 100-0137) are listed in the NRHP and Virginia Landmarks Registry (VLR). Dovetail recommends that all six of these resources retain sufficient integrity and significance and should remain eligible for and listed in the NRHP and, in the case of the George Washington National Masonic Memorial, should continue to be considered a NHL. In addition, Dovetail recommends one previously recorded resource, George Washington Junior High School (100-0160), potentially eligible for listing in the NRHP under Criterion C.

The remaining 180 resources, comprising 135 previously recorded resources and 45 newly recorded resources, are recommended not eligible for the NRHP as individual resources. A majority of the resources (n=131 or 70.6 percent) are located within the boundaries of one of the two previously mentioned historic districts: Parker-Gray Historic District (100-0133) and Rosemont Historic District (100-0137). Of those, Dovetail recommends that 122 are contributing resources to their respective historic district and nine are non-contributing.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources continue to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segment 1 study (DHR #2014-0666):

- 000-0045 Washington National Airport (Reagan National Airport) (Criteria A & C)
- 029-0218 Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway) (Criteria A & C)
- 100-0124 Alexandria Depot, 110 Callahan Drive (Criteria A & C)
- 100-0128 George Washington National Masonic Memorial (Criterion C and Criteria Consideration F)
- 100-0133 Parker-Gray Historic District (Criteria A & C)
- 100-0137 Rosemont Historic District (Criteria A & C)

They further concur that the following resource is potentially eligible for the NRHP:

- 100-0160 George Washington Junior High School, 1005 Mt. Vernon Ave (Criterion C)

They also concur that the following resources are eligible for the NRHP as contributing elements to the Parker-Grey Historic District (100-0133), but they are not individually eligible for listing under Criteria A-C as architectural resources:

- 100-0133-0165 House, 1615 Boyle Street North
- 100-0133-0166 House, 1613 Boyle Street North
- 100-0133-0167 House, 1611 Boyle Street North
- 100-0133-0168 House, 1609 Boyle Street North
- 100-0133-0169 House, 1607 Boyle Street North
- 100-0133-0170 House, 1605 Boyle Street North
- 100-0133-0171 House, 1603 Boyle Street North
- 100-0133-0172 House, 1601 Boyle Street North
- 100-0133-0173 House, 1622 Boyle Street North
- 100-0133-0174 House, 1620 Boyle Street North
- 100-0133-0175 House, 1618 Boyle Street North
- 100-0133-0176 House, 1616 Boyle Street North
- 100-0133-0177 House, 1614 Boyle Street North
- 100-0133-0178 House, 1612 Boyle Street North
- 100-0133-0179 House, 1610 Boyle Street North
- 100-0133-0180 House, 1608 Boyle Street North
- 100-0133-0181 House, 1606 Boyle Street North
- 100-0133-0182 House, 1604 Boyle Street North

- 100-0133-0183 House, 1602 Boyle Street North
- 100-0133-0184 House, 1600 Boyle Street North
- 100-0133-0185 House, 211 Buchanan Street North
- 100-0133-0186 House, 213 Buchanan Street North
- 100-0133-0187 House, 215 Buchanan Street North
- 100-0133-0188 House, 217 Buchanan Street North
- 100-0133-0189 House, 219 Buchanan Street North
- 100-0133-0190 House, 221 Buchanan Street North
- 100-0133-0191 House, 225 Buchanan Street North
- 100-0133-0192 House, 227 Buchanan Street North
- 100-0133-0193 House, 229 Buchanan Street North
- 100-0133-0194 House, 231 Buchanan Street North
- 100-0133-0195 House, 233 Buchanan Street North
- 100-0133-0196 House, 235 Buchanan Street North
- 100-0133-0197 House, 237 Buchanan Street North
- 100-0133-0198 House, 239 Buchanan Street North
- 100-0133-0199 House, 241 Buchanan Street North
- 100-0133-0200 House, 243 Buchanan Street North
- 100-0133-0201 House, 245 Buchanan Street North
- 100-0133-0202 House, 303 Buchanan Street North
- 100-0133-0203 House, 305 Buchanan Street North
- 100-0133-0204 House, 307 Buchanan Street North
- 100-0133-0205 House, 309 Buchanan Street North
- 100-0133-0206 House, 311 Buchanan Street North
- 100-0133-0207 House, 313 Buchanan Street North
- 100-0133-0208 House, 315 Buchanan Street North
- 100-0133-0209 House, 317 Buchanan Street North
- 100-0133-0210 House, 319 Buchanan Street North
- 100-0133-0211 House, 321 Buchanan Street North
- 100-0133-0212 House, 323 Buchanan Street North
- 100-0133-0243 Jefferson Houston School, Auditorium, and Pool Complex/USO Auditorium, 1501
Cameron Street
- 100-0133-0247 House, 1715 Cameron Street
- 100-0133-0248 House, 1717 Cameron Street
- 100-0133-0249 House, 1719 Cameron Street
- 100-0133-0250 House, 1721 Cameron Street
- 100-0133-0251 House, 1723 Cameron Street

100-0133-0252 House, 1725 Cameron Street
100-0133-0253 House, 1727 Cameron Street
100-0133-0254 House, 1729 Cameron Street
100-0133-0255 House, 1731 Cameron Street
100-0133-0256 House, 1733 Cameron Street
100-0133-0257 House, 1735 Cameron Street
100-0133-0258 House, 1737 Cameron Street
100-0133-0259 House, 1739 Cameron Street
100-0133-0350 House, 417 Earl Street North
100-0133-0351 House, 419 Earl Street North
100-0133-0352 House, 421 Earl Street North
100-0133-0353 House, 423 Earl Street North
100-0133-0354 House, 425 Earl Street North
100-0133-0355 House, 427 Earl Street North
100-0133-0356 House, 429 Earl Street North
100-0133-0357 House, 431 Earl Street North
100-0133-0358 House, 433 Earl Street North
100-0133-0359 House, 435 Earl Street North
100-0133-0360 House, 437 Earl Street North
100-0133-0361 House, 439 Earl Street North
100-0133-0362 House, 420 Earl Street North
100-0133-0363 House, 422 Earl Street North
100-0133-0364 House, 424 Earl Street North
100-0133-0365 House, 426 Earl Street North
100-0133-0442 House, 124 Harvard Street
100-0133-0443 House, 126 Harvard Street
100-0133-0456 House, 127 Harvard Street
100-0133-0580 House, 1352 Madison Street
100-0133-0581 House, 1356 Madison Street
100-0133-0582 House, 1360 Madison Street
100-0133-1013 House, 436 Peyton Street North
100-0133-1111 House, 1601 Princess Street
100-0133-1112 House, 1603 Princess Street
100-0133-1113 House, 1605 Princess Street
100-0133-1114 House, 1607 Princess Street
100-0133-1115 House, 1609 Princess Street
100-0133-1116 House, 1611 Princess Street

100-0133-1117 House, 1613 Princess Street
100-0133-1119 House, 1600 Princess Street
100-0133-1120 House, 1602 Princess Street
100-0133-1121 House, 1604 Princess Street
100-0133-1122 House, 1606 Princess Street
100-0133-1123 House, 1608 Princess Street
100-0133-1124 House, 1610 Princess Street
100-0133-1125 House, 1612 Princess Street
100-0133-1126 House, 1614 Princess Street
100-0133-1196 House, 1600 Suter Street
100-0133-1197 House, 1602 Suter Street
100-0133-1198 House, 1604 Suter Street
100-0133-1199 House, 1606 Suter Street
100-0133-1200 House, 1608 Suter Street
100-0133-1201 House, 1610 Suter Street
100-0133-1284 House, 627 West Street North
100-0133-1285 House, 633 West Street North
100-0133-1286 House, 711 West Street North
100-0133-1287 House, 715 West Street North
100-0133-1288 House, 719 West Street North
100-0133-1289 House, 727 West Street North
100-0133-1307 House, 1321 Wythe Street
100-0133-1308 House, 1327 Wythe Street
100-0133-1309 House, 1329 Wythe Street
100-0133-1312 House, 635 West Street North

They also concur that the following resources are eligible for the NRHP as contributing elements to the Rosemont Historic District (100-0137), but they are not individually eligible for listing under Criteria A–C as architectural resources:

100-0137-0254 Apartments, 6 Sunset Drive
100-0137-0256 Apartment Building, 8 Sunset Drive
100-0137-0257 Attached houses, 9 and 11 Sunset Drive
100-0137-0262 Double House, 15 and 17 Sunset Drive
100-0137-0266 Double House, 21 and 23 Sunset Drive
100-0137-0269 Double House, 25 and 25 1/2 Sunset Drive
100-0137-0271 The Tolbert House, 27 Sunset Drive

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

000-1256	SOS-Curvilinear Sculpture, Crystal Drive
000-4903	Public Storage/Warehouse, 398 Long Bridge Drive
000-4904	Crossfit South Arlington/Warehouse, 607 South Ball Street
100-0133-1091	House, 1519 Princess Street
100-0133-1092	House, 1521 Princess Street
100-0133-1093	House, 1523 Princess Street
100-0137-0075	Building, 1921 King Street
100-0137-0253	Miller House, 5 Sunset Drive (Railroad hotel)
100-0137-0255	House, 7 Sunset Drive
100-0137-0260	Rosemont Apartments, 13 Sunset Drive
100-0137-0264	The Davis House, 19 Sunset Drive
100-0159	House, 401 Braddock Road
100-0179	Alexandria Police Association, 3010 Colvin Street
100-0180	House, 3220 Colvin Street
100-5284	Commercial Building, 1505 Powhatan Street
100-5285	House, 1413 Powhatan Street
100-5286	Townhouse, 1001-1011 Bashford Lane
100-5287	Townhouse, 1008-1010 Bashford Lane
100-5288	Commercial Building/Asian Auto, 1200 North Henry Street
100-5289	Commercial Building/DC Metro Church, 1100 North Fayette Street
100-5290	Industrial Building/Carbon Industrial Design, 1050 N Fayette Street
100-5291	Ernie's Crab House Restaurant, 1743 King Street
100-5292	Townhouses, 429-441 Mt. Vernon Avenue
100-5293	Townhouses, 415-427 Mt. Vernon Avenue
100-5294	Townhouses, 401-413 Mt. Vernon Avenue
100-5295	Townhouses, 325-337 Mt. Vernon Avenue
100-5296	Townhouses, 311-323 Mt. Vernon Avenue
100-5297	Townhouses, 301-309 Mt. Vernon Avenue
100-5298	Townhouses, 121-129 E Linden Street
100-5299	Townhouses, 120-130 E Rosemont Avenue
100-5300	Townhouses, 112-118 E Rosemont Avenue
100-5301	Townhouses, 129-141 Mt. Vernon Avenue
100-5302	Townhouses, 115-127 Mt. Vernon Avenue
100-5303	Townhouses, 101-113 Mt. Vernon Avenue

- 100-5304 Townhouses, 49-61 Mt. Vernon Avenue
- 100-5305 Townhouses, 35-47 Mt. Vernon Avenue
- 100-5306 Townhouses, 25-33 Mt. Vernon Avenue
- 100-5307 Townhouses, 19-23 Mt. Vernon Avenue
- 100-5308 Alexandria Water Corp./Commercial Building, 2223 Duke Street
- 100-5309 United States Post Office Vehicle Maintenance Facility, Commercial Building, 2300 Duke Street
- 100-5310 D & S Repair Service/Auto Body Shop, 20-24 Dove Street
- 100-5311 M & B Auto Sales/Commercial Building, 26 Dove Street
- 100-5312 On Tap Magazine/Office Building, 25 Dove Street
- 100-5313 Land Rover Shop/Warehouse, 2644 Duke Street
- 100-5314 Alexandria Animal Hospital, 2660 Duke Street
- 100-5315 A & Jad's Carpet Cleaning/Commercial Building, 2756-2758 Duke Street
- 100-5316 Alexandria Redevelopment and Housing Authority/Commercial Building, 2830-2834 Duke Street
- 100-5317 Exxon Service Station, 2838 Duke Street
- 100-5318 Commercial Building/Yellow Cab, 3014 Colvin Street
- 100-5319 Jones Roofing/Commercial Building, 3124 Colvin Street
- 100-5320 National Flag Building, Office Building, 100 S Quaker Lane
- 100-5321 Rocklands BBQ, Commercial Building, 25 S Quaker Lane
- 100-5322 Washington Metropolitan Area Transit Authority Building, 195 Telegraph Road
- 100-5323 Townhouses, 526-538 E Glendale Avenue
- 100-5324 Townhouses, 514-524 E Glendale Avenue
- 100-5325 Townhouses, 500-512 E Glendale Avenue
- 100-5326 Townhouses, 1208-1214 Colonial Avenue

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in **red** denote resources that should retain their previous eligibility determination (eligible for, or listed in, the NRHP). Cells highlighted in **blue** denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-0045	Washington National Airport (Reagan National Airport)	Arlington	1941	Listed
000-1256	SOS-Curvilinear Sculpture, Crystal Drive	Arlington	Ca. 1988	Not Eligible
000-4903	Public Storage/Warehouse, 398 Long Bridge Drive	Arlington	1957	Not Eligible
000-4904	Crossfit South Arlington/Warehouse, 607 South Ball Street	Arlington	1957	Not Eligible
029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax, Arlington	ca. 1929	Listed
100-0124	Alexandria Depot, 110 Callahan Drive	Alexandria	1905	Listed
100-0128	George Washington National Masonic Memorial	Alexandria	ca. 1922	Listed
100-0133	Parker-Gray Historic District/Uptown	Alexandria	ca. 1810	Listed
100-0133-0165	House, 1615 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0166	House, 1613 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0167	House, 1611 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0168	House, 1609 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0169	House, 1607 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0170	House, 1605 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0171	House, 1603 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0172	House, 1601 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0173	House, 1622 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0174	House, 1620 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0175	House, 1618 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0176	House, 1616 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0177	House, 1614 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0178	House, 1612 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0179	House, 1610 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0180	House, 1608 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0181	House, 1606 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0182	House, 1604 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0183	House, 1602 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0184	House, 1600 Boyle Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0185	House, 211 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0186	House, 213 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0187	House, 215 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0188	House, 217 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0189	House, 219 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0190	House, 221 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0191	House, 225 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0192	House, 227 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0193	House, 229 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0194	House, 231 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0195	House, 233 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0196	House, 235 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0197	House, 237 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0198	House, 239 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0199	House, 241 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0200	House, 243 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0201	House, 245 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0202	House, 303 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0203	House, 305 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0204	House, 307 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0205	House, 309 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0206	House, 311 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0207	House, 313 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0208	House, 315 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0209	House, 317 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0210	House, 319 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0211	House, 321 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0212	House, 323 Buchanan Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0243	Jefferson Houston School, Auditorium, and Pool Complex/USO Auditorium, 1501 Cameron Street	Alexandria	1942	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0247	House, 1715 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0248	House, 1717 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0249	House, 1719 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0250	House, 1721 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0251	House, 1723 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0252	House, 1725 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0253	House, 1727 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0254	House, 1729 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0255	House, 1731 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0256	House, 1733 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0257	House, 1735 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0258	House, 1737 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0259	House, 1739 Cameron Street	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0350	House, 417 Earl Street North	Alexandria	ca. 1880	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0351	House, 419 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0352	House, 421 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0353	House, 423 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0354	House, 425 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0355	House, 427 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0356	House, 429 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0357	House, 431 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0358	House, 433 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0359	House, 435 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0360	House, 437 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0361	House, 439 Earl Street North	Alexandria	ca. 1955	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0362	House, 420 Earl Street North	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0363	House, 422 Earl Street North	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0364	House, 424 Earl Street North	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-0365	House, 426 Earl Street North	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0442	House, 124 Harvard Street	Alexandria	ca. 1930	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0443	House, 126 Harvard Street	Alexandria	ca. 1930	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0456	House, 127 Harvard Street	Alexandria	ca. 1920	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0580	House, 1352 Madison Street	Alexandria	ca. 1900	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0581	House, 1356 Madison Street	Alexandria	ca. 1900	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-0582	House, 1360 Madison Street	Alexandria	ca. 1900	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1013	House, 436 Peyton Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1091	House, 1519 Princess Street	Alexandria	ca. 1960	Not Individually Eligible; Non-Contributing to the Parker-Grey Historic District
100-0133-1092	House, 1521 Princess Street	Alexandria	ca. 1960	Not Individually Eligible; Non-Contributing to the Parker-Grey Historic District
100-0133-1093	House, 1523 Princess Street	Alexandria	ca. 1960	Not Individually Eligible; Non-Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-1111	House, 1601 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1112	House, 1603 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1113	House, 1605 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1114	House, 1607 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1115	House, 1609 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1116	House, 1611 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1117	House, 1613 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1119	House, 1600 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1120	House, 1602 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1121	House, 1604 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1122	House, 1606 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1123	House, 1608 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-1124	House, 1610 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1125	House, 1612 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1126	House, 1614 Princess Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1196	House, 1600 Suter Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1197	House, 1602 Suter Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1198	House, 1604 Suter Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1199	House, 1606 Suter Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1200	House, 1608 Suter Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1201	House, 1610 Suter Street	Alexandria	ca. 1945	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1284	House, 627 West Street North	Alexandria	ca. 2000	Not Individually Eligible; Non-Contributing to the Parker-Grey Historic District
100-0133-1285	House, 633 West Street North	Alexandria	ca. 1939	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1286	House, 711 West Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0133-1287	House, 715 West Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1288	House, 719 West Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1289	House, 727 West Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1307	House, 1321 Wythe Street	Alexandria	ca. 1920	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1308	House, 1327 Wythe Street	Alexandria	ca. 1920	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1309	House, 1329 Wythe Street	Alexandria	ca. 1920	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0133-1312	House, 635 West Street North	Alexandria	ca. 1940	Not Individually Eligible; Contributing to the Parker-Grey Historic District
100-0137	Rosemont Historic District	Alexandria	ca. 1900	Listed
100-0137-0075	Building, 1921 King Street	Alexandria	1963	Not Individually Eligible; Non-contributing to the Rosemont Historic District
100-0137-0253	Miller House, 5 Sunset Drive (Railroad hotel)	Alexandria	ca. 1929	Not Individually Eligible; Non-Contributing to the Rosemont Historic District
100-0137-0254	Apartments, 6 Sunset Drive	Alexandria	1937	Not Individually Eligible; Contributing to the Rosemont Historic District
100-0137-0255	House, 7 Sunset Drive	Alexandria	ca. 1930	Not Individually Eligible; Non-Contributing to the Rosemont Historic District
100-0137-0256	Apartment Building, 8 Sunset Drive	Alexandria	ca. 1936	Not Individually Eligible; Contributing to the Rosemont Historic District

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0137-0257	Attached houses, 9 and 11 Sunset Drive	Alexandria	ca. 1928	Not Individually Eligible; Contributing to the Rosemont Historic District
100-0137-0260	Rosemont Apartments, 13 Sunset Drive	Alexandria	ca. 1986	Not Individually Eligible; Non-Contributing to the Rosemont Historic District
100-0137-0262	Double House, 15 and 17 Sunset Drive	Alexandria	ca. 1928	Not Individually Eligible; Contributing to the Rosemont Historic District
100-0137-0264	The Davis House, 19 Sunset Drive	Alexandria	ca. 1931	Not Individually Eligible; Non-Contributing to the Rosemont Historic District
100-0137-0266	Double House, 21 and 23 Sunset Drive	Alexandria	ca. 1929	Not Individually Eligible; Contributing to the Rosemont Historic District
100-0137-0269	Double House, 25 and 25 1/2 Sunset Drive	Alexandria	ca. 1949	Not Individually Eligible; Contributing to the Rosemont Historic District
100-0137-0271	The Tolbert House, 27 Sunset Drive	Alexandria	ca. 1922	Not Individually Eligible; Contributing to the Rosemont Historic District
100-0159	House, 401 Braddock Road	Alexandria	1941	Not Eligible
100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	Alexandria	ca. 1935	Potentially Eligible under C
100-0179	Alexandria Police Association, 3010 Colvin Street	Alexandria	Ca. 1900	Not Eligible
100-0180	House, 3220 Colvin Street	Alexandria	1910	Not Eligible
100-5284	Commercial Building, 1505 Powhatan Street	Alexandria	Ca. 1950	Not Eligible
100-5285	House, 1413 Powhatan Street	Alexandria	1947	Not Eligible
100-5286	Townhouse, 1001-1011 Bashford Lane	Alexandria	1930	Not Eligible
100-5287	Townhouse, 1008-1010 Bashford Lane	Alexandria	1930	Not Eligible

SEGMENT 1 (ROAF) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5288	Commercial Building/Asian Auto, 1200 North Henry Street	Alexandria	1945	Not Eligible
100-5289	Commercial Building/DC Metro Church, 1100 North Fayette Street	Alexandria	1960	Not Eligible
100-5290	Industrial Building/Carbon Industrial Design, 1050 N Fayette Street	Alexandria	Ca. 1950	Not Eligible
100-5291	Ernie's Crab House Restaurant, 1743 King Street	Alexandria	1939	Not Eligible
100-5292	Townhouses, 429-441 Mt. Vernon Avenue	Alexandria	1946	Not Eligible
100-5293	Townhouses, 415-427 Mt. Vernon Avenue	Alexandria	1946	Not Eligible
100-5294	Townhouses, 401-413 Mt. Vernon Avenue	Alexandria	1946	Not Eligible
100-5295	Townhouses, 325-337 Mt. Vernon Avenue	Alexandria	1946	Not Eligible
100-5296	Townhouses, 311-323 Mt. Vernon Avenue	Alexandria	1946	Not Eligible
100-5297	Townhouses, 301-309 Mt. Vernon Avenue	Alexandria	1946	Not Eligible
100-5298	Townhouses, 121-129 E Linden Street	Alexandria	1945	Not Eligible
100-5299	Townhouses, 120-130 E Rosemont Avenue	Alexandria	1950	Not Eligible
100-5300	Townhouses, 112-118 E Rosemont Avenue	Alexandria	1950	Not Eligible
100-5301	Townhouses, 129-141 Mt. Vernon Avenue	Alexandria	1950	Not Eligible
100-5302	Townhouses, 115-127 Mt. Vernon Avenue	Alexandria	1950	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5303	Townhouses, 101-113 Mt. Vernon Avenue	Alexandria	1950	Not Eligible
100-5304	Townhouses, 49-61 Mt. Vernon Avenue	Alexandria	1950	Not Eligible
100-5305	Townhouses, 35-47 Mt. Vernon Avenue	Alexandria	1950	Not Eligible
100-5306	Townhouses, 25-33 Mt. Vernon Avenue	Alexandria	1950	Not Eligible
100-5307	Townhouses, 19-23 Mt. Vernon Avenue	Alexandria	1950	Not Eligible
100-5308	Alexandria Water Corp./Commercial Building, 2223 Duke Street	Alexandria	ca. 1955	Not Eligible
100-5309	United States Post Office Vehicle Maintenance Facility, Commercial Building, 2300 Duke Street	Alexandria	1965	Not Eligible
100-5310	D & S Repair Service/Auto Body Shop, 20-24 Dove Street	Alexandria	1940	Not Eligible
100-5311	M & B Auto Sales/Commercial Building, 26 Dove Street	Alexandria	1940	Not Eligible
100-5312	On Tap Magazine/Office Building, 25 Dove Street	Alexandria	1940	Not Eligible
100-5313	Land Rover Shop/Warehouse, 2644 Duke Street	Alexandria	1959	Not Eligible
100-5314	Alexandria Animal Hospital, 2660 Duke Street	Alexandria	1942	Not Eligible
100-5315	A & Jad's Carpet Cleaning/Commercial Building, 2756-2758 Duke Street	Alexandria	1940	Not Eligible
100-5316	Alexandria Redevelopment and Housing Authority/Commercial Building, 2830-2834 Duke Street	Alexandria	Ca. 1965	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5317	Exxon Service Station, 2838 Duke Street	Alexandria	1968	Not Eligible
100-5318	Commercial Building/Yellow Cab, 3014 Colvin Street	Alexandria	1945	Not Eligible
100-5319	Jones Roofing/Commercial Building, 3124 Colvin Street	Alexandria	1945	Not Eligible
100-5320	National Flag Building, Office Building, 100 S Quaker Lane	Alexandria	1958	Not Eligible
100-5321	Rocklands BBQ, Commercial Building, 25 S Quaker Lane	Alexandria	1950	Not Eligible
100-5322	Washington Metropolitan Area Transit Authority Building, 195 Telegraph Road	Alexandria	ca. 1965	Not Eligible
100-5323	Townhouses, 526-538 E Glendale Avenue	Alexandria	1945	Not Eligible
100-5324	Townhouses, 514-524 E Glendale Avenue	Alexandria	1945	Not Eligible
100-5325	Townhouses, 500-512 E Glendale Avenue	Alexandria	1945	Not Eligible
100-5326	Townhouses, 1208-1214 Colonial Avenue	Alexandria	1930	Not Eligible

The Virginia SHPO concurs that the following resources continue to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segment 1 study (DHR #2014-0666):

- 000-0045 Washington National Airport (Reagan National Airport) (Criteria A & C)
- 029-0218 Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway) (Criteria A & C)
- 100-0124 Alexandria Depot, 110 Callahan Drive (Criteria A & C)
- 100-0128 George Washington National Masonic Memorial (Criterion C and Criteria Consideration F)
- 100-0133 Parker-Gray Historic District (Criteria A & C)
- 100-0137 Rosemont Historic District (Criteria A & C)

They further concur that the following resource is potentially eligible for the NRHP:

- 100-0160 George Washington Junior High School, 1005 Mt. Vernon Ave (Criterion C)

They also concur that the following resources are eligible for the NRHP as contributing elements to the Parker-Grey Historic District (100-0133), but they are not individually eligible for listing under Criteria A-C as architectural resources:

- 100-0133-0165 House, 1615 Boyle Street North
- 100-0133-0166 House, 1613 Boyle Street North
- 100-0133-0167 House, 1611 Boyle Street North
- 100-0133-0168 House, 1609 Boyle Street North
- 100-0133-0169 House, 1607 Boyle Street North
- 100-0133-0170 House, 1605 Boyle Street North
- 100-0133-0171 House, 1603 Boyle Street North
- 100-0133-0172 House, 1601 Boyle Street North
- 100-0133-0173 House, 1622 Boyle Street North
- 100-0133-0174 House, 1620 Boyle Street North
- 100-0133-0175 House, 1618 Boyle Street North
- 100-0133-0176 House, 1616 Boyle Street North
- 100-0133-0177 House, 1614 Boyle Street North
- 100-0133-0178 House, 1612 Boyle Street North
- 100-0133-0179 House, 1610 Boyle Street North
- 100-0133-0180 House, 1608 Boyle Street North
- 100-0133-0181 House, 1606 Boyle Street North
- 100-0133-0182 House, 1604 Boyle Street North

- 100-0133-0183 House, 1602 Boyle Street North
- 100-0133-0184 House, 1600 Boyle Street North
- 100-0133-0185 House, 211 Buchanan Street North
- 100-0133-0186 House, 213 Buchanan Street North
- 100-0133-0187 House, 215 Buchanan Street North
- 100-0133-0188 House, 217 Buchanan Street North
- 100-0133-0189 House, 219 Buchanan Street North
- 100-0133-0190 House, 221 Buchanan Street North
- 100-0133-0191 House, 225 Buchanan Street North
- 100-0133-0192 House, 227 Buchanan Street North
- 100-0133-0193 House, 229 Buchanan Street North
- 100-0133-0194 House, 231 Buchanan Street North
- 100-0133-0195 House, 233 Buchanan Street North
- 100-0133-0196 House, 235 Buchanan Street North
- 100-0133-0197 House, 237 Buchanan Street North
- 100-0133-0198 House, 239 Buchanan Street North
- 100-0133-0199 House, 241 Buchanan Street North
- 100-0133-0200 House, 243 Buchanan Street North
- 100-0133-0201 House, 245 Buchanan Street North
- 100-0133-0202 House, 303 Buchanan Street North
- 100-0133-0203 House, 305 Buchanan Street North
- 100-0133-0204 House, 307 Buchanan Street North
- 100-0133-0205 House, 309 Buchanan Street North
- 100-0133-0206 House, 311 Buchanan Street North
- 100-0133-0207 House, 313 Buchanan Street North
- 100-0133-0208 House, 315 Buchanan Street North
- 100-0133-0209 House, 317 Buchanan Street North
- 100-0133-0210 House, 319 Buchanan Street North
- 100-0133-0211 House, 321 Buchanan Street North
- 100-0133-0212 House, 323 Buchanan Street North
- 100-0133-0243 Jefferson Houston School, Auditorium, and Pool Complex/USO Auditorium, 1501
Cameron Street
- 100-0133-0247 House, 1715 Cameron Street
- 100-0133-0248 House, 1717 Cameron Street
- 100-0133-0249 House, 1719 Cameron Street
- 100-0133-0250 House, 1721 Cameron Street
- 100-0133-0251 House, 1723 Cameron Street



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- 100-0133-0252 House, 1725 Cameron Street
- 100-0133-0253 House, 1727 Cameron Street
- 100-0133-0254 House, 1729 Cameron Street
- 100-0133-0255 House, 1731 Cameron Street
- 100-0133-0256 House, 1733 Cameron Street
- 100-0133-0257 House, 1735 Cameron Street
- 100-0133-0258 House, 1737 Cameron Street
- 100-0133-0259 House, 1739 Cameron Street
- 100-0133-0350 House, 417 Earl Street North
- 100-0133-0351 House, 419 Earl Street North
- 100-0133-0352 House, 421 Earl Street North
- 100-0133-0353 House, 423 Earl Street North
- 100-0133-0354 House, 425 Earl Street North
- 100-0133-0355 House, 427 Earl Street North
- 100-0133-0356 House, 429 Earl Street North
- 100-0133-0357 House, 431 Earl Street North
- 100-0133-0358 House, 433 Earl Street North
- 100-0133-0359 House, 435 Earl Street North
- 100-0133-0360 House, 437 Earl Street North
- 100-0133-0361 House, 439 Earl Street North
- 100-0133-0362 House, 420 Earl Street North
- 100-0133-0363 House, 422 Earl Street North
- 100-0133-0364 House, 424 Earl Street North
- 100-0133-0365 House, 426 Earl Street North
- 100-0133-0442 House, 124 Harvard Street
- 100-0133-0443 House, 126 Harvard Street
- 100-0133-0456 House, 127 Harvard Street
- 100-0133-0580 House, 1352 Madison Street
- 100-0133-0581 House, 1356 Madison Street
- 100-0133-0582 House, 1360 Madison Street
- 100-0133-1013 House, 436 Peyton Street North
- 100-0133-1111 House, 1601 Princess Street
- 100-0133-1112 House, 1603 Princess Street
- 100-0133-1113 House, 1605 Princess Street
- 100-0133-1114 House, 1607 Princess Street
- 100-0133-1115 House, 1609 Princess Street
- 100-0133-1116 House, 1611 Princess Street



U.S. Department of Transportation
Federal Railroad Administration

100-0133-1117 House, 1613 Princess Street
100-0133-1119 House, 1600 Princess Street
100-0133-1120 House, 1602 Princess Street
100-0133-1121 House, 1604 Princess Street
100-0133-1122 House, 1606 Princess Street
100-0133-1123 House, 1608 Princess Street
100-0133-1124 House, 1610 Princess Street
100-0133-1125 House, 1612 Princess Street
100-0133-1126 House, 1614 Princess Street
100-0133-1196 House, 1600 Suter Street
100-0133-1197 House, 1602 Suter Street
100-0133-1198 House, 1604 Suter Street
100-0133-1199 House, 1606 Suter Street
100-0133-1200 House, 1608 Suter Street
100-0133-1201 House, 1610 Suter Street
100-0133-1284 House, 627 West Street North
100-0133-1285 House, 633 West Street North
100-0133-1286 House, 711 West Street North
100-0133-1287 House, 715 West Street North
100-0133-1288 House, 719 West Street North
100-0133-1289 House, 727 West Street North
100-0133-1307 House, 1321 Wythe Street
100-0133-1308 House, 1327 Wythe Street
100-0133-1309 House, 1329 Wythe Street
100-0133-1312 House, 635 West Street North

They also concur that the following resources are eligible for the NRHP as contributing elements to the Rosemont Historic District (100-0137), but they are not individually eligible for listing under Criteria A–C as architectural resources:

100-0137-0254 Apartments, 6 Sunset Drive
100-0137-0256 Apartment Building, 8 Sunset Drive
100-0137-0257 Attached houses, 9 and 11 Sunset Drive
100-0137-0262 Double House, 15 and 17 Sunset Drive
100-0137-0266 Double House, 21 and 23 Sunset Drive
100-0137-0269 Double House, 25 and 25 1/2 Sunset Drive
100-0137-0271 The Tolbert House, 27 Sunset Drive

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

- 000-1256 SOS-Curvilinear Sculpture, Crystal Drive
- 000-4903 Public Storage/Warehouse, 398 Long Bridge Drive
- 000-4904 Crossfit South Arlington/Warehouse, 607 South Ball Street
- 100-0133-1091 House, 1519 Princess Street
- 100-0133-1092 House, 1521 Princess Street
- 100-0133-1093 House, 1523 Princess Street
- 100-0137-0075 Building, 1921 King Street
- 100-0137-0253 Miller House, 5 Sunset Drive (Railroad hotel)
- 100-0137-0255 House, 7 Sunset Drive
- 100-0137-0260 Rosemont Apartments, 13 Sunset Drive
- 100-0137-0264 The Davis House, 19 Sunset Drive
- 100-0159 House, 401 Braddock Road
- 100-0179 Alexandria Police Association, 3010 Colvin Street
- 100-0180 House, 3220 Colvin Street
- 100-5284 Commercial Building, 1505 Powhatan Street
- 100-5285 House, 1413 Powhatan Street
- 100-5286 Townhouse, 1001-1011 Bashford Lane
- 100-5287 Townhouse, 1008-1010 Bashford Lane
- 100-5288 Commercial Building/Asian Auto, 1200 North Henry Street
- 100-5289 Commercial Building/DC Metro Church, 1100 North Fayette Street
- 100-5290 Industrial Building/Carbon Industrial Design, 1050 N Fayette Street
- 100-5291 Ernie's Crab House Restaurant, 1743 King Street
- 100-5292 Townhouses, 429-441 Mt. Vernon Avenue
- 100-5293 Townhouses, 415-427 Mt. Vernon Avenue
- 100-5294 Townhouses, 401-413 Mt. Vernon Avenue
- 100-5295 Townhouses, 325-337 Mt. Vernon Avenue
- 100-5296 Townhouses, 311-323 Mt. Vernon Avenue
- 100-5297 Townhouses, 301-309 Mt. Vernon Avenue
- 100-5298 Townhouses, 121-129 E Linden Street
- 100-5299 Townhouses, 120-130 E Rosemont Avenue
- 100-5300 Townhouses, 112-118 E Rosemont Avenue
- 100-5301 Townhouses, 129-141 Mt. Vernon Avenue
- 100-5302 Townhouses, 115-127 Mt. Vernon Avenue
- 100-5303 Townhouses, 101-113 Mt. Vernon Avenue

- 100-5304 Townhouses, 49-61 Mt. Vernon Avenue
- 100-5305 Townhouses, 35-47 Mt. Vernon Avenue
- 100-5306 Townhouses, 25-33 Mt. Vernon Avenue
- 100-5307 Townhouses, 19-23 Mt. Vernon Avenue
- 100-5308 Alexandria Water Corp./Commercial Building, 2223 Duke Street
- 100-5309 United States Post Office Vehicle Maintenance Facility, Commercial Building, 2300 Duke Street
- 100-5310 D & S Repair Service/Auto Body Shop, 20-24 Dove Street
- 100-5311 M & B Auto Sales/Commercial Building, 26 Dove Street
- 100-5312 On Tap Magazine/Office Building, 25 Dove Street
- 100-5313 Land Rover Shop/Warehouse, 2644 Duke Street
- 100-5314 Alexandria Animal Hospital, 2660 Duke Street
- 100-5315 A & Jad's Carpet Cleaning/Commercial Building, 2756-2758 Duke Street
- 100-5316 Alexandria Redevelopment and Housing Authority/Commercial Building, 2830-2834 Duke Street
- 100-5317 Exxon Service Station, 2838 Duke Street
- 100-5318 Commercial Building/Yellow Cab, 3014 Colvin Street
- 100-5319 Jones Roofing/Commercial Building, 3124 Colvin Street
- 100-5320 National Flag Building, Office Building, 100 S Quaker Lane
- 100-5321 Rocklands BBQ, Commercial Building, 25 S Quaker Lane
- 100-5322 Washington Metropolitan Area Transit Authority Building, 195 Telegraph Road
- 100-5323 Townhouses, 526-538 E Glendale Avenue
- 100-5324 Townhouses, 514-524 E Glendale Avenue
- 100-5325 Townhouses, 500-512 E Glendale Avenue
- 100-5326 Townhouses, 1208-1214 Colonial Avenue

Julie Langan

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

22 July 16

Date

2016-0616



801 E. Main Street, Suite 1000
Richmond, VA 23219

July 6, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 2 (Alexandria to Franconia)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 2/ Alexandria to Franconia (AFFR) of the larger Project initiative. Segment 2/AFFR includes the span between just east of Wheeler Avenue in Alexandria on the north and Franconia Road on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Alexandria to Franconia (AFFR) Segment, City of Alexandria and Fairfax County*. The report was authored by Heather Dollins Staton, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the

Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified three previously recorded resources and 59 newly recorded resources, for a total of 62 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the three previously recorded resources, none have yet been evaluated for National Register of Historic Places (NRHP) eligibility. Based on the current survey, the Phoenix Mill at 3642 Wheeler Avenue (100-0277) is recommended potentially eligible for the NRHP under Criterion A for its association with eighteenth-century milling in the area and under Criterion C as the sole surviving example of a mill in Alexandria. It has no known association with a significant person; consequently, it is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D. The remaining two previously recorded resources are the House at 5644 South Van Dorn Street (029-0462) and Bush Hill at 4840 Eisenhower Avenue (100-5023). These two resources date to circa 1900 and circa 1763 respectively and were previously noted as demolished. Because they have a loss of historic integrity and architectural significance, these two resources are recommended not eligible for the NRHP under Criteria A–C. As architectural resources, these properties were not evaluated under Criterion D.

Of the 59 newly recorded resources, a majority (n=35) are single-family dwellings constructed between 1940 and 1966. Some of these buildings are examples of styles and forms that were popular during the second and third quarters of the twentieth century, such as Craftsman, Ranch, and Minimal Traditional styles; however, on a whole, they represent a building type that is vernacular throughout the region. Twenty-four of the newly recorded resources are warehouses and commercial buildings that date to the 1960s, primarily situated on Farrington and Wheeler avenues and Floyd, Early, Gordon, and Vine streets. These resources are one- and two-story, multi-bay, masonry, industrial and retail buildings. It is recommended that these 59 resources are not eligible for the NRHP.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources is potentially eligible for the NRHP, as recorded during the DC2RVA/Segment 2 study (DHR #2014-0666):

100-0277 Phoenix Mill, 3642 Wheeler Avenue (Criteria A & C)

They also concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0462 House, 5644 South Van Dorn Street (Previously Recorded)
100-5023 Bush Hill, 4840 Eisenhower Avenue (Previously Recorded)
029-5961 House, 6421 Fleet Drive
029-5962 House, 6259 Fogle Street
029-5963 House, 6257 Fogle Street
029-5964 House, 6255 Fogle Street
029-5965 House, 6253 Fogle Street
029-5966 House, 6249 Fogle Street
029-5967 House, 6251 Fogle Street
029-5968 House, 6252 Fogle Street
029-5969 House, 6254 Fogle Street
029-5970 House, 6256 Fogle Street
029-5971 House, 258 Fogle Street
029-5972 House, House, 260 Fogle Street
029-5973 House, 6262 Fogle Street
029-5974 House, 5818 Tilbury Road
029-5975 Warehouse, 6021-6027 Farrington Avenue
029-5976 Warehouse, 6013 Farrington Avenue
029-5977 Warehouse, 6009 Farrington Avenue
029-5978 Warehouse, 6001 Farrington Avenue
029-5979 Warehouse, 6068 Farrington Avenue
029-5980 Warehouse, 5910 Farrington Avenue
029-5981 House, 5616 Vine Street
029-5982 House, 5608 Vine Street
029-5983 House, 5604 Vine Street
029-5984 House, 5600 Vine Street
029-5985 Warehouse, 5508 Vine Street
029-5986 House, 5500 Vine Street
029-5987 House, 5424 Vine Street
029-5988 House, 5416 Vine Street

029-5989	Commercial Building, 5407–5419 Vine Street
029-5990	Warehouse, 5513 Vine Street
029-5991	Commercial Building, 5517 Vine Street
029-5992	Commercial Building, 5621 Vine Street
029-5993	House, 4904 Poplar Drive
029-5994	House, 4902 Poplar Drive
029-5995	House, 4900 Poplar Drive
029-5996	House, 4824 Poplar Drive
029-5997	House, 4822 Poplar Drive
029-5998	House, 4820 Poplar Drive
029-5999	House, 5604 Hilldale Drive
029-6000	House, 5602 Hilldale Drive
029-6001	House, 5601 Hilldale Drive
029-6002	House, 5600 Hilldale Drive
029-6003	House, 5510 Justis Place
029-6004	House, 5508 Jutsis Place
029-6005	House, 5506 Justis Place
029-6006	House, 5504 Justis Place
100-5271	Warehouse, 5900 Farrington Avenue
100-5272	Warehouse, 5860 Farrington Avenue
100-5273	Commercial Building, 3945 Wheeler Avenue
100-5274	Commercial Building, 4301–4317 Wheeler Avenue
100-5275	Commercial Building, 4401–4417 Wheeler Avenue
100-5276	Commercial Building, 4300–4316 Wheeler Avenue
100-5277	Commercial Building, 4400–4416 Wheeler Avenue
100-5278	Commercial Building, 4200–4216 Wheeler Avenue
100-5279	Commercial Building, 4100–4116 Wheeler Avenue
100-5280	Commercial Building, 150 S. Gordon Street
100-5281	Commercial Building, 115 S. Floyd Street
100-5282	Commercial Building, 100 S. Early Street
100-5283	Commercial Building, 80 S. Early Street

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SEGMENT 2 (AFFR) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.

Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-0462	House, 5644 South Van Dorn Street	Fairfax County	ca. 1900	Not Eligible
029-5961	House, 6421 Fleet Drive	Fairfax County	1953	Not Eligible
029-5962	House, 6259 Fogle Street	Fairfax County	1953	Not Eligible
029-5963	House, 6257 Fogle Street	Fairfax County	1953	Not Eligible
029-5964	House, 6255 Fogle Street	Fairfax County	1953	Not Eligible
029-5965	House, 6253 Fogle Street	Fairfax County	1953	Not Eligible
029-5966	House, 6249 Fogle Street	Fairfax County	1953	Not Eligible
029-5967	House, 6251 Fogle Street	Fairfax County	1953	Not Eligible
029-5968	House, 6252 Fogle Street	Fairfax County	1953	Not Eligible
029-5969	House, 6254 Fogle Street	Fairfax County	1953	Not Eligible
029-5970	House, 6256 Fogle Street	Fairfax County	1953	Not Eligible
029-5971	House, 258 Fogle Street	Fairfax County	1953	Not Eligible
029-5972	House, House, 260 Fogle Street	Fairfax County	1953	Not Eligible
029-5973	House, 6262 Fogle Street	Fairfax County	1953	Not Eligible
029-5974	House, 5818 Tilbury Road	Fairfax County	1940	Not Eligible
029-5975	Warehouse, 6021-6027 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5976	Warehouse, 6013 Farrington Avenue	Fairfax County	1969	Not Eligible
029-5977	Warehouse, 6009 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5978	Warehouse, 6001 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5979	Warehouse, 6068 Farrington Avenue	Fairfax County	1964	Not Eligible
029-5980	Warehouse, 5910 Farrington Avenue	Fairfax County	1963	Not Eligible
029-5981	House, 5616 Vine Street	Fairfax County	1960	Not Eligible
029-5982	House, 5608 Vine Street	Fairfax County	1950	Not Eligible
029-5983	House, 5604 Vine Street	Fairfax County	1949	Not Eligible

SEGMENT 2 (AFFR) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.

Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-5984	House, 5600 Vine Street	Fairfax County	1952	Not Eligible
029-5985	Warehouse, 5508 Vine Street	Fairfax County	1962	Not Eligible
029-5986	House, 5500 Vine Street	Fairfax County	1941	Not Eligible
029-5987	House, 5424 Vine Street	Fairfax County	1942	Not Eligible
029-5988	House, 5416 Vine Street	Fairfax County	1947	Not Eligible
029-5989	Commercial Building, 5407–5419 Vine Street	Fairfax County	1965	Not Eligible
029-5990	Warehouse, 5513 Vine Street	Fairfax County	1969	Not Eligible
029-5991	Commercial Building, 5517 Vine Street	Fairfax County	1962	Not Eligible
029-5992	Commercial Building, 5621 Vine Street	Fairfax County	1965	Not Eligible
029-5993	House, 4904 Poplar Drive	Fairfax County	1962	Not Eligible
029-5994	House, 4902 Poplar Drive	Fairfax County	1962	Not Eligible
029-5995	House, 4900 Poplar Drive	Fairfax County	1962	Not Eligible
029-5996	House, 4824 Poplar Drive	Fairfax County	1962	Not Eligible
029-5997	House, 4822 Poplar Drive	Fairfax County	1962	Not Eligible
029-5998	House, 4820 Poplar Drive	Fairfax County	1962	Not Eligible
029-5999	House, 5604 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6000	House, 5602 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6001	House, 5601 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6002	House, 5600 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6003	House, 5510 Justis Place	Fairfax County	1966	Not Eligible
029-6004	House, 5508 Justis Place	Fairfax County	1966	Not Eligible
029-6005	House, 5506 Justis Place	Fairfax County	1966	Not Eligible
029-6006	House, 5504 Justis Place	Fairfax County	1966	Not Eligible
100-0277	Phoenix Mill, 3642 Wheeler Avenue	Alexandria	ca. 1776	Potentially Eligible
100-5023	Bush Hill, 4840 Eisenhower Avenue	Alexandria	ca. 1763	Not Eligible

SEGMENT 2 (AFFR) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.

Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5271	Warehouse, 5900 Farrington Avenue	City of Alexandria	1969	Not Eligible
100-5272	Warehouse, 5860 Farrington Avenue	City of Alexandria	1967	Not Eligible
100-5273	Commercial Building, 3945 Wheeler Avenue	City of Alexandria	1960	Not Eligible
100-5274	Commercial Building, 4301–4317 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5275	Commercial Building, 4401–4417 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5276	Commercial Building, 4300–4316 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5277	Commercial Building, 4400–4416 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5278	Commercial Building, 4200–4216 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5279	Commercial Building, 4100–4116 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5280	Commercial Building, 150 S. Gordon Street	City of Alexandria	1967	Not Eligible
100-5281	Commercial Building, 115 S. Floyd Street	City of Alexandria	ca. 1965	Not Eligible
100-5282	Commercial Building, 100 S. Early Street	City of Alexandria	1963	Not Eligible
100-5283	Commercial Building, 80 S. Early Street	City of Alexandria	1962	Not Eligible

The Virginia SHPO concurs that the following resources is potentially eligible for the NRHP, as recorded during the DC2RVA/Segment 2 study (DHR #2014-0666):

100-0277 Phoenix Mill, 3642 Wheeler Avenue (Criteria A & C)

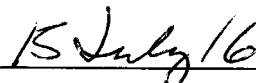
They also concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0462 House, 5644 South Van Dorn Street (Previously Recorded)
100-5023 Bush Hill, 4840 Eisenhower Avenue (Previously Recorded)
029-5961 House, 6421 Fleet Drive
029-5962 House, 6259 Fogle Street
029-5963 House, 6257 Fogle Street
029-5964 House, 6255 Fogle Street
029-5965 House, 6253 Fogle Street
029-5966 House, 6249 Fogle Street
029-5967 House, 6251 Fogle Street
029-5968 House, 6252 Fogle Street
029-5969 House, 6254 Fogle Street
029-5970 House, 6256 Fogle Street
029-5971 House, 258 Fogle Street
029-5972 House, House, 260 Fogle Street
029-5973 House, 6262 Fogle Street
029-5974 House, 5818 Tilbury Road
029-5975 Warehouse, 6021-6027 Farrington Avenue
029-5976 Warehouse, 6013 Farrington Avenue
029-5977 Warehouse, 6009 Farrington Avenue
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029-5985 Warehouse, 5508 Vine Street
029-5986 House, 5500 Vine Street
029-5987 House, 5424 Vine Street
029-5988 House, 5416 Vine Street

029-5989	Commercial Building, 5407–5419 Vine Street
029-5990	Warehouse, 5513 Vine Street
029-5991	Commercial Building, 5517 Vine Street
029-5992	Commercial Building, 5621 Vine Street
029-5993	House, 4904 Poplar Drive
029-5994	House, 4902 Poplar Drive
029-5995	House, 4900 Poplar Drive
029-5996	House, 4824 Poplar Drive
029-5997	House, 4822 Poplar Drive
029-5998	House, 4820 Poplar Drive
029-5999	House, 5604 Hilldale Drive
029-6000	House, 5602 Hilldale Drive
029-6001	House, 5601 Hilldale Drive
029-6002	House, 5600 Hilldale Drive
029-6003	House, 5510 Justis Place
029-6004	House, 5508 Justis Place
029-6005	House, 5506 Justis Place
029-6006	House, 5504 Justis Place
100-5271	Warehouse, 5900 Farrington Avenue
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100-5273	Commercial Building, 3945 Wheeler Avenue
100-5274	Commercial Building, 4301–4317 Wheeler Avenue
100-5275	Commercial Building, 4401–4417 Wheeler Avenue
100-5276	Commercial Building, 4300–4316 Wheeler Avenue
100-5277	Commercial Building, 4400–4416 Wheeler Avenue
100-5278	Commercial Building, 4200–4216 Wheeler Avenue
100-5279	Commercial Building, 4100–4116 Wheeler Avenue
100-5280	Commercial Building, 150 S. Gordon Street
100-5281	Commercial Building, 115 S. Floyd Street
100-5282	Commercial Building, 100 S. Early Street
100-5283	Commercial Building, 80 S. Early Street



Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer



Date

2014-0666



801 E. Main Street, Suite 1000
Richmond, VA 23219

June 7, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 3 (Franconia to Lorton)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 3/ Franconia to Lorton (FRLO) of the larger Project initiative. Segment 3/FRLO includes the span between Franconia Road on the north and Lorton Road on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Franconia to Lorton (FRLO) Segment, Fairfax County*. The report was authored by M. Chris Manning, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the

Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified two previously recorded resources and 60 newly recorded resources, for a total of 62 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Neither of the two previously recorded resources has been formally evaluated for the National Register of Historic Places (NRHP). One of the resources, the Newington Railroad Station (029-0140), was found to be no longer extant during the current survey. The second is the GSA Warehouse (029-5876) constructed in 1953. These two previously recorded resources are recommended not eligible for the NRHP under Criteria A–C.

The DC2RVA Project Team also documented 60 newly recorded resources. Almost all of the newly recorded resources (n=58, 97 percent) are domestic in nature and built in the 1950s and early 1960s. This includes 57 single-family dwellings and one historic district. Loisdale Estates Historic District (029-5932) is a post-World War II suburban, residential neighborhood in Springfield constructed between 1952 and 1960. All of the houses, and the general design of the historic district, represent architectural styles and planning practices that were common throughout the region during this era. It is recommended that all 58 of these resources including the historic district are not eligible for the NRHP under Criteria A–C. Because the district is recommended not eligible, the individual resources were not evaluated for their contribution to the surrounding district, per DHR guidelines. The remaining two newly recorded resources include a Quonset hut (029-5959) dating to 1949 and a circa-1960 industrial building (029-5399). These resources are recommended not eligible for the NRHP under Criteria A–C

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 3 study (DHR #2014-0666):

- 029-0140 Newington Railroad Station
- 029-5876 GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway
- 029-5932 Loisdale Estates Historic District
- 029-5932-0001 House, 6801 Lois Drive
- 029-5932-0002 House, 6803 Lois Drive
- 029-5932-0003 House, 6804 Lois Drive
- 029-5932-0004 House, 6805 Lois Drive
- 029-5932-0005 House, 6807 Lois Drive
- 029-5932-0006 House, 6808 Lois Drive
- 029-5932-0007 House, 6800 Darby Lane
- 029-5932-0008 House, 6802 Darby Lane
- 029-5932-0009 House, 6803 Darby Lane
- 029-5932-0010 House, 6804 Darby lane
- 029-5932-0011 House, 6806 Darby Lane
- 029-5932-0012 House, 6808 Darby Lane
- 029-5932-0013 House, 6809 Darby Lane
- 029-5932-0014 House, 6811 Darby Lane
- 029-5932-0015 House, 6814 Darby Lane
- 029-5932-0016 House, 6701 Jerome Street
- 029-5932-0017 House, 6703 Jerome Street
- 029-5932-0018 House, 6704 Jerome Street
- 029-5932-0019 House, 6705 Jerome Street
- 029-5932-0020 House, 6707 Jerome Street
- 029-5932-0021 House, 6708 Jerome Street
- 029-5932-0022 House, 6709 Jerome Street
- 029-5932-0023 House, 6710 Jerome Street
- 029-5932-0024 House, 6711 Jerome Street
- 029-5932-0025 House, 6700 Ruskin Street
- 029-5932-0026 House, 6702 Ruskin Street
- 029-5932-0027 House, 6703 Ruskin Street
- 029-5932-0028 House, 6704 Ruskin Street
- 029-5932-0029 House, 6706 Ruskin Street
- 029-5932-0030 House, 6707 Ruskin Street

- 029-5932-0031 House, 6708 Ruskin Street
- 029-5932-0032 House, 6709 Ruskin Street
- 029-5933 Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road
- 029-5934 House, 7113 Barry Road
- 029-5935 House, 6496 Windham Avenue
- 029-5936 House, 6497 Windham Avenue
- 029-5937 House, 6500 Windham Avenue
- 029-5938 House, 6505 Windham Avenue
- 029-5939 House, 6512 Windham Avenue
- 029-5940 House, 6516 Windham Avenue
- 029-5941 House, 6524 Windham Avenue
- 029-5942 House, 6531 Windham Avenue
- 029-5943 House, 6423 Melia Street
- 029-5944 House, 6425 Fleet Drive
- 029-5945 House, 6431 Fleet Drive
- 029-5946 House, 6501 Fleet Drive
- 029-5947 House, 6505 Fleet Drive
- 029-5948 House, 6509 Fleet Drive
- 029-5949 House, 6513 Fleet Drive
- 029-5950 House, 6251 Wills Street
- 029-5951 House, 6263 Wills Street
- 029-5952 House, 6274 Wills Street
- 029-5953 House, 6278 Wills Street
- 029-5954 House, 6282 Wills Street
- 029-5955 House, 6283 Wills Street
- 029-5956 House, 6286 Wills Street
- 029-5957 House, 6289 Wills Street
- 029-5958 House, 6290 Wills Street
- 029-5959 Quonset Hut, 7821-A Loisdale Drive

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

SEGMENT 3 (FRLO) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-0140	Newington Railroad Station	Fairfax County	1903	Not Eligible
029-5876	GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway	Fairfax County	1953	Not Eligible
029-5932	Loisdale Estates Historic District	Fairfax County	Post-1952	Not Eligible
029-5932-0001	House, 6801 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0002	House, 6803 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0003	House, 6804 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0004	House, 6805 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0005	House, 6807 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0006	House, 6808 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0007	House, 6800 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0008	House, 6802 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0009	House, 6803 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0010	House, 6804 Darby lane	Fairfax County	1958	Not Eligible
029-5932-0011	House, 6806 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0012	House, 6808 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0013	House, 6809 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0014	House, 6811 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0015	House, 6814 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0016	House, 6701 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0017	House, 6703 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0018	House, 6704 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0019	House, 6705 Jerome Street	Fairfax County	1958	Not Eligible

SEGMENT 3 (FRLO) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-5932-0020	House, 6707 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0021	House, 6708 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0022	House, 6709 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0023	House, 6710 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0024	House, 6711 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0025	House, 6700 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0026	House, 6702 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0027	House, 6703 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0028	House, 6704 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0029	House, 6706 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0030	House, 6707 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0031	House, 6708 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0032	House, 6709 Ruskin Street	Fairfax County	1958	Not Eligible
029-5933	Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road	Fairfax County	1960	Not Eligible
029-5934	House, 7113 Barry Road	Fairfax County	ca. 1950	Not Eligible
029-5935	House, 6496 Windham Avenue	Fairfax County	1953	Not Eligible
029-5936	House, 6497 Windham Avenue	Fairfax County	1953	Not Eligible
029-5937	House, 6500 Windham Avenue	Fairfax County	1962	Not Eligible
029-5938	House, 6505 Windham Avenue	Fairfax County	1952	Not Eligible
029-5939	House, 6512 Windham Avenue	Fairfax County	1953	Not Eligible
029-5940	House, 6516 Windham Avenue	Fairfax County	1955	Not Eligible
029-5941	House, 6524 Windham Avenue	Fairfax County	1959	Not Eligible
029-5942	House, 6531 Windham Avenue	Fairfax County	1952	Not Eligible

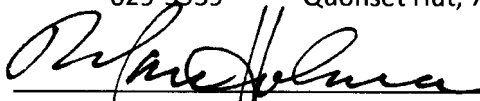
SEGMENT 3 (FRLO) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-5943	House, 6423 Melia Street	Fairfax County	1957	Not Eligible
029-5944	House, 6425 Fleet Drive	Fairfax County	1953	Not Eligible
029-5945	House, 6431 Fleet Drive	Fairfax County	1952	Not Eligible
029-5946	House, 6501 Fleet Drive	Fairfax County	1952	Not Eligible
029-5947	House, 6505 Fleet Drive	Fairfax County	1952	Not Eligible
029-5948	House, 6509 Fleet Drive	Fairfax County	1952	Not Eligible
029-5949	House, 6513 Fleet Drive	Fairfax County	1952	Not Eligible
029-5950	House, 6251 Wills Street	Fairfax County	1952	Not Eligible
029-5951	House, 6263 Wills Street	Fairfax County	1952	Not Eligible
029-5952	House, 6274 Wills Street	Fairfax County	1952	Not Eligible
029-5953	House, 6278 Wills Street	Fairfax County	1952	Not Eligible
029-5954	House, 6282 Wills Street	Fairfax County	1952	Not Eligible
029-5955	House, 6283 Wills Street	Fairfax County	1952	Not Eligible
029-5956	House, 6286 Wills Street	Fairfax County	1952	Not Eligible
029-5957	House, 6289 Wills Street	Fairfax County	1952	Not Eligible
029-5958	House, 6290 Wills Street	Fairfax County	1952	Not Eligible
029-5959	Quonset Hut, 7821-A Loisdale Drive	Fairfax County	1949	Not Eligible

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 3 study (DHR #2014-0666):

- 029-0140 Newington Railroad Station
- 029-5876 GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway
- 029-5932 Loisdale Estates Historic District
- 029-5932-0001 House, 6801 Lois Drive
- 029-5932-0002 House, 6803 Lois Drive
- 029-5932-0003 House, 6804 Lois Drive
- 029-5932-0004 House, 6805 Lois Drive
- 029-5932-0005 House, 6807 Lois Drive
- 029-5932-0006 House, 6808 Lois Drive
- 029-5932-0007 House, 6800 Darby Lane
- 029-5932-0008 House, 6802 Darby Lane
- 029-5932-0009 House, 6803 Darby Lane
- 029-5932-0010 House, 6804 Darby lane
- 029-5932-0011 House, 6806 Darby Lane
- 029-5932-0012 House, 6808 Darby Lane
- 029-5932-0013 House, 6809 Darby Lane
- 029-5932-0014 House, 6811 Darby Lane
- 029-5932-0015 House, 6814 Darby Lane
- 029-5932-0016 House, 6701 Jerome Street
- 029-5932-0017 House, 6703 Jerome Street
- 029-5932-0018 House, 6704 Jerome Street
- 029-5932-0019 House, 6705 Jerome Street
- 029-5932-0020 House, 6707 Jerome Street
- 029-5932-0021 House, 6708 Jerome Street
- 029-5932-0022 House, 6709 Jerome Street
- 029-5932-0023 House, 6710 Jerome Street
- 029-5932-0024 House, 6711 Jerome Street
- 029-5932-0025 House, 6700 Ruskin Street
- 029-5932-0026 House, 6702 Ruskin Street
- 029-5932-0027 House, 6703 Ruskin Street
- 029-5932-0028 House, 6704 Ruskin Street
- 029-5932-0029 House, 6706 Ruskin Street
- 029-5932-0030 House, 6707 Ruskin Street

- 029-5932-0031 House, 6708 Ruskin Street
- 029-5932-0032 House, 6709 Ruskin Street
- 029-5933 Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road
- 029-5934 House, 7113 Barry Road
- 029-5935 House, 6496 Windham Avenue
- 029-5936 House, 6497 Windham Avenue
- 029-5937 House, 6500 Windham Avenue
- 029-5938 House, 6505 Windham Avenue
- 029-5939 House, 6512 Windham Avenue
- 029-5940 House, 6516 Windham Avenue
- 029-5941 House, 6524 Windham Avenue
- 029-5942 House, 6531 Windham Avenue
- 029-5943 House, 6423 Melia Street
- 029-5944 House, 6425 Fleet Drive
- 029-5945 House, 6431 Fleet Drive
- 029-5946 House, 6501 Fleet Drive
- 029-5947 House, 6505 Fleet Drive
- 029-5948 House, 6509 Fleet Drive
- 029-5949 House, 6513 Fleet Drive
- 029-5950 House, 6251 Wills Street
- 029-5951 House, 6263 Wills Street
- 029-5952 House, 6274 Wills Street
- 029-5953 House, 6278 Wills Street
- 029-5954 House, 6282 Wills Street
- 029-5955 House, 6283 Wills Street
- 029-5956 House, 6286 Wills Street
- 029-5957 House, 6289 Wills Street
- 029-5958 House, 6290 Wills Street
- 029-5959 Quonset Hut, 7821-A Loisdale Drive



Julie Langan, Director



Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

DHR# 2014-0666



801 E. Main Street, Suite 1000
Richmond, VA 23219

June 7, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 4 (Lorton to Powells Creek)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 4/ Lorton to Powells Creek (LOPC) of the larger Project initiative. Segment 4/LOPC includes the span between Lorton Road on the north and Powells Creek south of Leesylvania State Park on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Lorton to Powells Creek (LOPC) Segment, Prince William and Fairfax Counties*. The report was authored by Heather Dollins Staton, M. Chris Manning, and Adriana Lesiuk with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's

Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified 10 previously recorded resources and 213 newly recorded resources, for a total of 223 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Two of the 10 previously recorded resources included in this survey have been determined potentially eligible/eligible for the NRHP by DHR staff or have been listed in the NRHP. This includes Colchester Arms (029-0043, Criteria A and C) and Old Colchester Road (029-0953, Criterion A). It is recommended that this resource remains eligible for listing in the NRHP. Seven previously recorded resources are recommended not eligible for the NRHP as architectural properties. They include five single-family dwellings on Railroad Avenue (076-5068, 076-5069, 076-5070, 076-5071, and 076-5072), Colchester Town Archaeological Site (029-0042), and the Colchester Ferry Site (076-0011). The remaining previously recorded resource, the Hannah P. Clark House (029-5741) at 10605 Furnace Road (also known as the Enyedi House), had not been formally evaluated for NRHP potential. This resource is recommended potentially eligible under Criterion B and Criteria Considerations B and G and not eligible for listing in the NRHP under Criteria A and C.

The DC2RVA Project Team documented 213 newly recorded resources. More than half (n=133, 62.4 percent) of the newly recorded resources are located within the Marumscro Acres Historic District (076-5685). All of these resources are one- to two-story, single-family dwellings constructed styles and forms that were common in this region during the mid-twentieth century. The resources date between 1959 and 1964 and many have undergone some form of alteration, including material replacement or additions. Another 47 resources (22.1 percent) are located within the Featherstone Shores Historic District (076-5684), all of which are single-family dwellings built between 1950 and 1965. A majority (n=26, 86.7 percent) of the remaining 30 resources are single-family dwellings constructed between 1901 and 1962. On a whole, they represent a building type that is vernacular throughout the region. Three commercial buildings, one industrial building, and one church dating, all between 1957 and 1966, were also surveyed. These 213 newly recorded resources, including the historic districts, have no outstanding architectural merit and are not known to be the work of a master. They have no known association with a significant event or person and are not associated with any broad patterns in history. As such, these 213 newly recorded resources are recommended not eligible for the NRHP under Criteria A–C. Because the districts are recommended not eligible, the individual resources were not evaluated for their contribution to the surrounding districts, per DHR guidelines.



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Richmond, VA 23219

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources continue to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segment 4 study (DHR #2014-0666):

029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road (Criteria A & C)
029-0953	Old Colchester Road, Potomac Path, King's Highway (Criterion A)

They further concur that the following resource is potentially eligible for the NRHP:

029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road (Criterion B and Criteria Considerations B and G)
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Lastly, they concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0042	Colchester Town, 10725 Old Colchester Road
029-5917	10428 Old Colchester Road
029-5918	10430 Old Colchester Road
029-5919	10520 Old Colchester Road
029-5920	10624 Old Colchester Road
029-5921	10632 Old Colchester Road
029-5922	10702 Old Colchester Road
029-5923	10716 Old Colchester Road
029-5924	10724 Old Colchester Road
029-5925	10608 Furnace Road
029-5926	10600 Furnace Road
029-5927	10301 Richmond Highway
029-5928	9920 Richmond Highway
029-5929	8100 Mims Street
076-0011	Colchester Ferry Site and Historic Road Section, Railroad Avenue
076-5068	House, 13221 Railroad Avenue
076-5069	House, 13219 Railroad Avenue
076-5070	House, 13217 Railroad Avenue
076-5071	House, 13215 Railroad Avenue
076-5072	House, 13209 Railroad Avenue
076-5684	Featherstone Shores Historic District
076-5684-0001	1107 Sea View Avenue
076-5684-0002	1105 Sea View Avenue
076-5684-0003	1104 Sea View Avenue
076-5684-0004	1109 Laurel Street
076-5684-0005	1108 Laurel Street
076-5684-0006	1107 Laurel Street
076-5684-0007	1106 Laurel Street



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076-5684-0008 1105 Laurel Street
076-5684-0009 1104 Laurel Street
076-5684-0010 1109 Linden Street
076-5684-0011 1108 Linden Street
076-5684-0012 1107 Linden Street
076-5684-0013 1106 Linden Street
076-5684-0014 1105 Linden Street
076-5684-0015 1104 Linden Street
076-5684-0016 1113 Mapleton Street
076-5684-0017 1112 Mapleton Street
076-5684-0018 1108 Mapleton Street
076-5684-0019 1107 Mapleton Street
076-5684-0020 1106 Mapleton Street
076-5684-0021 1116 Burton Street
076-5684-0022 1114 Burton Street
076-5684-0023 1115 Burton Street
076-5684-0024 1113 Burton Street
076-5684-0025 1109 Burton Street
076-5684-0026 14610 Featherstone Road
076-5684-0027 14612 Featherstone Road
076-5684-0028 14613 Featherstone Road
076-5684-0029 14614 Featherstone Road
076-5684-0030 14616 Featherstone Road
076-5684-0031 14618 Featherstone Road
076-5684-0032 14620 Featherstone Road
076-5684-0033 14700 Featherstone Road
076-5684-0034 14702 Featherstone Road
076-5684-0035 14704 Featherstone Road
076-5684-0036 14706 Featherstone Road
076-5684-0037 14708 Featherstone Road
076-5684-0038 14710 Featherstone Road
076-5684-0039 14712 Featherstone Road
076-5684-0040 14714 Featherstone Road
076-5684-0041 14716 Featherstone Road
076-5684-0042 14718 Featherstone Road
076-5684-0043 14720 Featherstone Road
076-5684-0044 14722 Featherstone Road
076-5684-0045 14724 Featherstone Road
076-5684-0046 14726 Featherstone Road
076-5684-0047 14728 Featherstone Road
076-5685 Marumsco Acres Historic District
076-5685-0001 1329 Saxon Street



801 E. Main Street, Suite 1000
Richmond, VA 23219

076-5685-0002 1330 Saxon Street
076-5685-0003 1328 Saxon Street
076-5685-0004 1327 Saxon Street
076-5685-0005 1325 Saxon Street
076-5685-0006 1323 Saxon Street
076-5685-0007 1326 Saxon Street
076-5685-0008 1324 Saxon Street
076-5685-0009 1322 Saxon Street
076-5685-0010 1320 Saxon Street
076-5685-0011 14462 Meridian Drive
076-5685-0012 14463 Meridian Drive
076-5685-0013 14460 Meridian Drive
076-5685-0014 14458 Meridian Drive
076-5685-0015 14456 Meridian Drive
076-5685-0016 14454 Meridian Drive
076-5685-0017 14461 Meridian Drive
076-5685-0018 14459 Meridian Drive
076-5685-0019 14457 Meridian Drive
076-5685-0020 14429 Melbourne Avenue
076-5685-0021 14427 Melbourne Avenue
076-5685-0022 14425 Melbourne Avenue
076-5685-0023 1202 East Longview Drive
076-5685-0024 1200 East Longview Drive
076-5685-0025 1201 East Longview Drive
076-5685-0026 1203 East Longview Drive
076-5685-0027 1205 East Longview Drive
076-5685-0028 1206 East Longview Drive
076-5685-0029 14410 Melbourne Avenue
076-5685-0030 1250 Columbia Road
076-5685-0031 14408 Melbourne Avenue
076-5685-0032 14406 Melbourne Avenue
076-5685-0033 14407 Melbourne Avenue
076-5685-0034 14409 Melbourne Avenue
076-5685-0035 14411 Melbourne Avenue
076-5685-0036 14413 Melbourne Avenue
076-5685-0037 14415 Melbourne Avenue
076-5685-0038 14417 Melbourne Avenue
076-5685-0039 14419 Melbourne Avenue
076-5685-0040 14421 Melbourne Avenue
076-5685-0041 1252 Columbia Road
076-5685-0042 14234 Fisher Avenue
076-5685-0043 14236 Fisher Avenue

076-5685-0044 14238 Fisher Avenue
076-5685-0045 14223 Mount Pleasant Drive
076-5685-0046 14221 Mount Pleasant Drive
076-5685-0047 14219 Mount Pleasant Drive
076-5685-0048 14217 Mount Pleasant Drive
076-5685-0049 14215 Mount Pleasant Drive
076-5685-0050 14213 Mount Pleasant Drive
076-5685-0051 14211 Mount Pleasant Drive
076-5685-0052 14209 Mount Pleasant Drive
076-5685-0053 14235 Fisher Avenue
076-5685-0054 14237 Fisher Avenue
076-5685-0055 14218 Mount Pleasant Drive
076-5685-0056 14216 Mount Pleasant Drive
076-5685-0057 14214 Mount Pleasant Drive
076-5685-0058 14212 Mount Pleasant Drive
076-5685-0059 1203 Riggs Court
076-5685-0060 1202 Riggs Court
076-5685-0061 14208 Mount Pleasant Drive
076-5685-0062 14206 Mount Pleasant Drive
076-5685-0063 14204 Mount Pleasant Drive
076-5685-0064 14202 Mount Pleasant Drive
076-5685-0065 14200 Mount Pleasant Drive
076-5685-0066 14207 Mount Pleasant Drive
076-5685-0067 14205 Mount Pleasant Drive
076-5685-0068 14203 Mount Pleasant Drive
076-5685-0069 14201 Mount Pleasant Drive
076-5685-0070 14121 Mount Pleasant Drive
076-5685-0071 1253 Everett Avenue
076-5685-0072 1254 Everett Avenue
076-5685-0073 1252 Everett Avenue
076-5685-0074 14118 Mount Pleasant Drive
076-5685-0075 14116 Mount Pleasant Drive
076-5685-0076 14114 Mount Pleasant Drive
076-5685-0077 14112 Mount Pleasant Drive
076-5685-0078 14110 Mount Pleasant Drive
076-5685-0079 14119 Mount Pleasant Drive
076-5685-0080 14117 Mount Pleasant Drive
076-5685-0081 14115 Mount Pleasant Drive
076-5685-0082 14113 Mount Pleasant Drive
076-5685-0083 14111 Mount Pleasant Drive
076-5685-0084 1253 Cronin Drive
076-5685-0085 1252 Cronin Drive

076-5685-0086 14108 Mount Pleasant Drive
076-5685-0087 14106 Mount Pleasant Drive
076-5685-0088 14104 Mount Pleasant Drive
076-5685-0089 14109 Mount Pleasant Drive
076-5685-0090 14107 Mount Pleasant Drive
076-5685-0091 14105 Mount Pleasant Drive
076-5685-0092 14103 Mount Pleasant Drive
076-5685-0093 14101 Mount Pleasant Drive
076-5685-0094 14025 Mount Pleasant Drive
076-5685-0095 14023 Mount Pleasant Drive
076-5685-0096 14021 Mount Pleasant Drive
076-5685-0097 14019 Mount Pleasant Drive
076-5685-0098 14024 Mount Pleasant Drive
076-5685-0099 14022 Mount Pleasant Drive
076-5685-0100 14020 Mount Pleasant Drive
076-5685-0101 14018 Mount Pleasant Drive
076-5685-0102 14016 Mount Pleasant Drive
076-5685-0103 14017 Mount Pleasant Drive
076-5685-0104 14015 Mount Pleasant Drive
076-5685-0105 1207 Hale Court
076-5685-0106 1205 Hale Court
076-5685-0107 1203 Hale Court
076-5685-0108 1201 Hale Court
076-5685-0109 1200 Hale Court
076-5685-0110 1202 Hale Court
076-5685-0111 1206 Hale Court
076-5685-0112 1204 Hale Court
076-5685-0113 13915 Rope Drive
076-5685-0114 1205 Rope Court
076-5685-0115 1203 Rope Court
076-5685-0116 1201 Rope Court
076-5685-0117 1200 Rope Court
076-5685-0118 1202 Rope Court
076-5685-0119 1204 Rope Court
076-5685-0120 13912 Rope Drive
076-5685-0121 13910 Rope Drive
076-5685-0122 13908 Rope Drive
076-5685-0123 13906 Rope Drive
076-5685-0124 13904 Rope Drive
076-5685-0125 13902 Rope Drive
076-5685-0126 13900 Rope Drive
076-5685-0127 13901 Rope Drive

076-5685-0128 13903 Rope Drive
076-5685-0129 13905 Rope Drive
076-5685-0131 14414 Melbourne Avenue
076-5685-0132 14418 Melbourne Avenue
076-5685-0133 14420 Melbourne Avenue
076-5685-0134 1249 Columbia Road
076-5686 16244 Neabsco Road
076-5687 16247 Neabsco Road
076-5688 16248 Neabsco Road
076-5689 16250 Neabsco Road
076-5690 16276 Neabsco Beach Way
076-5691 13504 Jefferson Davis Highway
076-5692 911 Burke Drive
076-5693 908 Burke Drive
076-5694 906 Burke Drive
076-5695 13500 Fitzhugh Lane
076-5696 13501 Fitzhugh Lane
076-5697 13502 Fitzhugh Lane
076-5698 13503 Fitzhugh Lane
076-5699 13504 Fitzhugh Lane
076-5700 13505 Fitzhugh Lane
076-5701 13506 Fitzhugh Lane
076-5703 13211 Railroad Avenue
076-5720 13731 Dabney Road

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in **red** denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in **blue** denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-0042	Colchester Town, 10725 Old Colchester Road	Fairfax County	ca. 1753	Not Eligible
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	Remains Listed
029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	Remains Eligible
029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1876	Potentially Eligible Under Criterion B and Criteria Considerations B and G
029-5917	10428 Old Colchester Road	Fairfax County	1914	Not Eligible
029-5918	10430 Old Colchester Road	Fairfax County	ca. 1950	Not Eligible
029-5919	10520 Old Colchester Road	Fairfax County	1947	Not Eligible
029-5920	10624 Old Colchester Road	Fairfax County	1925	Not Eligible
029-5921	10632 Old Colchester Road	Fairfax County	1956	Not Eligible
029-5922	10702 Old Colchester Road	Fairfax County	1949	Not Eligible
029-5923	10716 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5924	10724 Old Colchester Road	Fairfax County	1950	Not Eligible
029-5925	10608 Furnace Road	Fairfax County	1954	Not Eligible
029-5926	10600 Furnace Road	Fairfax County	1939	Not Eligible
029-5927	10301 Richmond Highway	Fairfax County	1939	Not Eligible
029-5928	9920 Richmond Highway	Fairfax County	1966	Not Eligible
029-5929	8100 Mims Street	Fairfax County	1960	Not Eligible
076-0011	Colchester Ferry Site and Historic Road Section, Railroad Avenue	Prince William County	ca. 1700	Not Eligible
076-5068	House, 13221 Railroad Avenue	Prince William County	ca. 1920	Not Eligible
076-5069	House, 13219 Railroad Avenue	Prince William County	ca. 1920	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5070	House, 13217 Railroad Avenue	Prince William County	1913	Not Eligible
076-5071	House, 13215 Railroad Avenue	Prince William County	1901	Not Eligible
076-5072	House, 13209 Railroad Avenue	Prince William County	1910	Not Eligible
076-5684	Featherstone Shores Historic District	Prince William County	post-1950	Not Eligible
076-5684-0001	1107 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0002	1105 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0003	1104 Sea View Avenue	Prince William County	1964	Not Eligible
076-5684-0004	1109 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0005	1108 Laurel Street	Prince William County	1960	Not Eligible
076-5684-0006	1107 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0007	1106 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0008	1105 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0009	1104 Laurel Street	Prince William County	1964	Not Eligible
076-5684-0010	1109 Linden Street	Prince William County	1964	Not Eligible
076-5684-0011	1108 Linden Street	Prince William County	1964	Not Eligible
076-5684-0012	1107 Linden Street	Prince William County	1964	Not Eligible
076-5684-0013	1106 Linden Street	Prince William County	1965	Not Eligible
076-5684-0014	1105 Linden Street	Prince William County	1965	Not Eligible
076-5684-0015	1104 Linden Street	Prince William County	1965	Not Eligible
076-5684-0016	1113 Mapleton Street	Prince William County	1950	Not Eligible
076-5684-0017	1112 Mapleton Street	Prince William County	1951	Not Eligible
076-5684-0018	1108 Mapleton Street	Prince William County	1963	Not Eligible
076-5684-0019	1107 Mapleton Street	Prince William County	1965	Not Eligible
076-5684-0020	1106 Mapleton Street	Prince William County	1963	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0021	1116 Burton Street	Prince William County	1951	Not Eligible
076-5684-0022	1114 Burton Street	Prince William County	1951	Not Eligible
076-5684-0023	1115 Burton Street	Prince William County	1951	Not Eligible
076-5684-0024	1113 Burton Street	Prince William County	1955	Not Eligible
076-5684-0025	1109 Burton Street	Prince William County	1963	Not Eligible
076-5684-0026	14610 Featherstone Road	Prince William County	1959	Not Eligible
076-5684-0027	14612 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0028	14613 Featherstone Road	Prince William County	1960	Not Eligible
076-5684-0029	14614 Featherstone Road	Prince William County	1957	Not Eligible
076-5684-0030	14616 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0031	14618 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0032	14620 Featherstone Road	Prince William County	1951	Not Eligible
076-5684-0033	14700 Featherstone Road	Prince William County	1954	Not Eligible
076-5684-0034	14702 Featherstone Road	Prince William County	1956	Not Eligible
076-5684-0035	14704 Featherstone Road	Prince William County	1955	Not Eligible
076-5684-0036	14706 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0037	14708 Featherstone Road	Prince William County	1965	Not Eligible
076-5684-0038	14710 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0039	14712 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0040	14714 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0041	14716 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0042	14718 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0043	14720 Featherstone Road	Prince William County	1952	Not Eligible
076-5684-0044	14722 Featherstone Road	Prince William County	1953	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5684-0045	14724 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0046	14726 Featherstone Road	Prince William County	1953	Not Eligible
076-5684-0047	14728 Featherstone Road	Prince William County	1953	Not Eligible
076-5685	Marumscos Acres Historic District	Prince William County	Post-1959	Not Eligible
076-5685-0001	1329 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0002	1330 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0003	1328 Saxon Street	Prince William County	1963	Not Eligible
076-5685-0004	1327 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0005	1325 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0006	1323 Saxon Street	Prince William County	1962	Not Eligible
076-5685-0007	1326 Saxon Street	Prince William County	1961	Not Eligible
076-5685-0008	1324 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0009	1322 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0010	1320 Saxon Street	Prince William County	1964	Not Eligible
076-5685-0011	14462 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0012	14463 Meridian Drive	Prince William County	1963	Not Eligible
076-5685-0013	14460 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0014	14458 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0015	14456 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0016	14454 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0017	14461 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0018	14459 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0019	14457 Meridian Drive	Prince William County	1964	Not Eligible
076-5685-0020	14429 Melbourne Avenue	Prince William County	1964	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0021	14427 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0022	14425 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0023	1202 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0024	1200 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0025	1201 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0026	1203 East Longview Drive	Prince William County	1963	Not Eligible
076-5685-0027	1205 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0028	1206 East Longview Drive	Prince William County	1964	Not Eligible
076-5685-0029	14410 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0030	1250 Columbia Road	Prince William County	1963	Not Eligible
076-5685-0031	14408 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0032	14406 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0033	14407 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0034	14409 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0035	14411 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0036	14413 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0037	14415 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0038	14417 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0039	14419 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0040	14421 Melbourne Avenue	Prince William County	1963	Not Eligible
076-5685-0041	1252 Columbia Road	Prince William County	1964	Not Eligible
076-5685-0042	14234 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0043	14236 Fisher Avenue	Prince William County	1961	Not Eligible
076-5685-0044	14238 Fisher Avenue	Prince William County	1961	Not Eligible

SEGMENT 4 (LOPC) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0045	14223 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0046	14221 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0047	14219 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0048	14217 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0049	14215 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0050	14213 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0051	14211 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0052	14209 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0053	14235 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0054	14237 Fisher Avenue	Prince William County	1963	Not Eligible
076-5685-0055	14218 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0056	14216 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0057	14214 Mount Pleasant Drive	Prince William County	1963	Not Eligible
076-5685-0058	14212 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0059	1203 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0060	1202 Riggs Court	Prince William County	1961	Not Eligible
076-5685-0061	14208 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0062	14206 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0063	14204 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0064	14202 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0065	14200 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0066	14207 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0067	14205 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0068	14203 Mount Pleasant Drive	Prince William County	1962	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0069	14201 Mount Pleasant Drive	Prince William County	1962	Not Eligible
076-5685-0070	14121 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0071	1253 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0072	1254 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0073	1252 Everett Avenue	Prince William County	1960	Not Eligible
076-5685-0074	14118 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0075	14116 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0076	14114 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0077	14112 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0078	14110 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0079	14119 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0080	14117 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0081	14115 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0082	14113 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0083	14111 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0084	1253 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0085	1252 Cronin Drive	Prince William County	1960	Not Eligible
076-5685-0086	14108 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0087	14106 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0088	14104 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0089	14109 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0090	14107 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0091	14105 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0092	14103 Mount Pleasant Drive	Prince William County	1960	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0093	14101 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0094	14025 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0095	14023 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0096	14021 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0097	14019 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0098	14024 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0099	14022 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0100	14020 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0101	14018 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0102	14016 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0103	14017 Mount Pleasant Drive	Prince William County	1960	Not Eligible
076-5685-0104	14015 Mount Pleasant Drive	Prince William County	1961	Not Eligible
076-5685-0105	1207 Hale Court	Prince William County	1960	Not Eligible
076-5685-0106	1205 Hale Court	Prince William County	1960	Not Eligible
076-5685-0107	1203 Hale Court	Prince William County	1960	Not Eligible
076-5685-0108	1201 Hale Court	Prince William County	1960	Not Eligible
076-5685-0109	1200 Hale Court	Prince William County	1962	Not Eligible
076-5685-0110	1202 Hale Court	Prince William County	1960	Not Eligible
076-5685-0111	1206 Hale Court	Prince William County	1960	Not Eligible
076-5685-0112	1204 Hale Court	Prince William County	1960	Not Eligible
076-5685-0113	13915 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0114	1205 Rope Court	Prince William County	1960	Not Eligible
076-5685-0115	1203 Rope Court	Prince William County	1960	Not Eligible
076-5685-0116	1201 Rope Court	Prince William County	1960	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5685-0117	1200 Rope Court	Prince William County	1960	Not Eligible
076-5685-0118	1202 Rope Court	Prince William County	1960	Not Eligible
076-5685-0119	1204 Rope Court	Prince William County	1960	Not Eligible
076-5685-0120	13912 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0121	13910 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0122	13908 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0123	13906 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0124	13904 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0125	13902 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0126	13900 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0127	13901 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0128	13903 Rope Drive	Prince William County	1959	Not Eligible
076-5685-0129	13905 Rope Drive	Prince William County	1960	Not Eligible
076-5685-0131	14414 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0132	14418 Melbourne Avenue	Prince William County	1962	Not Eligible
076-5685-0133	14420 Melbourne Avenue	Prince William County	1964	Not Eligible
076-5685-0134	1249 Columbia Road	Prince William County	1963	Not Eligible
076-5686	16244 Neabsco Road	Prince William County	1962	Not Eligible
076-5687	16247 Neabsco Road	Prince William County	1950	Not Eligible
076-5688	16248 Neabsco Road	Prince William County	1964	Not Eligible
076-5689	16250 Neabsco Road	Prince William County	1957	Not Eligible
076-5690	16276 Neabsco Beach Way	Prince William County	1930	Not Eligible
076-5691	13504 Jefferson Davis Highway	Prince William County	1957	Not Eligible
076-5692	911 Burke Drive	Prince William County	1959	Not Eligible

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DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
076-5693	908 Burke Drive	Prince William County	1959	Not Eligible
076-5694	906 Burke Drive	Prince William County	1959	Not Eligible
076-5695	13500 Fitzhugh Lane	Prince William County	1959	Not Eligible
076-5696	13501 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5697	13502 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5698	13503 Fitzhugh Lane	Prince William County	1961	Not Eligible
076-5699	13504 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5700	13505 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5701	13506 Fitzhugh Lane	Prince William County	1960	Not Eligible
076-5703	13211 Railroad Avenue	Prince William County	1901	Not Eligible
076-5720	13731 Dabney Road	Prince William County	1964	Not Eligible

The Virginia SHPO concurs that the following resources continue to be eligible for or listed on the NRHP, as recorded during the DC2RVA/Segment 4 study (DHR #2014-0666):

029-0043 Colchester Arms, Fairfax Arms, 10712 Old Colchester Road (Criteria A & C)
029-0953 Old Colchester Road, Potomac Path, King's Highway (Criterion A)

They further concur that the following resource is potentially eligible for the NRHP:

029-5741 Hannah P. Clark House/Enyedi House, 10605 Furnace Road (Criterion B and Criteria Considerations B and G)

Lastly, they concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0042 Colchester Town, 10725 Old Colchester Road
029-5917 10428 Old Colchester Road
029-5918 10430 Old Colchester Road
029-5919 10520 Old Colchester Road
029-5920 10624 Old Colchester Road
029-5921 10632 Old Colchester Road
029-5922 10702 Old Colchester Road
029-5923 10716 Old Colchester Road
029-5924 10724 Old Colchester Road
029-5925 10608 Furnace Road
029-5926 10600 Furnace Road
029-5927 10301 Richmond Highway
029-5928 9920 Richmond Highway
029-5929 8100 Mims Street
076-0011 Colchester Ferry Site and Historic Road Section, Railroad Avenue
076-5068 House, 13221 Railroad Avenue
076-5069 House, 13219 Railroad Avenue
076-5070 House, 13217 Railroad Avenue
076-5071 House, 13215 Railroad Avenue
076-5072 House, 13209 Railroad Avenue
076-5684 Featherstone Shores Historic District
076-5684-0001 1107 Sea View Avenue
076-5684-0002 1105 Sea View Avenue
076-5684-0003 1104 Sea View Avenue
076-5684-0004 1109 Laurel Street
076-5684-0005 1108 Laurel Street
076-5684-0006 1107 Laurel Street
076-5684-0007 1106 Laurel Street

076-5684-0008 1105 Laurel Street
076-5684-0009 1104 Laurel Street
076-5684-0010 1109 Linden Street
076-5684-0011 1108 Linden Street
076-5684-0012 1107 Linden Street
076-5684-0013 1106 Linden Street
076-5684-0014 1105 Linden Street
076-5684-0015 1104 Linden Street
076-5684-0016 1113 Mapleton Street
076-5684-0017 1112 Mapleton Street
076-5684-0018 1108 Mapleton Street
076-5684-0019 1107 Mapleton Street
076-5684-0020 1106 Mapleton Street
076-5684-0021 1116 Burton Street
076-5684-0022 1114 Burton Street
076-5684-0023 1115 Burton Street
076-5684-0024 1113 Burton Street
076-5684-0025 1109 Burton Street
076-5684-0026 14610 Featherstone Road
076-5684-0027 14612 Featherstone Road
076-5684-0028 14613 Featherstone Road
076-5684-0029 14614 Featherstone Road
076-5684-0030 14616 Featherstone Road
076-5684-0031 14618 Featherstone Road
076-5684-0032 14620 Featherstone Road
076-5684-0033 14700 Featherstone Road
076-5684-0034 14702 Featherstone Road
076-5684-0035 14704 Featherstone Road
076-5684-0036 14706 Featherstone Road
076-5684-0037 14708 Featherstone Road
076-5684-0038 14710 Featherstone Road
076-5684-0039 14712 Featherstone Road
076-5684-0040 14714 Featherstone Road
076-5684-0041 14716 Featherstone Road
076-5684-0042 14718 Featherstone Road
076-5684-0043 14720 Featherstone Road
076-5684-0044 14722 Featherstone Road
076-5684-0045 14724 Featherstone Road
076-5684-0046 14726 Featherstone Road
076-5684-0047 14728 Featherstone Road
076-5685 Marumsc Acres Historic District
076-5685-0001 1329 Saxon Street

076-5685-0002 1330 Saxon Street
076-5685-0003 1328 Saxon Street
076-5685-0004 1327 Saxon Street
076-5685-0005 1325 Saxon Street
076-5685-0006 1323 Saxon Street
076-5685-0007 1326 Saxon Street
076-5685-0008 1324 Saxon Street
076-5685-0009 1322 Saxon Street
076-5685-0010 1320 Saxon Street
076-5685-0011 14462 Meridian Drive
076-5685-0012 14463 Meridian Drive
076-5685-0013 14460 Meridian Drive
076-5685-0014 14458 Meridian Drive
076-5685-0015 14456 Meridian Drive
076-5685-0016 14454 Meridian Drive
076-5685-0017 14461 Meridian Drive
076-5685-0018 14459 Meridian Drive
076-5685-0019 14457 Meridian Drive
076-5685-0020 14429 Melbourne Avenue
076-5685-0021 14427 Melbourne Avenue
076-5685-0022 14425 Melbourne Avenue
076-5685-0023 1202 East Longview Drive
076-5685-0024 1200 East Longview Drive
076-5685-0025 1201 East Longview Drive
076-5685-0026 1203 East Longview Drive
076-5685-0027 1205 East Longview Drive
076-5685-0028 1206 East Longview Drive
076-5685-0029 14410 Melbourne Avenue
076-5685-0030 1250 Columbia Road
076-5685-0031 14408 Melbourne Avenue
076-5685-0032 14406 Melbourne Avenue
076-5685-0033 14407 Melbourne Avenue
076-5685-0034 14409 Melbourne Avenue
076-5685-0035 14411 Melbourne Avenue
076-5685-0036 14413 Melbourne Avenue
076-5685-0037 14415 Melbourne Avenue
076-5685-0038 14417 Melbourne Avenue
076-5685-0039 14419 Melbourne Avenue
076-5685-0040 14421 Melbourne Avenue
076-5685-0041 1252 Columbia Road
076-5685-0042 14234 Fisher Avenue
076-5685-0043 14236 Fisher Avenue

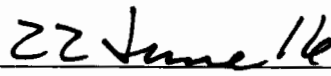
076-5685-0044 14238 Fisher Avenue
076-5685-0045 14223 Mount Pleasant Drive
076-5685-0046 14221 Mount Pleasant Drive
076-5685-0047 14219 Mount Pleasant Drive
076-5685-0048 14217 Mount Pleasant Drive
076-5685-0049 14215 Mount Pleasant Drive
076-5685-0050 14213 Mount Pleasant Drive
076-5685-0051 14211 Mount Pleasant Drive
076-5685-0052 14209 Mount Pleasant Drive
076-5685-0053 14235 Fisher Avenue
076-5685-0054 14237 Fisher Avenue
076-5685-0055 14218 Mount Pleasant Drive
076-5685-0056 14216 Mount Pleasant Drive
076-5685-0057 14214 Mount Pleasant Drive
076-5685-0058 14212 Mount Pleasant Drive
076-5685-0059 1203 Riggs Court
076-5685-0060 1202 Riggs Court
076-5685-0061 14208 Mount Pleasant Drive
076-5685-0062 14206 Mount Pleasant Drive
076-5685-0063 14204 Mount Pleasant Drive
076-5685-0064 14202 Mount Pleasant Drive
076-5685-0065 14200 Mount Pleasant Drive
076-5685-0066 14207 Mount Pleasant Drive
076-5685-0067 14205 Mount Pleasant Drive
076-5685-0068 14203 Mount Pleasant Drive
076-5685-0069 14201 Mount Pleasant Drive
076-5685-0070 14121 Mount Pleasant Drive
076-5685-0071 1253 Everett Avenue
076-5685-0072 1254 Everett Avenue
076-5685-0073 1252 Everett Avenue
076-5685-0074 14118 Mount Pleasant Drive
076-5685-0075 14116 Mount Pleasant Drive
076-5685-0076 14114 Mount Pleasant Drive
076-5685-0077 14112 Mount Pleasant Drive
076-5685-0078 14110 Mount Pleasant Drive
076-5685-0079 14119 Mount Pleasant Drive
076-5685-0080 14117 Mount Pleasant Drive
076-5685-0081 14115 Mount Pleasant Drive
076-5685-0082 14113 Mount Pleasant Drive
076-5685-0083 14111 Mount Pleasant Drive
076-5685-0084 1253 Cronin Drive
076-5685-0085 1252 Cronin Drive

076-5685-0086 14108 Mount Pleasant Drive
076-5685-0087 14106 Mount Pleasant Drive
076-5685-0088 14104 Mount Pleasant Drive
076-5685-0089 14109 Mount Pleasant Drive
076-5685-0090 14107 Mount Pleasant Drive
076-5685-0091 14105 Mount Pleasant Drive
076-5685-0092 14103 Mount Pleasant Drive
076-5685-0093 14101 Mount Pleasant Drive
076-5685-0094 14025 Mount Pleasant Drive
076-5685-0095 14023 Mount Pleasant Drive
076-5685-0096 14021 Mount Pleasant Drive
076-5685-0097 14019 Mount Pleasant Drive
076-5685-0098 14024 Mount Pleasant Drive
076-5685-0099 14022 Mount Pleasant Drive
076-5685-0100 14020 Mount Pleasant Drive
076-5685-0101 14018 Mount Pleasant Drive
076-5685-0102 14016 Mount Pleasant Drive
076-5685-0103 14017 Mount Pleasant Drive
076-5685-0104 14015 Mount Pleasant Drive
076-5685-0105 1207 Hale Court
076-5685-0106 1205 Hale Court
076-5685-0107 1203 Hale Court
076-5685-0108 1201 Hale Court
076-5685-0109 1200 Hale Court
076-5685-0110 1202 Hale Court
076-5685-0111 1206 Hale Court
076-5685-0112 1204 Hale Court
076-5685-0113 13915 Rope Drive
076-5685-0114 1205 Rope Court
076-5685-0115 1203 Rope Court
076-5685-0116 1201 Rope Court
076-5685-0117 1200 Rope Court
076-5685-0118 1202 Rope Court
076-5685-0119 1204 Rope Court
076-5685-0120 13912 Rope Drive
076-5685-0121 13910 Rope Drive
076-5685-0122 13908 Rope Drive
076-5685-0123 13906 Rope Drive
076-5685-0124 13904 Rope Drive
076-5685-0125 13902 Rope Drive
076-5685-0126 13900 Rope Drive
076-5685-0127 13901 Rope Drive


076-5685-0128 13903 Rope Drive
076-5685-0129 13905 Rope Drive
076-5685-0131 14414 Melbourne Avenue
076-5685-0132 14418 Melbourne Avenue
076-5685-0133 14420 Melbourne Avenue
076-5685-0134 1249 Columbia Road
076-5686 16244 Neabsco Road
076-5687 16247 Neabsco Road
076-5688 16248 Neabsco Road
076-5689 16250 Neabsco Road
076-5690 16276 Neabsco Beach Way
076-5691 13504 Jefferson Davis Highway
076-5692 911 Burke Drive
076-5693 908 Burke Drive
076-5694 906 Burke Drive
076-5695 13500 Fitzhugh Lane
076-5696 13501 Fitzhugh Lane
076-5697 13502 Fitzhugh Lane
076-5698 13503 Fitzhugh Lane
076-5699 13504 Fitzhugh Lane
076-5700 13505 Fitzhugh Lane
076-5701 13506 Fitzhugh Lane
076-5703 13211 Railroad Avenue
076-5720 13731 Dabney Road



Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer



Date





801 E. Main Street, Suite 1000
Richmond, VA 23219

May 23, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 6 (Arkendale to Dahlgren Junction)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 6/ Arkendale to Dahlgren Junction (ARDJ) of the larger Project initiative. Segment 6/ARDJ includes the span between Widewater State Park on the north (north of Aquia Creek) and the CSX right of way/Dahlgren Spur crossing on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Arkendale to Dahlgren Junction (ARDJ) Segment, Stafford County*. The report was authored by Heather Dollins Staton, Adriana Lesiuk, and M. Chris Manning with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the

Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 34 historic architectural resources within the architectural APE within the ARDJ segment. This survey identified 13 previously recorded buildings, objects, and districts. None have been previously listed in or determined potentially eligible/eligible for the national Register of Historic Places (NRHP). Six resources were determined not eligible for listing in the NRHP by the DHR; however, because the eligibility evaluation occurred over five years ago, these resources were re-evaluated during the current survey. The remaining seven previously recorded resources had not been formally evaluated for the NRHP by DHR. The DC2RVA Project Team also documented 21 newly recorded resources. A majority (n=17) are single-family dwellings constructed between 1935 and 1968; two commercial buildings, a fire station, and a marina were also recorded during the study.

None of the 34 recorded resources have any known association with a known historic trend or specific event or a notable person. Furthermore, they have no outstanding architectural merit and are not known to be the work of a master. As such it is recommended that all 34 resources documented during the current survey are recommended not eligible for individual listing on the NHRP. (A table is attached showing the resource numbers, names and addresses of these resources.)

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 6 study (DHR #2014-0666):

089-0039	House, 738 Eskimo Hill Road
089-0078	Andrew Chapel
089-0167	Jones-Lowry House, 1717 Brooke Road
089-0169	RF&P House, 223 Andrew Chapel Road
089-0172	RF&P Section House
089-0195	G&D General Store
089-0282	Scott Cemetery/Point Myrtle Grove
089-0296	Harrison House, 43 Deacon Road
089-5033	Block building, 1735 Brooke Road
089-5034	Groves Store, Brooke Road
089-5035	W. J. Payne House, 1732 Brooke Road
089-5039	House, 2082 Courthouse Road
089-5041	F. Mill House, 2147 Courthouse Road
089-5554	Commercial Building, 204 Thompson Avenue
089-5555	Commercial Building, 207 Thompson Avenue
089-5556	House, 48 Rice Road
089-5557	House, 776 Leeland Road
089-5558	House, 718 Eskimo Hill Road
089-5559	House, 732 Eskimo Hill Road
089-5560	House, 35 Old Bridge Road
089-5561	House, 47 Old Bridge Road
089-5562	House, 48 Old Bridge Road
089-5563	House, 1539 Brooke Road
089-5564	House, 77 Montague Loop
089-5565	House, 75 Montague Loop
089-5566	House, 57 Montague Loop
089-5567	House, 1720 Brooke Road
089-5568	House, 101 Mount Hope Church Road
089-5569	Fire Station, 222 Andrew Chapel Road
089-5570	House, 1760 Brooke Road
089-5571	House, 1779 Brooke Road
089-5572	House, 59 Inez Way
089-5573	Marina, 4 Hope Springs Lane
089-5588	House, 2092 Courthouse Road

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

SEGMENT 6 (ARDJ) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

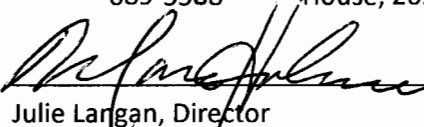
DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-0039	House, 738 Eskimo Hill Road	Stafford County	ca. 1890	Not Eligible
089-0078	Andrew Chapel	Stafford County	1904	Not Eligible
089-0167	Jones-Lowry House, 1717 Brooke Road	Stafford County	ca. 1890	Not Eligible
089-0169	RF&P House, 223 Andrew Chapel Road	Stafford County	ca. 1890	Not Eligible
089-0172	RF&P Section House	Stafford County	ca. 1870	Not Eligible
089-0195	G&D General Store	Stafford County	ca. 1918	Not Eligible
089-0282	Scott Cemetery/Point Myrtle Grove	Stafford County	1809	Not Eligible
089-0296	Harrison House, 43 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-5033	Block building, 1735 Brooke Road	Stafford County	ca. 1930	Not Eligible
089-5034	Groves Store, Brooke Road	Stafford County	ca. 1925	Not Eligible
089-5035	W. J. Payne House, 1732 Brooke Road	Stafford County	ca. 1938	Not Eligible
089-5039	House, 2082 Courthouse Road	Stafford County	1900	Not Eligible
089-5041	F. Mill House, 2147 Courthouse Road	Stafford County	1894	Not Eligible
089-5554	Commercial Building, 204 Thompson Avenue	Stafford County	ca. 1955	Not Eligible
089-5555	Commercial Building, 207 Thompson Avenue	Stafford County	ca. 1960	Not Eligible
089-5556	House, 48 Rice Road	Stafford County	ca. 1950	Not Eligible
089-5557	House, 776 Leeland Road	Stafford County	ca. 1965	Not Eligible
089-5558	House, 718 Eskimo Hill Road	Stafford County	ca. 1930	Not Eligible
089-5559	House, 732 Eskimo Hill Road	Stafford County	1948	Not Eligible

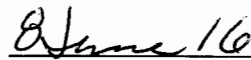
SEGMENT 6 (ARDJ) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5560	House, 35 Old Bridge Road	Stafford County	ca. 1945	Not Eligible
089-5561	House, 47 Old Bridge Road	Stafford County	1952	Not Eligible
089-5562	House, 48 Old Bridge Road	Stafford County	1965	Not Eligible
089-5563	House, 1539 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5564	House, 77 Montague Loop	Stafford County	1953	Not Eligible
089-5565	House, 75 Montague Loop	Stafford County	ca. 1950	Not Eligible
089-5566	House, 57 Montague Loop	Stafford County	ca. 1900	Not Eligible
089-5567	House, 1720 Brooke Road	Stafford County	ca. 1960	Not Eligible
089-5568	House, 101 Mount Hope Church Road	Stafford County	ca. 1950	Not Eligible
089-5569	Fire Station, 222 Andrew Chapel Road	Stafford County	ca. 1950	Not Eligible
089-5570	House, 1760 Brooke Road	Stafford County	1961	Not Eligible
089-5571	House, 1779 Brooke Road	Stafford County	1956	Not Eligible
089-5572	House, 59 Inez Way	Stafford County	ca. 1935	Not Eligible
089-5573	Marina, 4 Hope Springs Lane	Stafford County	ca. 1950	Not Eligible
089-5588	House, 2092 Courthouse Road	Stafford County	1968	Not Eligible

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 6 study (DHR #2014-0666):

089-0039	House, 738 Eskimo Hill Road
089-0078	Andrew Chapel
089-0167	Jones-Lowry House, 1717 Brooke Road
089-0169	RF&P House, 223 Andrew Chapel Road
089-0172	RF&P Section House
089-0195	G&D General Store
089-0282	Scott Cemetery/Point Myrtle Grove
089-0296	Harrison House, 43 Deacon Road
089-5033	Block building, 1735 Brooke Road
089-5034	Groves Store, Brooke Road
089-5035	W. J. Payne House, 1732 Brooke Road
089-5039	House, 2082 Courthouse Road
089-5041	F. Mill House, 2147 Courthouse Road
089-5554	Commercial Building, 204 Thompson Avenue
089-5555	Commercial Building, 207 Thompson Avenue
089-5556	House, 48 Rice Road
089-5557	House, 776 Leeland Road
089-5558	House, 718 Eskimo Hill Road
089-5559	House, 732 Eskimo Hill Road
089-5560	House, 35 Old Bridge Road
089-5561	House, 47 Old Bridge Road
089-5562	House, 48 Old Bridge Road
089-5563	House, 1539 Brooke Road
089-5564	House, 77 Montague Loop
089-5565	House, 75 Montague Loop
089-5566	House, 57 Montague Loop
089-5567	House, 1720 Brooke Road
089-5568	House, 101 Mount Hope Church Road
089-5569	Fire Station, 222 Andrew Chapel Road
089-5570	House, 1760 Brooke Road
089-5571	House, 1779 Brooke Road
089-5572	House, 59 Inez Way
089-5573	Marina, 4 Hope Springs Lane
089-5588	House, 2092 Courthouse Road


Julie Langan, Director


Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer



801 E. Main Street, Suite 1000
Richmond, VA 23219

December 9, 2015

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 7 (Dahlgren Junction to Fredericksburg)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 7/Dahlgren Junction to Fredericksburg (DJFB) of the larger Project initiative. Segment 7/DJFB includes the span between the CSX right of way and the Dahlgren Spur on the north (just north of the Rappahannock River) and just south of Howison Street in the City of Fredericksburg on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Dahlgren to Fredericksburg (DJFB) Segment, City of Fredericksburg and Stafford County*. The report was authored by Heather Dollins Staton and Adriana Lesiuk with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project

Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the DHR's *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 271 historic architectural resources within the architectural APE within the Segment 7/DJFB. Of these, the majority (n=259) do not have any known association with a known historic trend or specific event or a notable person. Furthermore, they have no outstanding architectural merit and are not known to be the work of a master. As such it is recommended that 259 of the 271 resources surveyed during the current survey are not eligible for individual listing on the NHRP. (A table is attached showing the resource numbers, names and addresses of these resources.)

Four resources were previously determined potentially eligible/eligible for, or listed in, the National Register of Historic Places (NRHP), including two battlefields (Salem Church Battlefield, 088-5181 and Battle of Fredericksburg II, 111-5296), one historic district (Fredericksburg Historic District, 111-0132), and one site (Fredericksburg Gun Manufactory, 111-0145). Because these four resources have not been greatly altered and continue to possess the same levels of integrity that made them eligible for the NRHP, it is recommended that they should retain their previous eligibility status. In addition, as a result of the current survey, seven resources (Fredericksburg Historic District Extension, 111-0009; Pulliam's Service Station, 111-0009-0795; Dixon's House, 111-0023; Purina Tower, 111-0132-0020; Duplex House, 314-316 Frederick Street, 111-0132-0522; Fredericksburg Train Station, 111-0132-0704; and the Battle of Fredericksburg I, 111-5295) are recommended potentially eligible for the NRHP.

Despite their individual eligibility recommendation, many resources within the DJFB segment are located within the boundaries of one of two historic districts: the Fredericksburg Historic District Extension (111-0009) and the Fredericksburg Historic District (111-0132). As a result, it is recommended that 25 recorded properties are contributing resources to the Fredericksburg Historic District Extension and 92 properties are contributing resources to the Fredericksburg Historic District. The attached table contains specific data on these recommendations.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the Fredericksburg Historic District (111-0132) should remain listed in the NRHP and the Fredericksburg Gun Manufactory (111-0145) should remain listed in the NRHP and is a contributing element to the Fredericksburg Historic District (111-0132). They further concur that the Salem Church Battlefield (088-5181) should remain eligible for the NRHP and the Battle of Fredericksburg II battlefield (111-5296) should remain potentially eligible for the NRHP and is associated with the Fredericksburg and Spotsylvania Battlefields National Military Park (111-0147).

The SHPO also concurs that Battle of Fredericksburg I (111-5295) and the Fredericksburg Historic District Extension (111-0009) are potentially eligible for the NRHP; the Dixon House at 401–403 Sophia Street (111-0023), the Purina Tower (111-0132-0020), the House at 314–316 Frederick Street (111-0132-0522), and the Fredericksburg Train Station at 200 Lafayette Boulevard (111-0132-0704) are potentially eligible for the NRHP as individual resources and are also contributing elements to the Fredericksburg Historic District (111-0132); and Pulliam’s Service Station at 411 Lafayette Boulevard (111-0009-0795) is potentially eligible for the NRHP as an individual resource and is also a contributing element to the Fredericksburg Historic District Extension (111-0009).

The SHPO further concurs that the following resources are not individually eligible but contribute to the Fredericksburg Historic District (111-0132):

- 111-0046 Dixon House/John Paul Jones House, 501 Caroline Street
- 111-0049 Kimmin House, 309 Caroline Street
- 111-0068 Dr. Charles Mortimer House, 303 Caroline Street
- 111-0091 Bankhead House/Rectory, St. George’s Episcopal Church, 307 Caroline Street
- 111-0101 Tan-Yard & Quarters, 309–311 Sophia Street
- 111-0132-0014 Duplex, 513–515 Caroline Street
- 111-0132-0022 House/ Railway Express Agency, 406 Princess Anne Street
- 111-0132-0048 Pump House
- 111-0132-0049 House, 310 Sophia Street
- 111-0132-0050 J. Broaddus Roofing & Sheet Metal
- 111-0132-0052 Commercial Building, 419 Sophia Street
- 111-0132-0053 Commercial Building, 502 Sophia Street
- 111-0132-0054 Brock's Riverside Grill, 503 Sophia Street
- 111-0132-0055 House, 504 Sophia Street
- 111-0132-0056 Multiple-Family Dwelling, 506–512 Sophia Street
- 111-0132-0058 House, 521 Sophia Street
- 111-0132-0133 House, 306 Princess Anne Street
- 111-0132-0134 House, 308 Princess Anne Street



801 E. Main Street, Suite 1000
Richmond, VA 23219

- 111-0132-0135 House, 310 Princess Anne Street
- 111-0132-0136 House, 312 Princess Anne Street
- 111-0132-0137 House, 317 Princess Anne Street
- 111-0132-0138 House, 314 Princess Anne Street
- 111-0132-0139 William Taylor House, 316 Princess Anne Street
- 111-0132-0140 House, 318–320 Princess Anne Street
- 111-0132-0141 Hillside Church of Christ, 400 Princess Anne Street
- 111-0132-0142 Commercial Building, 404 Princess Anne Street
- 111-0132-0144 John L. Knight House, 511 Princess Anne Street
- 111-0132-0145 David C. Coyle House, 513 Princess Anne Street
- 111-0132-0146 A. L. Bennett Funeral Home, 515 Princess Anne Street
- 111-0132-0221 Duplex, 302 Charles Street
- 111-0132-0222 Single dwelling, 304 Charles Street
- 111-0132-0223 Single dwelling, 305 Charles Street
- 111-0132-0224 Single dwelling, 306 Charles Street
- 111-0132-0226 Single dwelling, 317 Charles Street
- 111-0132-0227 Commercial Building/Machine Shop, 318 Charles Street
- 111-0132-0295 House, 311 Princess Anne Street
- 111-0132-0296 House, 313 Princess Anne Street
- 111-0132-0297 John and Nettie Washington House
- 111-0132-0298 Warehouse, 401–415 Princess Anne Street
- 111-0132-0300 Commercial Building, 510 Princess Anne Street
- 111-0132-0440 Single dwelling, 503 Caroline Street
- 111-0132-0441 House, 505 Caroline Street
- 111-0132-0442 Single dwelling, 507 Caroline Street
- 111-0132-0443 Nader's Grocery Store, 508 Caroline Street
- 111-0132-0444 Single dwelling, 509 Caroline Street
- 111-0132-0445 Multiple dwelling, 510 Caroline Street
- 111-0132-0446 Single dwelling, 511 Caroline Street
- 111-0132-0447 William Rollow Residence
- 111-0132-0448 House, 514 Caroline Street
- 111-0132-0450 Single dwelling, 516 Caroline Street
- 111-0132-0451 Ann Edwards House, 518 Caroline Street
- 111-0132-0452 Duplex, 517–519 Caroline Street
- 111-0132-0453 House, 520 Caroline Street
- 111-0132-0456 Fredericksburg Square, 525 Caroline Street
- 111-0132-0462 Single dwelling, 307 Princess Anne Street



- 111-0132-0463 Single dwelling, 309 Princess Anne Street
- 111-0132-0511 House, 303 1/2 Caroline Street
- 111-0132-0512 William H. Smith House, 304 Caroline Street
- 111-0132-0513 Dr. George French Kitchen Dependency, 305 Caroline Street
- 111-0132-0514 Dr. James Thornley House, 306 Caroline Street
- 111-0132-0518 House, 102 Frederick Street
- 111-0132-0519 House, 202 Frederick Street
- 111-0132-0520 Warehouse, 310 Frederick Street
- 111-0132-0521 Warehouse, 312 Frederick Street
- 111-0132-0523 Margarete E. Clarke House, 408 Frederick Street
- 111-0132-0700 Commercial Building, 101-103 Lafayette Boulevard
- 111-0132-0702 Single dwelling, 107 Lafayette Boulevard
- 111-0132-0703 Single dwelling, 109 Lafayette Boulevard
- 111-0132-0712 Single dwelling, 303 Prince Edward Street
- 111-0132-0713 Single dwelling, 305 Prince Edward Street
- 111-0132-0714 Single dwelling, 307 Prince Edward Street
- 111-0132-0715 Single dwelling, 311 Prince Edward Street
- 111-0132-0716 Single dwelling, 313 Prince Edward Street
- 111-0132-0717 315–317 Prince Edward Street
- 111-0132-0718 Single dwelling, 319 Prince Edward Street
- 111-0132-0719 Factory, 200 Prince Edward Street
- 111-0132-0720 Single dwelling, 300 Prince Edward Street
- 111-0132-0722 Lafayette Station, 307 Lafayette Boulevard
- 111-0132-0723 Kenmore Shoe Company, 315 Lafayette Boulevard
- 111-0132-0733 House, 407 Princess Elizabeth Street
- 111-0132-0742 Commercial Building, 400 Prince Edward Street
- 111-0132-0744 Dwelling, 403 Princess Elizabeth Street
- 111-0132-0745 Dwelling, 405 Princess Elizabeth Street
- 111-0132-0746 Dwelling, 413 Princess Elizabeth Street
- 111-0132-0747 Dwelling, 409–411 Princess Elizabeth Street
- 111-0139 Horton's Filling Station/ Dixie's Hair Studio, 301 Lafayette Boulevard
- 111-0141 Power Plant, 400 Charles Street
- 111-5268 House, 308–310 Charles Street

The SHPO similarly concurs that the following resources are not individually eligible but contribute to the Fredericksburg Historic District Extension (111-0009):

- 111-0009-0016 RF&P Freight Warehouse
- 111-0009-0525 Commercial Building, 526 Wolfe Street
- 111-0009-0691 Walker-Grant School, 201 Gunnery Road
- 111-0009-0730 Commercial building
- 111-0009-0791 Perma Treat, Commercial Building, 505 Lafayette Boulevard
- 111-0009-0796 Restaurant/Rail Station, 406 Lafayette Boulevard
- 111-0009-0797 Commercial Building, 500 Lafayette Boulevard
- 111-0009-0798 Commercial Building, 512 Lafayette Boulevard
- 111-0410 House, 558 Lafayette Boulevard
- 111-0412 House, 556 Lafayette Boulevard
- 111-0414 House, 554 Lafayette Boulevard
- 111-0416 House, 626 Lafayette Boulevard
- 111-0418 House/Commercial Building, 621 Lafayette Boulevard
- 111-0419 Gene's Amoco, 620 Lafayette Boulevard
- 111-0420 House, 619 Lafayette Boulevard
- 111-0422 Lafayette Tire Center, 614 Lafayette Boulevard
- 111-0423 House, 615 Lafayette Boulevard
- 111-0424 House, 613 Lafayette Boulevard
- 111-0426 Roxbury Mills, 601 Lafayette Boulevard
- 111-0427 Garage, 600 Lafayette Boulevard
- 111-0683 Commercial Building, 614 Wolfe Street
- 111-0684 Commercial Building, 612 Wolfe Street
- 111-0686 Commercial/Agricultural Building, 606 Wolfe Street
- 111-0687 Commercial Building, 600 Wolfe Street

Lastly, the SHPO concurs that the following resources are not eligible for the NRHP as individual resources and are not contributing elements to a historic district:

- 089-0079 House, 201 Jett Drive
- 089-0293 House, 333 Chatham Heights Road
- 089-0294 House, 319 Chatham Heights Road
- 089-0295 House/Commercial Building, 309 Chatham Heights Road
- 089-0297 Vance-Sullivan House, 18 Deacon Road
- 089-0298 Shelton House, 16 Deacon Road



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Richmond, VA 23219

089-0299	Dowd House, 14 Deacon Road
089-0300	Reynolds-McCoy House, 12 Deacon Road
089-0301	House, 10 Deacon Road
089-0302	House, 8 Deacon Road
089-0303	E.G. Harris House, 6 Deacon Road
089-0304	McWhart House, 4 Deacon Road
089-0305	Briscoe House, 11 Debruen Lane
089-5481	House, 212 Marion Street
089-5482	House, 213 Marion Street
089-5483	House, 214 Marion Street
089-5484	House, 215 Marion Street
089-5485	House, 217 Marion Street
089-5486	House, 218 Marion Street
089-5487	House, 219 Marion Street
089-5488	House, 220 Marion Street
089-5489	House, 221 Marion Street
089-5490	House, 222 Marion Street
089-5491	House, 224 Marion Street
089-5492	Auto Repair, 201 Willow Street
089-5493	Auto Repair, 207 Willow Street
089-5494	Religious Building, 240 Chatham Heights Road
089-5495	Commercial Building, 300 Chatham Heights Road
089-5496	Auto Repair, 308 Chatham Heights Road
089-5497	Carwash, 312 Chatham Heights Road
089-5498	House, 325 Chatham Heights Road
089-5499	House, 515 Pratt Street
089-5500	House, 216 Claiborne Avenue
089-5501	House, 218 Claiborne Avenue
089-5502	House, 300 Claiborne Avenue
089-5503	House, 302 Claiborne Avenue
089-5504	House, 304 Claiborne Avenue
089-5505	House, 305 Claiborne Avenue
089-5506	House, 307 Claiborne Avenue
089-5507	House, 404 Claiborne Avenue
089-5508	House, 406 Claiborne Avenue
089-5509	House, 412 Claiborne Avenue
089-5510	House, 416 Claiborne Avenue

089-5511	House, 422 Claiborne Avenue
089-5512	House, 426 Claiborne Avenue
089-5513	House, 500 Claiborne Avenue
089-5514	House, 502 Claiborne Avenue
089-5515	House, 504 Claiborne Avenue
089-5516	House, 506 Claiborne Avenue
089-5517	House, 204 Jefferson Avenue
089-5518	House, 211 East Chatham Street
089-5519	House, 301 East Chatham Street
089-5520	House, 303 East Chatham Street
089-5521	House, 306 East Chatham Street
089-5522	House, 310 East Chatham Street
089-5523	House, 106 Valley View Place
089-5524	House, 108 Valley View Place
089-5525	House, 201 Madison Avenue
089-5526	House, 204 Madison Avenue
089-5527	House, 205 Madison Avenue
089-5528	House, 206 Madison Avenue
089-5529	House, 207 Madison Avenue
089-5530	House, 208 Madison Avenue
089-5531	House, 402 Monroe Avenue
089-5532	House, 403 Monroe Avenue
089-5533	House, 405 Monroe Avenue
089-5534	House, 406 Monroe Avenue
089-5535	House, 407 Monroe Avenue
089-5536	House, 56 Cool Spring Road
089-5537	House, 203 Cobb Street
089-5538	House Northeast of 203 Cobb Street
089-5539	Abandoned House Northeast of 203 Cobb Street
089-5540	House, 12 Railroad Lane
089-5541	House, 18 Railroad Lane
089-5542	House, 24 Railroad Lane
089-5543	House, 30 Railroad Lane
089-5544	House, 205 Jett Drive
089-5545	House, 206 Jett Drive
089-5546	House, 207 Jett Drive
089-5547	House, 210 Jett Drive

089-5548 House, 212 Jett Drive
 089-5549 House, 215 Jett Drive
 089-5550 House, 216 Jett Drive
 089-5551 House, 218 Jett Drive
 089-5552 House, 221 Jett Drive
 089-5553 House, 180 Kings Highway
 111-0009-0019 National Ice & Fuel Company Building
 111-0009-0789 Commercial Building, 501 Lafayette Boulevard
 111-0009-0793 Commercial Building, the Columns, 509 Lafayette Boulevard
 111-0132-0467 Single Dwelling, 105 Lafayette Boulevard
 111-0132-0741 Townhouses, 5–14 Lafayette Station
 111-0417 Buddy’s Auto Sales, 623 Lafayette Boulevard
 111-0421 House, 617 Lafayette Boulevard
 111-0425 Empire Monument Works, 612 Lafayette Boulevard
 111-5016 Brewery, Northeast corner Sophia/Princess Elizabeth Street
 111-5017 Old Bakery/Wroten House, 506 Main Street
 111-5329 House, 406 Summit Street
 111-5330 House, 412 Summit Street
 111-5331 House, 420 Summit Street
 111-5332 House, 426 Summit Street
 111-5333 House, 430 Summit Street
 111-5334 Duplex, 432–434 Summit Street
 111-5335 House, 409 Palmer Street
 111-5336 House, 412 Palmer Street
 111-5337 House, 413 Palmer Street
 111-5338 House, 419 Palmer Street
 111-5339 House, 424 Palmer Street
 111-5340 House, 816 Railroad Avenue
 111-5341 House, 820 Railroad Avenue
 111-5342 House, 822 Railroad Avenue
 111-5343 House, 904 Railroad Avenue
 111-5344 House, 908 Railroad Avenue
 111-5345 House, 1006 Railroad Avenue
 111-5346 House, 1010 Railroad Avenue
 111-5347 House, 1014 Railroad Avenue
 111-5348 House, 1112 Railroad Avenue
 111-5349 House, 1200 Railroad Avenue



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- 111-5350 House, 1204 Railroad Avenue
- 111-5351 House, 1304 Railroad Avenue
- 111-5352 House, 1316 Railroad Avenue
- 111-5353 House, 1320 Railroad Avenue
- 111-5354 House, 1324 Railroad Avenue
- 111-5355 House, 1332 Railroad Avenue
- 111-5356 House, 1334 Railroad Avenue
- 111-5357 House, 1336 Railroad Avenue
- 111-5358 House, 413 Gates Street
- 111-5359 House, 416 Gates Street
- 111-5360 House, 420 Gates Street
- 111-5361 House, 421 Gates Street
- 111-5362 House, 425 Gates Street
- 111-5363 House, 428 Gates Street
- 111-5364 House, 408 Tyler Street
- 111-5365 House, 423 Tyler Street
- 111-5366 House, 1205 Cardwell Street
- 111-5367 House, 1208 Cardwell Street
- 111-5368 House, 1209 Cardwell Street
- 111-5369 House, 1210 Cardwell Street
- 111-5370 House, 1303 Cardwell Street
- 111-5371 House, 1306 Cardwell Street
- 111-5372 House, 1319 Cardwell Street
- 111-5373 Allied Concrete Products, 400 Howison Avenue
- 111-5374 House, 409 Howison Avenue
- 111-5375 House, 409 McKinney Street
- 111-5376 House, 423 McKinney Street
- 111-5377 House, 424 McKinney Street
- 111-5378 House, 427 McKinney Street
- 111-5379 House, 428 McKinney Street
- 111-5381 Mayfield Historic District

Julie Langan (DHR #2014-0666)
 Director, Virginia Department of Historic Resources
 Virginia State Historic Preservation Officer

Date



U.S. Department of Transportation
Federal Railroad Administration

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, Fredericksburg City	1863	Remains Eligible
089-0079	House, 201 Jett Drive	Stafford County	ca. 1910	Not Eligible
089-0293	House, 333 Chatham Heights Road	Stafford County	ca. 1930	Not Eligible
089-0294	House, 319 Chatham Heights Road	Stafford County	ca. 1930	Not Eligible
089-0295	House/Commercial Building, 309 Chatham Heights Road	Stafford County	ca. 1940	Not Eligible
089-0297	Vance-Sullivan House, 18 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0298	Shelton House, 16 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0299	Dowd House, 14 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0300	Reynolds-McCoy House, 12 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0301	House, 10 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0302	House, 8 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0303	E.G. Harris House, 6 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0304	McWhart House, 4 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0305	Briscoe House, 11 Debruen Lane	Stafford County	ca. 1940	Not Eligible
089-5481	House, 212 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5482	House, 213 Marion Street	Stafford County	1955	Not Eligible
089-5483	House, 214 Marion Street	Stafford County	1961	Not Eligible
089-5484	House, 215 Marion Street	Stafford County	1958	Not Eligible
089-5485	House, 217 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5486	House, 218 Marion Street	Stafford County	1955	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5487	House, 219 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5488	House, 220 Marion Street	Stafford County	1952	Not Eligible
089-5489	House, 221 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5490	House, 222 Marion Street	Stafford County	1965	Not Eligible
089-5491	House, 224 Marion Street	Stafford County	1964	Not Eligible
089-5492	Auto Repair, 201 Willow Street	Stafford County	ca. 1955	Not Eligible
089-5493	Auto Repair, 207 Willow Street	Stafford County	1947	Not Eligible
089-5494	Religious Building, 240 Chatham Heights Road	Stafford County	ca. 1920	Not Eligible
089-5495	Commercial Building, 300 Chatham Heights Road	Stafford County	1945	Not Eligible
089-5496	Auto Repair, 308 Chatham Heights Road	Stafford County	1960	Not Eligible
089-5497	Carwash, 312 Chatham Heights Road	Stafford County	1960	Not Eligible
089-5498	House, 325 Chatham Heights Road	Stafford County	1959	Not Eligible
089-5499	House, 515 Pratt Street	Stafford County	ca. 1930	Not Eligible
089-5500	House, 216 Claiborne Avenue	Stafford County	ca. 1930	Not Eligible
089-5501	House, 218 Claiborne Avenue	Stafford County	1939	Not Eligible
089-5502	House, 300 Claiborne Avenue	Stafford County	1959	Not Eligible
089-5503	House, 302 Claiborne Avenue	Stafford County	1959	Not Eligible
089-5504	House, 304 Claiborne Avenue	Stafford County	1959	Not Eligible
089-5505	House, 305 Claiborne Avenue	Stafford County	1930	Not Eligible
089-5506	House, 307 Claiborne Avenue	Stafford County	ca. 1965	Not Eligible
089-5507	House, 404 Claiborne Avenue	Stafford County	1932	Not Eligible
089-5508	House, 406 Claiborne Avenue	Stafford County	1932	Not Eligible
089-5509	House, 412 Claiborne Avenue	Stafford County	1946	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5510	House, 416 Claiborne Avenue	Stafford County	1939	Not Eligible
089-5511	House, 422 Claiborne Avenue	Stafford County	1927	Not Eligible
089-5512	House, 426 Claiborne Avenue	Stafford County	1947	Not Eligible
089-5513	House, 500 Claiborne Avenue	Stafford County	1951	Not Eligible
089-5514	House, 502 Claiborne Avenue	Stafford County	ca. 1940	Not Eligible
089-5515	House, 504 Claiborne Avenue	Stafford County	ca. 1940	Not Eligible
089-5516	House, 506 Claiborne Avenue	Stafford County	ca. 1950	Not Eligible
089-5517	House, 204 Jefferson Avenue	Stafford County	1960	Not Eligible
089-5518	House, 211 East Chatham Street	Stafford County	ca. 1930	Not Eligible
089-5519	House, 301 East Chatham Street	Stafford County	1942	Not Eligible
089-5520	House, 303 East Chatham Street	Stafford County	1929	Not Eligible
089-5521	House, 306 East Chatham Street	Stafford County	1960	Not Eligible
089-5522	House, 310 East Chatham Street	Stafford County	1956	Not Eligible
089-5523	House, 106 Valley View Place	Stafford County	1946	Not Eligible
089-5524	House, 108 Valley View Place	Stafford County	1962	Not Eligible
089-5525	House, 201 Madison Avenue	Stafford County	1937	Not Eligible
089-5526	House, 204 Madison Avenue	Stafford County	1900	Not Eligible
089-5527	House, 205 Madison Avenue	Stafford County	ca. 1920	Not Eligible
089-5528	House, 206 Madison Avenue	Stafford County	1951	Not Eligible
089-5529	House, 207 Madison Avenue	Stafford County	1960	Not Eligible
089-5530	House, 208 Madison Avenue	Stafford County	1948	Not Eligible
089-5531	House, 402 Monroe Avenue	Stafford County	1940	Not Eligible
089-5532	House, 403 Monroe Avenue	Stafford County	ca. 1933	Not Eligible
089-5533	House, 405 Monroe Avenue	Stafford County	1943	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5534	House, 406 Monroe Avenue	Stafford County	1938	Not Eligible
089-5535	House, 407 Monroe Avenue	Stafford County	ca. 1930	Not Eligible
089-5536	House, 56 Cool Spring Road	Stafford County	ca. 1952	Not Eligible
089-5537	House, 203 Cobb Street	Stafford County	ca. 1900	Not Eligible
089-5538	House Northeast of 203 Cobb Street	Stafford County	ca. 1900	Not Eligible
089-5539	Abandoned House Northeast of 203 Cobb Street	Stafford County	ca. 1900	Not Eligible
089-5540	House, 12 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5541	House, 18 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5542	House, 24 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5543	House, 30 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5544	House, 205 Jett Drive	Stafford County	1910	Not Eligible
089-5545	House, 206 Jett Drive	Stafford County	ca. 1960	Not Eligible
089-5546	House, 207 Jett Drive	Stafford County	ca. 1930	Not Eligible
089-5547	House, 210 Jett Drive	Stafford County	ca. 1950	Not Eligible
089-5548	House, 212 Jett Drive	Stafford County	ca. 1962	Not Eligible
089-5549	House, 215 Jett Drive	Stafford County	ca. 1953	Not Eligible
089-5550	House, 216 Jett Drive	Stafford County	ca. 1962	Not Eligible
089-5551	House, 218 Jett Drive	Stafford County	ca. 1962	Not Eligible
089-5552	House, 221 Jett Drive	Stafford County	ca. 1940	Not Eligible
089-5553	House, 180 Kings Highway	Stafford County	1961	Not Eligible
111-0009	Fredericksburg Historic District Extension	Fredericksburg City	post 1775	Potentially Eligible Under Criteria A and C
111-0009-0016	RF&P Freight Warehouse	Fredericksburg City	1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0009-0019	National Ice & Fuel Company Building	Fredericksburg City	ca. 1919	Not Eligible; Non-contributing to the Fredericksburg Historic District Extension
111-0009-0525	Commercial Building, 526 Wolfe Street	Fredericksburg City	ca. 1920	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0691	Walker-Grant School, 201 Gunnery Road	Fredericksburg City	1938	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0730	Commercial building	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0789	Commercial Building, 501 Lafayette Boulevard	Fredericksburg City	ca. 2005	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0009-0791	Perma Treat, Commercial Building, 505 Lafayette Boulevard	Fredericksburg City	ca. 1960	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0793	Commercial Building, the Columns, 509 Lafayette Boulevard	Fredericksburg City	ca. 2005	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	Fredericksburg City	ca. 1935	Potentially Eligible Under Criterion C; Contributing to the Fredericksburg Historic District Extension
111-0009-0796	Restaurant/Rail Station, 406 Lafayette Boulevard	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0797	Commercial Building, 500 Lafayette Boulevard	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0798	Commercial Building, 512 Lafayette Boulevard	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0023	Dixon House, 401–403 Sophia Street	Fredericksburg City	ca. 1843	Potentially Eligible under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0046	Dixon House/John Paul Jones House, 501 Caroline Street	Fredericksburg City	1761	Not Eligible; Contributing to the Fredericksburg Historic District
111-0049	Kimmin House, 309 Caroline Street	Fredericksburg City	1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0068	Dr. Charles Mortimer House, 303 Caroline Street	Fredericksburg City	ca. 1775	Not Eligible; Contributing to the Fredericksburg Historic District
111-0091	Bankhead House/Rectory, St. George's Episcopal Church, 307 Caroline Street	Fredericksburg City	1787	Not Eligible; Contributing to the Fredericksburg Historic District
111-0101	Tan-Yard & Quarters, 309–311 Sophia Street	Fredericksburg City	ca. 1770	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132	Fredericksburg Historic District	Fredericksburg City	Post 1727	Remains Listed
111-0132-0014	Duplex, 513–515 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0020	Purina Tower	Fredericksburg City	1916	Potentially Eligible under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0132-0022	House/ Railway Express Agency, 406 Princess Anne Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0048	Pump House	Fredericksburg City	1947	Not Eligible; Contributing to the Fredericksburg Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0049	House, 310 Sophia Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0050	J.Broadus Roofing & Sheet Metal	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0052	Commercial Building, 419 Sophia Street	Fredericksburg City	ca. 1930	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0053	Commercial Building, 502 Sophia Street	Fredericksburg City	ca. 1935	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0054	Brock's Riverside Grill, 503 Sophia Street	Fredericksburg City	ca. 1930	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0055	House, 504 Sophia Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0056	Multiple-Family Dwelling, 506-512 Sophia Street	Fredericksburg City	ca. 1940	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0058	House, 521 Sophia Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0133	House, 306 Princess Anne Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0134	House, 308 Princess Anne Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0135	House, 310 Princess Anne Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0136	House, 312 Princess Anne Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0137	House, 317 Princess Anne Street	Fredericksburg City	ca. 1820	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0138	House, 314 Princess Anne Street	Fredericksburg City	1826	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0139	William Taylor House , 316 Princess Anne Street	Fredericksburg City	1805	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0140	House, 318–320 Princess Anne Street	Fredericksburg City	ca. 1841	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0141	Hillside Church of Christ, 400 Princess Anne Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0142	Commercial Building, 404 Princess Anne Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0144	John L. Knight House, 511 Princess Anne Street	Fredericksburg City	ca. 1850	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0145	David C. Coyle House, 513 Princess Anne Street	Fredericksburg City	1822	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0146	A. L. Bennett Funeral Home, 515 Princess Anne Street	Fredericksburg City	ca. 1945	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0221	Duplex, 302 Charles Street	Fredericksburg City	1870	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0222	Single dwelling, 304 Charles Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0223	Single dwelling, 305 Charles Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0224	Single dwelling, 306 Charles Street	Fredericksburg City	ca. 1790	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0226	Single dwelling, 317 Charles Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0227	Commercial Building/Machine Shop, 318 Charles Street	Fredericksburg City	ca. 1925	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0295	House, 311 Princess Anne Street	Fredericksburg City	ca. 1920	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0296	House, 313 Princess Anne Street	Fredericksburg City	ca. 1882	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0297	John and Nettie Washington House	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0298	Warehouse, 401–415 Princess Anne Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0300	Commercial Building, 510 Princess Anne Street	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0440	Single dwelling, 503 Caroline Street	Fredericksburg City	ca. 1815	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0441	House, 505 Caroline Street	Fredericksburg City	ca. 1815	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0442	Single dwelling, 507 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0443	Nader's Grocery Store, 508 Caroline Street	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0444	Single dwelling, 509 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0445	Multiple dwelling, 510 Caroline Street	Fredericksburg City	ca. 1820	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0446	Single dwelling, 511 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0447	William Rollow Residence	Fredericksburg City	ca. 1826	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0448	House, 514 Caroline Street	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0450	Single dwelling, 516 Caroline Street	Fredericksburg City	ca. 1825	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0451	Ann Edwards House, 518 Caroline Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0452	Duplex, 517–519 Caroline Street	Fredericksburg City	ca. 1800	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0453	House, 520 Caroline Street	Fredericksburg City	ca. 1790	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0456	Fredericksburg Square, 525 Caroline Street	Fredericksburg City	ca. 1854	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0462	Single dwelling, 307 Princess Anne Street	Fredericksburg City	ca. 1800	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0463	Single dwelling, 309 Princess Anne Street	Fredericksburg City	ca. 1883	Not Eligible; Contributing to the Fredericksburg Historic District

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0467	Single Dwelling, 105 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Non-contributing to the Fredericksburg Historic District
111-0132-0511	House, 303 1/2 Caroline Street	Fredericksburg City	ca. 1875	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0512	William H. Smith House, 304 Caroline Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0513	Dr. George French Kitchen Dependency, 305 Caroline Street	Fredericksburg City	ca. 1803	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0514	Dr. James Thornley House, 306 Caroline Street	Fredericksburg City	ca. 1851	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0518	House, 102 Frederick Street	Fredericksburg City	ca. 1835	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0519	House, 202 Frederick Street	Fredericksburg City	ca. 1850	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0520	Warehouse, 310 Frederick Street	Fredericksburg City	ca. 1855	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0521	Warehouse, 312 Frederick Street	Fredericksburg City	ca. 1920	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0522	House, 314–316 Frederick Street	Fredericksburg City	1851	Potentially Eligible Under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0132-0523	Margarete E. Clarke House, 408 Frederick Street	Fredericksburg City	ca. 1850	Not Eligible; Contributing to the Fredericksburg Historic District

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0700	Commercial Building, 101-103 Lafayette Boulevard	Fredericksburg City	ca. 1950	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0702	Single dwelling, 107 Lafayette Boulevard	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0703	Single dwelling, 109 Lafayette Boulevard	Fredericksburg City	ca. 2000	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	Fredericksburg City	1910	Potentially Eligible Under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0132-0712	Single dwelling, 303 Prince Edward Street	Fredericksburg City	ca. 1870	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0713	Single dwelling, 305 Prince Edward Street	Fredericksburg City	ca. 1870	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0714	Single dwelling, 307 Prince Edward Street	Fredericksburg City	ca. 1895	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0715	Single dwelling, 311 Prince Edward Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0716	Single dwelling, 313 Prince Edward Street	Fredericksburg City	ca. 1895	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0717	315-317 Prince Edward Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0718	Single dwelling, 319 Prince Edward Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0719	Factory, 200 Prince Edward Street	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0720	Single dwelling, 300 Prince Edward Street	Fredericksburg City	ca. 1925	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0722	Lafayette Station, 307 Lafayette Boulevard	Fredericksburg City	1877	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0723	Kenmore Shoe Company, 315 Lafayette Boulevard	Fredericksburg City	ca. 1895	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0733	House, 407 Princess Elizabeth Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0741	Townhouses, 5–14 Lafayette Station	Fredericksburg City	ca. 1986	Not Eligible; Non-Contributing to the Fredericksburg Historic District
111-0132-0742	Commercial Building, 400 Prince Edward Street	Fredericksburg City	ca. 1940	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0744	Dwelling, 403 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0745	Dwelling, 405 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0746	Dwelling, 413 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0747	Dwelling, 409–411 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0139	Horton's Filling Station/ Dixie's Hair Studio, 301 Lafayette Boulevard	Fredericksburg City	ca. 1925	Not Eligible; Contributing to the Fredericksburg Historic District
111-0141	Power Plant, 400 Charles Street	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0145	Fredericksburg Gun Manufactory	Fredericksburg City	ca. 1775	Remains Listed; Contributing to the Fredericksburg Historic District Extension
111-0410	House, 558 Lafayette Boulevard	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0412	House, 556 Lafayette Boulevard	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0414	House, 554 Lafayette Boulevard	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0416	House, 626 Lafayette Boulevard	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0417	Buddy's Auto Sales, 623 Lafayette Boulevard	Fredericksburg City	ca. 1970	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0418	House/Commercial Building, 621 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0419	Gene's Amoco, 620 Lafayette Boulevard	Fredericksburg City	ca. 1935	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0420	House, 619 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0421	House, 617 Lafayette Boulevard	Fredericksburg City	ca. 1896	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0422	Lafayette Tire Center, 614 Lafayette Boulevard	Fredericksburg City	ca. 1935	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0423	House, 615 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0424	House, 613 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0425	Empire Monument Works, 612 Lafayette Boulevard	Fredericksburg City	ca. 2000	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0426	Roxbury Mills, 601 Lafayette Boulevard	Fredericksburg City	ca. 1940	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0427	Garage, 600 Lafayette Boulevard	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0683	Commercial Building, 614 Wolfe Street	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0684	Commercial Building, 612 Wolfe Street	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0686	Commercial/Agricultural Building, 606 Wolfe Street	Fredericksburg City	ca. 1945	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0687	Commercial Building, 600 Wolfe Street	Fredericksburg City	ca. 1945	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-5016	Brewery, Northeast corner Sophia/Princess Elizabeth Street	Fredericksburg City	1764/ Demolished	Not Eligible
111-5017	Old Bakery/Wroten House, 506 Main Street	Fredericksburg City	Unknown	Not Eligible
111-5268	House, 308–310 Charles Street	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District
111-5295	Battle of Fredericksburg I	Fredericksburg City	1862	Potentially Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-5296	Battle of Fredericksburg II	Fredericksburg City	1863	Remains Potentially Eligible; Remains associated with the Fredericksburg and Spotsylvania Battlefields National Military Park
111-5329	House, 406 Summit Street	Fredericksburg City	1936	Not Eligible
111-5330	House, 412 Summit Street	Fredericksburg City	1929	Not Eligible
111-5331	House, 420 Summit Street	Fredericksburg City	1951	Not Eligible
111-5332	House, 426 Summit Street	Fredericksburg City	ca. 1931	Not Eligible
111-5333	House, 430 Summit Street	Fredericksburg City	1939	Not Eligible
111-5334	Duplex, 432-434 Summit Street	Fredericksburg City	1939	Not Eligible
111-5335	House, 409 Palmer Street	Fredericksburg City	1942	Not Eligible
111-5336	House, 412 Palmer Street	Fredericksburg City	1959	Not Eligible
111-5337	House, 413 Palmer Street	Fredericksburg City	1945	Not Eligible
111-5338	House, 419 Palmer Street	Fredericksburg City	1949	Not Eligible
111-5339	House, 424 Palmer Street	Fredericksburg City	1962	Not Eligible
111-5340	House, 816 Railroad Avenue	Fredericksburg City	1949	Not Eligible
111-5341	House, 820 Railroad Avenue	Fredericksburg City	1909	Not Eligible
111-5342	House, 822 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5343	House, 904 Railroad Avenue	Fredericksburg City	1912	Not Eligible
111-5344	House, 908 Railroad Avenue	Fredericksburg City	1937	Not Eligible
111-5345	House, 1006 Railroad Avenue	Fredericksburg City	1900	Not Eligible
111-5346	House, 1010 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5347	House, 1014 Railroad Avenue	Fredericksburg City	1945	Not Eligible
111-5348	House, 1112 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5349	House, 1200 Railroad Avenue	Fredericksburg City	1949	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-5350	House, 1204 Railroad Avenue	Fredericksburg City	1930	Not Eligible
111-5351	House, 1304 Railroad Avenue	Fredericksburg City	1939	Not Eligible
111-5352	House, 1316 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5353	House, 1320 Railroad Avenue	Fredericksburg City	1949	Not Eligible
111-5354	House, 1324 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5355	House, 1332 Railroad Avenue	Fredericksburg City	1952	Not Eligible
111-5356	House, 1334 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5357	House, 1336 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5358	House, 413 Gates Street	Fredericksburg City	1939	Not Eligible
111-5359	House, 416 Gates Street	Fredericksburg City	1939	Not Eligible
111-5360	House, 420 Gates Street	Fredericksburg City	1939	Not Eligible
111-5361	House, 421 Gates Street	Fredericksburg City	1939	Not Eligible
111-5362	House, 425 Gates Street	Fredericksburg City	1937	Not Eligible
111-5363	House, 428 Gates Street	Fredericksburg City	1964	Not Eligible
111-5364	House, 408 Tyler Street	Fredericksburg City	1963	Not Eligible
111-5365	House, 423 Tyler Street	Fredericksburg City	1964	Not Eligible
111-5366	House, 1205 Cardwell Street	Fredericksburg City	1964	Not Eligible
111-5367	House, 1208 Cardwell Street	Fredericksburg City	1963	Not Eligible
111-5368	House, 1209 Cardwell Street	Fredericksburg City	1955	Not Eligible
111-5369	House, 1210 Cardwell Street	Fredericksburg City	1963	Not Eligible
111-5370	House, 1303 Cardwell Street	Fredericksburg City	1961	Not Eligible
111-5371	House, 1306 Cardwell Street	Fredericksburg City	1964	Not Eligible
111-5372	House, 1319 Cardwell Street	Fredericksburg City	1944	Not Eligible
111-5373	Allied Concrete Products, 400 Howison Avenue	Fredericksburg City	1947	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-5374	House, 409 Howison Avenue	Fredericksburg City	1965	Not Eligible
111-5375	House, 409 McKinney Street	Fredericksburg City	1964	Not Eligible
111-5376	House, 423 McKinney Street	Fredericksburg City	1959	Not Eligible
111-5377	House, 424 McKinney Street	Fredericksburg City	1959	Not Eligible
111-5378	House, 427 McKinney Street	Fredericksburg City	1929	Not Eligible
111-5379	House, 428 McKinney Street	Fredericksburg City	1937	Not Eligible
111-5381	Mayfield Historic District	Fredericksburg City	ca. 1920	Not Eligible

The Virginia SHPO concurs that the Fredericksburg Historic District (111-0132) should remain listed in the NRHP and the Fredericksburg Gun Manufactory (111-0145) should remain listed in the NRHP and is a contributing element to the Fredericksburg Historic District (111-0132). They further concur that the Salem Church Battlefield (088-5181) should remain eligible for the NRHP and the Battle of Fredericksburg II battlefield (111-5296) should remain potentially eligible for the NRHP and is associated with the Fredericksburg and Spotsylvania Battlefields National Military Park (111-0147).

The SHPO also concurs that Battle of Fredericksburg I (111-5295) and the Fredericksburg Historic District Extension (111-0009) are potentially eligible for the NRHP; the Dixon House at 401–403 Sophia Street (111-0023), the Purina Tower (111-0132-0020), the House at 314–316 Frederick Street (111-0132-0522), and the Fredericksburg Train Station at 200 Lafayette Boulevard (111-0132-0704) are potentially eligible for the NRHP as individual resources and are also contributing elements to the Fredericksburg Historic District (111-0132); and Pulliam’s Service Station at 411 Lafayette Boulevard (111-0009-0795) is potentially eligible for the NRHP as an individual resource and is also a contributing element to the Fredericksburg Historic District Extension (111-0009).

The SHPO further concurs that the following resources are not individually eligible but contribute to the Fredericksburg Historic District (111-0132):

- 111-0046 Dixon House/John Paul Jones House, 501 Caroline Street
- 111-0049 Kimmin House, 309 Caroline Street
- 111-0068 Dr. Charles Mortimer House, 303 Caroline Street
- 111-0091 Bankhead House/Rectory, St. George’s Episcopal Church, 307 Caroline Street
- 111-0101 Tan-Yard & Quarters, 309–311 Sophia Street
- 111-0132-0014 Duplex, 513–515 Caroline Street
- 111-0132-0022 House/ Railway Express Agency, 406 Princess Anne Street
- 111-0132-0048 Pump House
- 111-0132-0049 House, 310 Sophia Street
- 111-0132-0050 J. Broaddus Roofing & Sheet Metal
- 111-0132-0052 Commercial Building, 419 Sophia Street
- 111-0132-0053 Commercial Building, 502 Sophia Street
- 111-0132-0054 Brock's Riverside Grill, 503 Sophia Street
- 111-0132-0055 House, 504 Sophia Street
- 111-0132-0056 Multiple-Family Dwelling, 506–512 Sophia Street
- 111-0132-0058 House, 521 Sophia Street
- 111-0132-0133 House, 306 Princess Anne Street
- 111-0132-0134 House, 308 Princess Anne Street



- 111-0132-0135 House, 310 Princess Anne Street
- 111-0132-0136 House, 312 Princess Anne Street
- 111-0132-0137 House, 317 Princess Anne Street
- 111-0132-0138 House, 314 Princess Anne Street
- 111-0132-0139 William Taylor House, 316 Princess Anne Street
- 111-0132-0140 House, 318–320 Princess Anne Street
- 111-0132-0141 Hillside Church of Christ, 400 Princess Anne Street
- 111-0132-0142 Commercial Building, 404 Princess Anne Street
- 111-0132-0144 John L. Knight House, 511 Princess Anne Street
- 111-0132-0145 David C. Coyle House, 513 Princess Anne Street
- 111-0132-0146 A. L. Bennett Funeral Home, 515 Princess Anne Street
- 111-0132-0221 Duplex, 302 Charles Street
- 111-0132-0222 Single dwelling, 304 Charles Street
- 111-0132-0223 Single dwelling, 305 Charles Street
- 111-0132-0224 Single dwelling, 306 Charles Street
- 111-0132-0226 Single dwelling, 317 Charles Street
- 111-0132-0227 Commercial Building/Machine Shop, 318 Charles Street
- 111-0132-0295 House, 311 Princess Anne Street
- 111-0132-0296 House, 313 Princess Anne Street
- 111-0132-0297 John and Nettie Washington House
- 111-0132-0298 Warehouse, 401–415 Princess Anne Street
- 111-0132-0300 Commercial Building, 510 Princess Anne Street
- 111-0132-0440 Single dwelling, 503 Caroline Street
- 111-0132-0441 House, 505 Caroline Street
- 111-0132-0442 Single dwelling, 507 Caroline Street
- 111-0132-0443 Nader's Grocery Store, 508 Caroline Street
- 111-0132-0444 Single dwelling, 509 Caroline Street
- 111-0132-0445 Multiple dwelling, 510 Caroline Street
- 111-0132-0446 Single dwelling, 511 Caroline Street
- 111-0132-0447 William Rollow Residence
- 111-0132-0448 House, 514 Caroline Street
- 111-0132-0450 Single dwelling, 516 Caroline Street
- 111-0132-0451 Ann Edwards House, 518 Caroline Street
- 111-0132-0452 Duplex, 517–519 Caroline Street
- 111-0132-0453 House, 520 Caroline Street
- 111-0132-0456 Fredericksburg Square, 525 Caroline Street
- 111-0132-0462 Single dwelling, 307 Princess Anne Street



- 111-0132-0463 Single dwelling, 309 Princess Anne Street
- 111-0132-0511 House, 303 1/2 Caroline Street
- 111-0132-0512 William H. Smith House, 304 Caroline Street
- 111-0132-0513 Dr. George French Kitchen Dependency, 305 Caroline Street
- 111-0132-0514 Dr. James Thornley House, 306 Caroline Street
- 111-0132-0518 House, 102 Frederick Street
- 111-0132-0519 House, 202 Frederick Street
- 111-0132-0520 Warehouse, 310 Frederick Street
- 111-0132-0521 Warehouse, 312 Frederick Street
- 111-0132-0523 Margarete E. Clarke House, 408 Frederick Street
- 111-0132-0700 Commercial Building, 101-103 Lafayette Boulevard
- 111-0132-0702 Single dwelling, 107 Lafayette Boulevard
- 111-0132-0703 Single dwelling, 109 Lafayette Boulevard
- 111-0132-0712 Single dwelling, 303 Prince Edward Street
- 111-0132-0713 Single dwelling, 305 Prince Edward Street
- 111-0132-0714 Single dwelling, 307 Prince Edward Street
- 111-0132-0715 Single dwelling, 311 Prince Edward Street
- 111-0132-0716 Single dwelling, 313 Prince Edward Street
- 111-0132-0717 315–317 Prince Edward Street
- 111-0132-0718 Single dwelling, 319 Prince Edward Street
- 111-0132-0719 Factory, 200 Prince Edward Street
- 111-0132-0720 Single dwelling, 300 Prince Edward Street
- 111-0132-0722 Lafayette Station, 307 Lafayette Boulevard
- 111-0132-0723 Kenmore Shoe Company, 315 Lafayette Boulevard
- 111-0132-0733 House, 407 Princess Elizabeth Street
- 111-0132-0742 Commercial Building, 400 Prince Edward Street
- 111-0132-0744 Dwelling, 403 Princess Elizabeth Street
- 111-0132-0745 Dwelling, 405 Princess Elizabeth Street
- 111-0132-0746 Dwelling, 413 Princess Elizabeth Street
- 111-0132-0747 Dwelling, 409–411 Princess Elizabeth Street
- 111-0139 Horton's Filling Station/ Dixie's Hair Studio, 301 Lafayette Boulevard
- 111-0141 Power Plant, 400 Charles Street
- 111-5268 House, 308–310 Charles Street

The SHPO similarly concurs that the following resources are not individually eligible but contribute to the Fredericksburg Historic District Extension (111-0009):

- 111-0009-0016 RF&P Freight Warehouse
- 111-0009-0525 Commercial Building, 526 Wolfe Street
- 111-0009-0691 Walker-Grant School, 201 Gunnery Road
- 111-0009-0730 Commercial building
- 111-0009-0791 Perma Treat, Commercial Building, 505 Lafayette Boulevard
- 111-0009-0796 Restaurant/Rail Station, 406 Lafayette Boulevard
- 111-0009-0797 Commercial Building, 500 Lafayette Boulevard
- 111-0009-0798 Commercial Building, 512 Lafayette Boulevard
- 111-0410 House, 558 Lafayette Boulevard
- 111-0412 House, 556 Lafayette Boulevard
- 111-0414 House, 554 Lafayette Boulevard
- 111-0416 House, 626 Lafayette Boulevard
- 111-0418 House/Commercial Building, 621 Lafayette Boulevard
- 111-0419 Gene's Amoco, 620 Lafayette Boulevard
- 111-0420 House, 619 Lafayette Boulevard
- 111-0422 Lafayette Tire Center, 614 Lafayette Boulevard
- 111-0423 House, 615 Lafayette Boulevard
- 111-0424 House, 613 Lafayette Boulevard
- 111-0426 Roxbury Mills, 601 Lafayette Boulevard
- 111-0427 Garage, 600 Lafayette Boulevard
- 111-0683 Commercial Building, 614 Wolfe Street
- 111-0684 Commercial Building, 612 Wolfe Street
- 111-0686 Commercial/Agricultural Building, 606 Wolfe Street
- 111-0687 Commercial Building, 600 Wolfe Street

Lastly, the SHPO concurs that the following resources are not eligible for the NRHP as individual resources and are not contributing elements to a historic district:

- 089-0079 House, 201 Jett Drive
- 089-0293 House, 333 Chatham Heights Road
- 089-0294 House, 319 Chatham Heights Road
- 089-0295 House/Commercial Building, 309 Chatham Heights Road
- 089-0297 Vance-Sullivan House, 18 Deacon Road
- 089-0298 Shelton House, 16 Deacon Road



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089-0299	Dowd House, 14 Deacon Road
089-0300	Reynolds-McCoy House, 12 Deacon Road
089-0301	House, 10 Deacon Road
089-0302	House, 8 Deacon Road
089-0303	E.G. Harris House, 6 Deacon Road
089-0304	McWhart House, 4 Deacon Road
089-0305	Briscoe House, 11 Debruen Lane
089-5481	House, 212 Marion Street
089-5482	House, 213 Marion Street
089-5483	House, 214 Marion Street
089-5484	House, 215 Marion Street
089-5485	House, 217 Marion Street
089-5486	House, 218 Marion Street
089-5487	House, 219 Marion Street
089-5488	House, 220 Marion Street
089-5489	House, 221 Marion Street
089-5490	House, 222 Marion Street
089-5491	House, 224 Marion Street
089-5492	Auto Repair, 201 Willow Street
089-5493	Auto Repair, 207 Willow Street
089-5494	Religious Building, 240 Chatham Heights Road
089-5495	Commercial Building, 300 Chatham Heights Road
089-5496	Auto Repair, 308 Chatham Heights Road
089-5497	Carwash, 312 Chatham Heights Road
089-5498	House, 325 Chatham Heights Road
089-5499	House, 515 Pratt Street
089-5500	House, 216 Claiborne Avenue
089-5501	House, 218 Claiborne Avenue
089-5502	House, 300 Claiborne Avenue
089-5503	House, 302 Claiborne Avenue
089-5504	House, 304 Claiborne Avenue
089-5505	House, 305 Claiborne Avenue
089-5506	House, 307 Claiborne Avenue
089-5507	House, 404 Claiborne Avenue
089-5508	House, 406 Claiborne Avenue
089-5509	House, 412 Claiborne Avenue
089-5510	House, 416 Claiborne Avenue


089-5511	House, 422 Claiborne Avenue
089-5512	House, 426 Claiborne Avenue
089-5513	House, 500 Claiborne Avenue
089-5514	House, 502 Claiborne Avenue
089-5515	House, 504 Claiborne Avenue
089-5516	House, 506 Claiborne Avenue
089-5517	House, 204 Jefferson Avenue
089-5518	House, 211 East Chatham Street
089-5519	House, 301 East Chatham Street
089-5520	House, 303 East Chatham Street
089-5521	House, 306 East Chatham Street
089-5522	House, 310 East Chatham Street
089-5523	House, 106 Valley View Place
089-5524	House, 108 Valley View Place
089-5525	House, 201 Madison Avenue
089-5526	House, 204 Madison Avenue
089-5527	House, 205 Madison Avenue
089-5528	House, 206 Madison Avenue
089-5529	House, 207 Madison Avenue
089-5530	House, 208 Madison Avenue
089-5531	House, 402 Monroe Avenue
089-5532	House, 403 Monroe Avenue
089-5533	House, 405 Monroe Avenue
089-5534	House, 406 Monroe Avenue
089-5535	House, 407 Monroe Avenue
089-5536	House, 56 Cool Spring Road
089-5537	House, 203 Cobb Street
089-5538	House Northeast of 203 Cobb Street
089-5539	Abandoned House Northeast of 203 Cobb Street
089-5540	House, 12 Railroad Lane
089-5541	House, 18 Railroad Lane
089-5542	House, 24 Railroad Lane
089-5543	House, 30 Railroad Lane
089-5544	House, 205 Jett Drive
089-5545	House, 206 Jett Drive
089-5546	House, 207 Jett Drive
089-5547	House, 210 Jett Drive



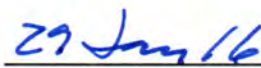
801 E. Main Street, Suite 1000
Richmond, VA 23219

089-5548 House, 212 Jett Drive
089-5549 House, 215 Jett Drive
089-5550 House, 216 Jett Drive
089-5551 House, 218 Jett Drive
089-5552 House, 221 Jett Drive
089-5553 House, 180 Kings Highway
111-0009-0019 National Ice & Fuel Company Building
111-0009-0789 Commercial Building, 501 Lafayette Boulevard
111-0009-0793 Commercial Building, the Columns, 509 Lafayette Boulevard
111-0132-0467 Single Dwelling, 105 Lafayette Boulevard
111-0132-0741 Townhouses, 5–14 Lafayette Station
111-0417 Buddy's Auto Sales, 623 Lafayette Boulevard
111-0421 House, 617 Lafayette Boulevard
111-0425 Empire Monument Works, 612 Lafayette Boulevard
111-5016 Brewery, Northeast corner Sophia/Princess Elizabeth Street
111-5017 Old Bakery/Wroten House, 506 Main Street
111-5329 House, 406 Summit Street
111-5330 House, 412 Summit Street
111-5331 House, 420 Summit Street
111-5332 House, 426 Summit Street
111-5333 House, 430 Summit Street
111-5334 Duplex, 432–434 Summit Street
111-5335 House, 409 Palmer Street
111-5336 House, 412 Palmer Street
111-5337 House, 413 Palmer Street
111-5338 House, 419 Palmer Street
111-5339 House, 424 Palmer Street
111-5340 House, 816 Railroad Avenue
111-5341 House, 820 Railroad Avenue
111-5342 House, 822 Railroad Avenue
111-5343 House, 904 Railroad Avenue
111-5344 House, 908 Railroad Avenue
111-5345 House, 1006 Railroad Avenue
111-5346 House, 1010 Railroad Avenue
111-5347 House, 1014 Railroad Avenue
111-5348 House, 1112 Railroad Avenue
111-5349 House, 1200 Railroad Avenue

- 111-5350 House, 1204 Railroad Avenue
- 111-5351 House, 1304 Railroad Avenue
- 111-5352 House, 1316 Railroad Avenue
- 111-5353 House, 1320 Railroad Avenue
- 111-5354 House, 1324 Railroad Avenue
- 111-5355 House, 1332 Railroad Avenue
- 111-5356 House, 1334 Railroad Avenue
- 111-5357 House, 1336 Railroad Avenue
- 111-5358 House, 413 Gates Street
- 111-5359 House, 416 Gates Street
- 111-5360 House, 420 Gates Street
- 111-5361 House, 421 Gates Street
- 111-5362 House, 425 Gates Street
- 111-5363 House, 428 Gates Street
- 111-5364 House, 408 Tyler Street
- 111-5365 House, 423 Tyler Street
- 111-5366 House, 1205 Cardwell Street
- 111-5367 House, 1208 Cardwell Street
- 111-5368 House, 1209 Cardwell Street
- 111-5369 House, 1210 Cardwell Street
- 111-5370 House, 1303 Cardwell Street
- 111-5371 House, 1306 Cardwell Street
- 111-5372 House, 1319 Cardwell Street
- 111-5373 Allied Concrete Products, 400 Howison Avenue
- 111-5374 House, 409 Howison Avenue
- 111-5375 House, 409 McKinney Street
- 111-5376 House, 423 McKinney Street
- 111-5377 House, 424 McKinney Street
- 111-5378 House, 427 McKinney Street
- 111-5379 House, 428 McKinney Street
- 111-5381 Mayfield Historic District



 Julie Langan (DHR #2014-0666)
 Director, Virginia Department of Historic Resources
 Virginia State Historic Preservation Officer



 Date
 2014-0666

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, Fredericksburg City	1863	Remains Eligible
089-0079	House, 201 Jett Drive	Stafford County	ca. 1910	Not Eligible
089-0293	House, 333 Chatham Heights Road	Stafford County	ca. 1930	Not Eligible
089-0294	House, 319 Chatham Heights Road	Stafford County	ca. 1930	Not Eligible
089-0295	House/Commercial Building, 309 Chatham Heights Road	Stafford County	ca. 1940	Not Eligible
089-0297	Vance-Sullivan House, 18 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0298	Shelton House, 16 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0299	Dowd House, 14 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0300	Reynolds-McCoy House, 12 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0301	House, 10 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0302	House, 8 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0303	E.G. Harris House, 6 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0304	McWhart House, 4 Deacon Road	Stafford County	ca. 1930	Not Eligible
089-0305	Briscoe House, 11 Debruen Lane	Stafford County	ca. 1940	Not Eligible
089-5481	House, 212 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5482	House, 213 Marion Street	Stafford County	1955	Not Eligible
089-5483	House, 214 Marion Street	Stafford County	1961	Not Eligible
089-5484	House, 215 Marion Street	Stafford County	1958	Not Eligible
089-5485	House, 217 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5486	House, 218 Marion Street	Stafford County	1955	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5487	House, 219 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5488	House, 220 Marion Street	Stafford County	1952	Not Eligible
089-5489	House, 221 Marion Street	Stafford County	ca. 1965	Not Eligible
089-5490	House, 222 Marion Street	Stafford County	1965	Not Eligible
089-5491	House, 224 Marion Street	Stafford County	1964	Not Eligible
089-5492	Auto Repair, 201 Willow Street	Stafford County	ca. 1955	Not Eligible
089-5493	Auto Repair, 207 Willow Street	Stafford County	1947	Not Eligible
089-5494	Religious Building, 240 Chatham Heights Road	Stafford County	ca. 1920	Not Eligible
089-5495	Commercial Building, 300 Chatham Heights Road	Stafford County	1945	Not Eligible
089-5496	Auto Repair, 308 Chatham Heights Road	Stafford County	1960	Not Eligible
089-5497	Carwash, 312 Chatham Heights Road	Stafford County	1960	Not Eligible
089-5498	House, 325 Chatham Heights Road	Stafford County	1959	Not Eligible
089-5499	House, 515 Pratt Street	Stafford County	ca. 1930	Not Eligible
089-5500	House, 216 Claiborne Avenue	Stafford County	ca. 1930	Not Eligible
089-5501	House, 218 Claiborne Avenue	Stafford County	1939	Not Eligible
089-5502	House, 300 Claiborne Avenue	Stafford County	1959	Not Eligible
089-5503	House, 302 Claiborne Avenue	Stafford County	1959	Not Eligible
089-5504	House, 304 Claiborne Avenue	Stafford County	1959	Not Eligible
089-5505	House, 305 Claiborne Avenue	Stafford County	1930	Not Eligible
089-5506	House, 307 Claiborne Avenue	Stafford County	ca. 1965	Not Eligible
089-5507	House, 404 Claiborne Avenue	Stafford County	1932	Not Eligible
089-5508	House, 406 Claiborne Avenue	Stafford County	1932	Not Eligible
089-5509	House, 412 Claiborne Avenue	Stafford County	1946	Not Eligible

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089-5510	House, 416 Claiborne Avenue	Stafford County	1939	Not Eligible
089-5511	House, 422 Claiborne Avenue	Stafford County	1927	Not Eligible
089-5512	House, 426 Claiborne Avenue	Stafford County	1947	Not Eligible
089-5513	House, 500 Claiborne Avenue	Stafford County	1951	Not Eligible
089-5514	House, 502 Claiborne Avenue	Stafford County	ca. 1940	Not Eligible
089-5515	House, 504 Claiborne Avenue	Stafford County	ca. 1940	Not Eligible
089-5516	House, 506 Claiborne Avenue	Stafford County	ca. 1950	Not Eligible
089-5517	House, 204 Jefferson Avenue	Stafford County	1960	Not Eligible
089-5518	House, 211 East Chatham Street	Stafford County	ca. 1930	Not Eligible
089-5519	House, 301 East Chatham Street	Stafford County	1942	Not Eligible
089-5520	House, 303 East Chatham Street	Stafford County	1929	Not Eligible
089-5521	House, 306 East Chatham Street	Stafford County	1960	Not Eligible
089-5522	House, 310 East Chatham Street	Stafford County	1956	Not Eligible
089-5523	House, 106 Valley View Place	Stafford County	1946	Not Eligible
089-5524	House, 108 Valley View Place	Stafford County	1962	Not Eligible
089-5525	House, 201 Madison Avenue	Stafford County	1937	Not Eligible
089-5526	House, 204 Madison Avenue	Stafford County	1900	Not Eligible
089-5527	House, 205 Madison Avenue	Stafford County	ca. 1920	Not Eligible
089-5528	House, 206 Madison Avenue	Stafford County	1951	Not Eligible
089-5529	House, 207 Madison Avenue	Stafford County	1960	Not Eligible
089-5530	House, 208 Madison Avenue	Stafford County	1948	Not Eligible
089-5531	House, 402 Monroe Avenue	Stafford County	1940	Not Eligible
089-5532	House, 403 Monroe Avenue	Stafford County	ca. 1933	Not Eligible
089-5533	House, 405 Monroe Avenue	Stafford County	1943	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
089-5534	House, 406 Monroe Avenue	Stafford County	1938	Not Eligible
089-5535	House, 407 Monroe Avenue	Stafford County	ca. 1930	Not Eligible
089-5536	House, 56 Cool Spring Road	Stafford County	ca. 1952	Not Eligible
089-5537	House, 203 Cobb Street	Stafford County	ca. 1900	Not Eligible
089-5538	House Northeast of 203 Cobb Street	Stafford County	ca. 1900	Not Eligible
089-5539	Abandoned House Northeast of 203 Cobb Street	Stafford County	ca. 1900	Not Eligible
089-5540	House, 12 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5541	House, 18 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5542	House, 24 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5543	House, 30 Railroad Lane	Stafford County	ca. 1900	Not Eligible
089-5544	House, 205 Jett Drive	Stafford County	1910	Not Eligible
089-5545	House, 206 Jett Drive	Stafford County	ca. 1960	Not Eligible
089-5546	House, 207 Jett Drive	Stafford County	ca. 1930	Not Eligible
089-5547	House, 210 Jett Drive	Stafford County	ca. 1950	Not Eligible
089-5548	House, 212 Jett Drive	Stafford County	ca. 1962	Not Eligible
089-5549	House, 215 Jett Drive	Stafford County	ca. 1953	Not Eligible
089-5550	House, 216 Jett Drive	Stafford County	ca. 1962	Not Eligible
089-5551	House, 218 Jett Drive	Stafford County	ca. 1962	Not Eligible
089-5552	House, 221 Jett Drive	Stafford County	ca. 1940	Not Eligible
089-5553	House, 180 Kings Highway	Stafford County	1961	Not Eligible
111-0009	Fredericksburg Historic District Extension	Fredericksburg City	post 1775	Potentially Eligible Under Criteria A and C
111-0009-0016	RF&P Freight Warehouse	Fredericksburg City	1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension

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111-0009-0019	National Ice & Fuel Company Building	Fredericksburg City	ca. 1919	Not Eligible; Non-contributing to the Fredericksburg Historic District Extension
111-0009-0525	Commercial Building, 526 Wolfe Street	Fredericksburg City	ca. 1920	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0691	Walker-Grant School, 201 Gunnery Road	Fredericksburg City	1938	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0730	Commercial building	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0789	Commercial Building, 501 Lafayette Boulevard	Fredericksburg City	ca. 2005	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0009-0791	Perma Treat, Commercial Building, 505 Lafayette Boulevard	Fredericksburg City	ca. 1960	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0793	Commercial Building, the Columns, 509 Lafayette Boulevard	Fredericksburg City	ca. 2005	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	Fredericksburg City	ca. 1935	Potentially Eligible Under Criterion C; Contributing to the Fredericksburg Historic District Extension
111-0009-0796	Restaurant/Rail Station, 406 Lafayette Boulevard	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0797	Commercial Building, 500 Lafayette Boulevard	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0009-0798	Commercial Building, 512 Lafayette Boulevard	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0023	Dixon House, 401–403 Sophia Street	Fredericksburg City	ca. 1843	Potentially Eligible under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0046	Dixon House/John Paul Jones House, 501 Caroline Street	Fredericksburg City	1761	Not Eligible; Contributing to the Fredericksburg Historic District
111-0049	Kimmin House, 309 Caroline Street	Fredericksburg City	1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0068	Dr. Charles Mortimer House, 303 Caroline Street	Fredericksburg City	ca. 1775	Not Eligible; Contributing to the Fredericksburg Historic District
111-0091	Bankhead House/Rectory, St. George's Episcopal Church, 307 Caroline Street	Fredericksburg City	1787	Not Eligible; Contributing to the Fredericksburg Historic District
111-0101	Tan-Yard & Quarters, 309–311 Sophia Street	Fredericksburg City	ca. 1770	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132	Fredericksburg Historic District	Fredericksburg City	Post 1727	Remains Listed
111-0132-0014	Duplex, 513–515 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0020	Purina Tower	Fredericksburg City	1916	Potentially Eligible under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0132-0022	House/ Railway Express Agency, 406 Princess Anne Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0048	Pump House	Fredericksburg City	1947	Not Eligible; Contributing to the Fredericksburg Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0049	House, 310 Sophia Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0050	J.Broadus Roofing & Sheet Metal	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0052	Commercial Building, 419 Sophia Street	Fredericksburg City	ca. 1930	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0053	Commercial Building, 502 Sophia Street	Fredericksburg City	ca. 1935	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0054	Brock's Riverside Grill, 503 Sophia Street	Fredericksburg City	ca. 1930	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0055	House, 504 Sophia Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0056	Multiple-Family Dwelling, 506-512 Sophia Street	Fredericksburg City	ca. 1940	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0058	House, 521 Sophia Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0133	House, 306 Princess Anne Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0134	House, 308 Princess Anne Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0135	House, 310 Princess Anne Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0136	House, 312 Princess Anne Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District

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111-0132-0137	House, 317 Princess Anne Street	Fredericksburg City	ca. 1820	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0138	House, 314 Princess Anne Street	Fredericksburg City	1826	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0139	William Taylor House , 316 Princess Anne Street	Fredericksburg City	1805	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0140	House, 318–320 Princess Anne Street	Fredericksburg City	ca. 1841	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0141	Hillside Church of Christ, 400 Princess Anne Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0142	Commercial Building, 404 Princess Anne Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0144	John L. Knight House, 511 Princess Anne Street	Fredericksburg City	ca. 1850	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0145	David C. Coyle House, 513 Princess Anne Street	Fredericksburg City	1822	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0146	A. L. Bennett Funeral Home, 515 Princess Anne Street	Fredericksburg City	ca. 1945	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0221	Duplex, 302 Charles Street	Fredericksburg City	1870	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0222	Single dwelling, 304 Charles Street	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0223	Single dwelling, 305 Charles Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District

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111-0132-0224	Single dwelling, 306 Charles Street	Fredericksburg City	ca. 1790	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0226	Single dwelling, 317 Charles Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0227	Commercial Building/Machine Shop, 318 Charles Street	Fredericksburg City	ca. 1925	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0295	House, 311 Princess Anne Street	Fredericksburg City	ca. 1920	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0296	House, 313 Princess Anne Street	Fredericksburg City	ca. 1882	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0297	John and Nettie Washington House	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0298	Warehouse, 401–415 Princess Anne Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0300	Commercial Building, 510 Princess Anne Street	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0440	Single dwelling, 503 Caroline Street	Fredericksburg City	ca. 1815	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0441	House, 505 Caroline Street	Fredericksburg City	ca. 1815	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0442	Single dwelling, 507 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0443	Nader's Grocery Store, 508 Caroline Street	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District

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111-0132-0444	Single dwelling, 509 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0445	Multiple dwelling, 510 Caroline Street	Fredericksburg City	ca. 1820	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0446	Single dwelling, 511 Caroline Street	Fredericksburg City	ca. 1810	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0447	William Rollow Residence	Fredericksburg City	ca. 1826	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0448	House, 514 Caroline Street	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0450	Single dwelling, 516 Caroline Street	Fredericksburg City	ca. 1825	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0451	Ann Edwards House, 518 Caroline Street	Fredericksburg City	ca. 1845	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0452	Duplex, 517–519 Caroline Street	Fredericksburg City	ca. 1800	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0453	House, 520 Caroline Street	Fredericksburg City	ca. 1790	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0456	Fredericksburg Square, 525 Caroline Street	Fredericksburg City	ca. 1854	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0462	Single dwelling, 307 Princess Anne Street	Fredericksburg City	ca. 1800	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0463	Single dwelling, 309 Princess Anne Street	Fredericksburg City	ca. 1883	Not Eligible; Contributing to the Fredericksburg Historic District

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111-0132-0467	Single Dwelling, 105 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Non-contributing to the Fredericksburg Historic District
111-0132-0511	House, 303 1/2 Caroline Street	Fredericksburg City	ca. 1875	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0512	William H. Smith House, 304 Caroline Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0513	Dr. George French Kitchen Dependency, 305 Caroline Street	Fredericksburg City	ca. 1803	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0514	Dr. James Thornley House, 306 Caroline Street	Fredericksburg City	ca. 1851	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0518	House, 102 Frederick Street	Fredericksburg City	ca. 1835	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0519	House, 202 Frederick Street	Fredericksburg City	ca. 1850	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0520	Warehouse, 310 Frederick Street	Fredericksburg City	ca. 1855	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0521	Warehouse, 312 Frederick Street	Fredericksburg City	ca. 1920	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0522	House, 314–316 Frederick Street	Fredericksburg City	1851	Potentially Eligible Under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0132-0523	Margarete E. Clarke House, 408 Frederick Street	Fredericksburg City	ca. 1850	Not Eligible; Contributing to the Fredericksburg Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0700	Commercial Building, 101-103 Lafayette Boulevard	Fredericksburg City	ca. 1950	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0702	Single dwelling, 107 Lafayette Boulevard	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0703	Single dwelling, 109 Lafayette Boulevard	Fredericksburg City	ca. 2000	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	Fredericksburg City	1910	Potentially Eligible Under Criteria A and C; Contributing to the Fredericksburg Historic District
111-0132-0712	Single dwelling, 303 Prince Edward Street	Fredericksburg City	ca. 1870	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0713	Single dwelling, 305 Prince Edward Street	Fredericksburg City	ca. 1870	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0714	Single dwelling, 307 Prince Edward Street	Fredericksburg City	ca. 1895	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0715	Single dwelling, 311 Prince Edward Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0716	Single dwelling, 313 Prince Edward Street	Fredericksburg City	ca. 1895	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0717	315-317 Prince Edward Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0718	Single dwelling, 319 Prince Edward Street	Fredericksburg City	ca. 1890	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0719	Factory, 200 Prince Edward Street	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0132-0720	Single dwelling, 300 Prince Edward Street	Fredericksburg City	ca. 1925	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0722	Lafayette Station, 307 Lafayette Boulevard	Fredericksburg City	1877	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0723	Kenmore Shoe Company, 315 Lafayette Boulevard	Fredericksburg City	ca. 1895	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0733	House, 407 Princess Elizabeth Street	Fredericksburg City	ca. 1880	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0741	Townhouses, 5–14 Lafayette Station	Fredericksburg City	ca. 1986	Not Eligible; Non-Contributing to the Fredericksburg Historic District
111-0132-0742	Commercial Building, 400 Prince Edward Street	Fredericksburg City	ca. 1940	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0744	Dwelling, 403 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0745	Dwelling, 405 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0746	Dwelling, 413 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0132-0747	Dwelling, 409–411 Princess Elizabeth Street	Fredericksburg City	ca. 1919	Not Eligible; Contributing to the Fredericksburg Historic District
111-0139	Horton's Filling Station/ Dixie's Hair Studio, 301 Lafayette Boulevard	Fredericksburg City	ca. 1925	Not Eligible; Contributing to the Fredericksburg Historic District
111-0141	Power Plant, 400 Charles Street	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0145	Fredericksburg Gun Manufactory	Fredericksburg City	ca. 1775	Remains Listed; Contributing to the Fredericksburg Historic District Extension
111-0410	House, 558 Lafayette Boulevard	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0412	House, 556 Lafayette Boulevard	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0414	House, 554 Lafayette Boulevard	Fredericksburg City	ca. 1905	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0416	House, 626 Lafayette Boulevard	Fredericksburg City	ca. 1900	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0417	Buddy's Auto Sales, 623 Lafayette Boulevard	Fredericksburg City	ca. 1970	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0418	House/Commercial Building, 621 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0419	Gene's Amoco, 620 Lafayette Boulevard	Fredericksburg City	ca. 1935	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0420	House, 619 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0421	House, 617 Lafayette Boulevard	Fredericksburg City	ca. 1896	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0422	Lafayette Tire Center, 614 Lafayette Boulevard	Fredericksburg City	ca. 1935	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0423	House, 615 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-0424	House, 613 Lafayette Boulevard	Fredericksburg City	ca. 1910	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0425	Empire Monument Works, 612 Lafayette Boulevard	Fredericksburg City	ca. 2000	Not Eligible; Non-Contributing to the Fredericksburg Historic District Extension
111-0426	Roxbury Mills, 601 Lafayette Boulevard	Fredericksburg City	ca. 1940	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0427	Garage, 600 Lafayette Boulevard	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0683	Commercial Building, 614 Wolfe Street	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0684	Commercial Building, 612 Wolfe Street	Fredericksburg City	ca. 1955	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0686	Commercial/Agricultural Building, 606 Wolfe Street	Fredericksburg City	ca. 1945	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-0687	Commercial Building, 600 Wolfe Street	Fredericksburg City	ca. 1945	Not Eligible; Contributing to the Fredericksburg Historic District Extension
111-5016	Brewery, Northeast corner Sophia/Princess Elizabeth Street	Fredericksburg City	1764/ Demolished	Not Eligible
111-5017	Old Bakery/Wroten House, 506 Main Street	Fredericksburg City	Unknown	Not Eligible
111-5268	House, 308–310 Charles Street	Fredericksburg City	ca. 1830	Not Eligible; Contributing to the Fredericksburg Historic District
111-5295	Battle of Fredericksburg I	Fredericksburg City	1862	Potentially Eligible

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-5296	Battle of Fredericksburg II	Fredericksburg City	1863	Remains Potentially Eligible; Remains associated with the Fredericksburg and Spotsylvania Battlefields National Military Park
111-5329	House, 406 Summit Street	Fredericksburg City	1936	Not Eligible
111-5330	House, 412 Summit Street	Fredericksburg City	1929	Not Eligible
111-5331	House, 420 Summit Street	Fredericksburg City	1951	Not Eligible
111-5332	House, 426 Summit Street	Fredericksburg City	ca. 1931	Not Eligible
111-5333	House, 430 Summit Street	Fredericksburg City	1939	Not Eligible
111-5334	Duplex, 432-434 Summit Street	Fredericksburg City	1939	Not Eligible
111-5335	House, 409 Palmer Street	Fredericksburg City	1942	Not Eligible
111-5336	House, 412 Palmer Street	Fredericksburg City	1959	Not Eligible
111-5337	House, 413 Palmer Street	Fredericksburg City	1945	Not Eligible
111-5338	House, 419 Palmer Street	Fredericksburg City	1949	Not Eligible
111-5339	House, 424 Palmer Street	Fredericksburg City	1962	Not Eligible
111-5340	House, 816 Railroad Avenue	Fredericksburg City	1949	Not Eligible
111-5341	House, 820 Railroad Avenue	Fredericksburg City	1909	Not Eligible
111-5342	House, 822 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5343	House, 904 Railroad Avenue	Fredericksburg City	1912	Not Eligible
111-5344	House, 908 Railroad Avenue	Fredericksburg City	1937	Not Eligible
111-5345	House, 1006 Railroad Avenue	Fredericksburg City	1900	Not Eligible
111-5346	House, 1010 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5347	House, 1014 Railroad Avenue	Fredericksburg City	1945	Not Eligible
111-5348	House, 1112 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5349	House, 1200 Railroad Avenue	Fredericksburg City	1949	Not Eligible

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-5350	House, 1204 Railroad Avenue	Fredericksburg City	1930	Not Eligible
111-5351	House, 1304 Railroad Avenue	Fredericksburg City	1939	Not Eligible
111-5352	House, 1316 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5353	House, 1320 Railroad Avenue	Fredericksburg City	1949	Not Eligible
111-5354	House, 1324 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5355	House, 1332 Railroad Avenue	Fredericksburg City	1952	Not Eligible
111-5356	House, 1334 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5357	House, 1336 Railroad Avenue	Fredericksburg City	1959	Not Eligible
111-5358	House, 413 Gates Street	Fredericksburg City	1939	Not Eligible
111-5359	House, 416 Gates Street	Fredericksburg City	1939	Not Eligible
111-5360	House, 420 Gates Street	Fredericksburg City	1939	Not Eligible
111-5361	House, 421 Gates Street	Fredericksburg City	1939	Not Eligible
111-5362	House, 425 Gates Street	Fredericksburg City	1937	Not Eligible
111-5363	House, 428 Gates Street	Fredericksburg City	1964	Not Eligible
111-5364	House, 408 Tyler Street	Fredericksburg City	1963	Not Eligible
111-5365	House, 423 Tyler Street	Fredericksburg City	1964	Not Eligible
111-5366	House, 1205 Cardwell Street	Fredericksburg City	1964	Not Eligible
111-5367	House, 1208 Cardwell Street	Fredericksburg City	1963	Not Eligible
111-5368	House, 1209 Cardwell Street	Fredericksburg City	1955	Not Eligible
111-5369	House, 1210 Cardwell Street	Fredericksburg City	1963	Not Eligible
111-5370	House, 1303 Cardwell Street	Fredericksburg City	1961	Not Eligible
111-5371	House, 1306 Cardwell Street	Fredericksburg City	1964	Not Eligible
111-5372	House, 1319 Cardwell Street	Fredericksburg City	1944	Not Eligible
111-5373	Allied Concrete Products, 400 Howison Avenue	Fredericksburg City	1947	Not Eligible

SEGMENT 7 (DJFB) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Determination
111-5374	House, 409 Howison Avenue	Fredericksburg City	1965	Not Eligible
111-5375	House, 409 McKinney Street	Fredericksburg City	1964	Not Eligible
111-5376	House, 423 McKinney Street	Fredericksburg City	1959	Not Eligible
111-5377	House, 424 McKinney Street	Fredericksburg City	1959	Not Eligible
111-5378	House, 427 McKinney Street	Fredericksburg City	1929	Not Eligible
111-5379	House, 428 McKinney Street	Fredericksburg City	1937	Not Eligible
111-5381	Mayfield Historic District	Fredericksburg City	ca. 1920	Not Eligible



801 E. Main Street, Suite 1000
Richmond, VA 23219

June 22, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segments 8 (Fredericksburg to Hamilton) and 9 (Hamilton to Crossroads)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 8/ Fredericksburg to Hamilton (FBHA) and Segment 9/ Hamilton to Crossroads (HAXR) of the larger Project initiative. Segments 8/FBHA and 9/HAXR includes the span between just south of Howison Street in the City of Fredericksburg on the north and just south of Route 17 on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County*. The report was authored by Emily K. Anderson and Heather D. Staton with Dovetail Cultural Resource Group (Dovetail), a member of the

DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 23 historic architectural resources within the architectural APE within the FBHA and HAXR segments. (A table is attached showing the resource numbers, names and addresses of these resources.) Two resources were previously determined potentially eligible/eligible for, or listed in, the National Register of Historic Places (NRHP), including the Fredericksburg and Spotsylvania County Battlefields National Military Park and Cemetery (111-0147, Criteria A & D) and La Vue, also known as Prospect View (088-0039, Criterion C). Because both of these resources have not been greatly altered since they were recorded and continue to possess integrity, the DC2RVA Project Team recommends that they should retain their previous eligibility status.

Two resources (Slaughter Pen Farm, 088-0254, and the Meade Pyramid, 088-0128) were previously recorded with the DHR but not given a formal NRHP evaluation. The DC2RVA Project Team recommends that these two resources are potentially eligible for the NRHP under Criteria A and C and Criterion A, respectively.

In addition, as a result of the current survey, one newly recorded resource, a dwelling at 9911 Benchmark Road (088-5467), is recommended potentially eligible for the NRHP under Criterion A.

The remaining 18 resources include 16 single-family dwellings built in the second and third quarters of the twentieth century and two commercial buildings constructed in 1960. They have no known association with a known historic trend or specific event or a notable person. Furthermore, they have no outstanding architectural merit and are not known to be the work of a master. As such it is recommended that these 18 resources are recommended not eligible for individual listing on the NRHP.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources remain eligible for the NRHP, as recorded during the DC2RVA/Segments 8 and 9 study (DHR #2014-0666):

- 088-0039 La Vue, 3232 LaVue Lane (Prospect View) (Criterion C)
- 111-0147 Fredericksburg & Spotsylvania Co. Battlefields NMP & Cemetery (Criteria A & D)

They further concur that the following properties are potentially eligible for the NRHP:

- 088-0128 Meade Pyramid, Lee Drive (Criterion A)
- 088-0254 Slaughter Pen Farm, 11232 Tidewater Trail (Criteria A & C)
- 088-5467 House, 9911 Benchmark Road (Criterion A)

Lastly, they concur that the following 18 resources are not eligible for the NRHP:

- 088-5462 House, 10229 Sunset Hill Lane
- 088-5463 House, 10231 Sunset Hill Lane
- 088-5464 House, 10233 Sunset Hill Lane
- 088-5465 House, 10235 Sunset Hill Lane
- 088-5466 House, 10309 Sunset Hill Lane
- 088-5468 House, 9921 Benchmark Road
- 088-5469 House, 10001 Benchmark Road
- 088-5470 House, 10003 Benchmark Road
- 088-5471 House, 10221 Benchmark Road
- 088-5472 House, 10227 Benchmark Road
- 088-5473 House, 10317 Benchmark Road
- 088-5474 House, 10327 Benchmark Road
- 088-5475 House, 10415 Benchmark Road
- 088-5476 House, 10417 Benchmark Road
- 088-5477 House, 10419 Benchmark Road
- 088-5478 House, 2809 Puppy Lane
- 088-5479 Commercial Building (McK Company, Inc.), 3006 Mine Road
- 111-5433 CSX Transportation Building, Railroad Avenue

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	HAXR	Remain Listed under Criterion C
088-0128	Meade Pyramid, Lee Drive	Spotsylvania County	1898	FBHA	Potentially Eligible Under Criterion A
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1898	FBHA	Potentially Eligible Under Criteria A and C
088-5462	House, 10229 Sunset Hill Lane	Spotsylvania County	1940	HAXR	Not Eligible
088-5463	House, 10231 Sunset Hill Lane	Spotsylvania County	1942	HAXR	Not Eligible
088-5464	House, 10233 Sunset Hill Lane	Spotsylvania County	1965	HAXR	Not Eligible
088-5465	House, 10235 Sunset Hill Lane	Spotsylvania County	1968	HAXR	Not Eligible
088-5466	House, 10309 Sunset Hill Lane	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5467	House, 9911 Benchmark Road	Spotsylvania County	ca. 1920	HAXR	Potentially Eligible Under Criterion A
088-5468	House, 9921 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5469	House, 10001 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5470	House, 10003 Benchmark Road	Spotsylvania County	ca. 1940	HAXR	Not Eligible
088-5471	House, 10221 Benchmark Road	Spotsylvania County	1920	HAXR	Not Eligible
088-5472	House, 10227 Benchmark Road	Spotsylvania County	1942	HAXR	Not Eligible
088-5473	House, 10317 Benchmark Road	Spotsylvania County	1933	HAXR	Not Eligible

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
088-5474	House, 10327 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5475	House, 10415 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5476	House, 10417 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5477	House, 10419 Benchmark Road	Spotsylvania County	ca. 1930	HAXR	Not Eligible
088-5478	House, 2809 Puppy Lane	Spotsylvania County	1933	HAXR	Not Eligible
088-5479	Commercial Building (McK Company, Inc.), 3006 Mine Road	Spotsylvania County	ca. 1960	HAXR	Not Eligible
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg; Spotsylvania County	1862	FBHA	Remain Listed under Criteria A and D
111-5433	CSX Transportation Building, Railroad Avenue	City of Fredericksburg; Spotsylvania County	ca. 1960	FBHA	Not Eligible



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Molly Joseph Ward
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

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28 June 2016

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Architectural survey for SEHSR, Washington, DC to Richmond, Virginia, Segments 8 and 9
Spotsylvania County and City of Fredericksburg
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the architectural survey for Segment 8 (Fredericksburg to Hamilton) and Segment 9 (Hamilton to Crossroads) in the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The survey identified 23 architectural properties 48 years old or older within the project Area of Potential Effects (APE) for Segments 8 and 9. Of these 23 architectural properties, four had been previously surveyed and 19 were newly documented by the consultant. Two properties, Fredericksburg and Spotsylvania Battlefields National Military Park (DHR Inventory No. 111-0147) and La Vue/Prospect View (DHR Inventory No. 088-0039) are currently listed in the National Register of Historic Places (NRHP), and the consultant recommends that this status not be changed. The DHR concurs with this assessment.

The consultant also recommends that Slaughter Pen Farm (DHR Inventory No. 088-0254) is eligible for listing under Criterion A for association with the December 1862 Battle of Fredericksburg, and Criterion C for its architectural merit as an Italianate style residence. We do agree that the land parcel containing the Slaughter Pen Farm and any buildings, structures or landscape features dating to the battle do contribute to the battlefield and are likely eligible for listing for that historic connection. However, any buildings, structures or landscape features that post-date the battle, to include the farmhouse itself, would not contribute to the Fredericksburg battlefield. With respect to the house being eligible under Criterion C, we do not consider it a particularly exceptional example of Italianate design, and do not believe it rises to architectural

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Page 2
28 June 2016
Dr. Kerri Barile

significance under Criterion C. One of the outbuildings is identified in the V-CRIS form as a “one-story Slave Quarters”. However, its construction date is given as 1898. Surely either the typology of the outbuilding as a “Slave Quarters” or its construction date is incorrect since slavery ended in 1865.

The consultant believes that the Jackson Monument/Meade Pyramid (DHR Inventory No. 088-0128) eligible for NRHP listing under Criterion A, presumably for its commemorative significance to the Fredericksburg battlefield. We believe that the Jackson Monument/Meade Pyramid does warrant NRHP listing, but as a contributing resource to the Fredericksburg and Spotsylvania Battlefields National Military Park, not individually.

With respect to the consultant’s recommendation that House, 9911 Benchmark Road (DHR Inventory No. 088-5467) potentially eligible under Criterion A “as a surviving dwelling of a displaced community”. We disagree with this assessment. The house was moved from its original location and, therefore, no longer retains integrity of place or setting which reflect the “displaced community” is supposedly represents. It has also undergone considerable alterations such as vinyl siding and replacement vinyl windows, diminishing its historic character in materials.

The remaining architectural properties; DHR Inventory Nos. 088-5462 through 088-5466 (inclusive), 088-5468 through 088-5479 (inclusive), and 111-5433, were judged by the consultant as not worthy of NRHP listing. The DHR agrees with this conclusion.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,



Marc Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT



801 E. Main Street, Suite 1000
Richmond, VA 23219

July 22, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segments 10 (Crossroads to Guinea), 11 (Guinea to Milford), and 12 (Milford to North Doswell), Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment, DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 10/ Crossroads to Guinea (XRGU), Segment 11/ Guinea to Milford (GUMD), and Segment 12/ Milford to North Doswell (MDND) of the larger Project initiative. Segments 10/XRGU, 11/GUMD, and 12/MDND include the span between just south of Route 17 on the north and just south of the Caroline/Hanover County line. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments, Spotsylvania, Caroline, and Hanover Counties*. The report was authored by M. Chris Manning and Michelle Salvato with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project

Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 112 historic architectural resources within the architectural APE within these three project segments. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the 50 previously recorded resources, one was previously determined to be potentially eligible for the National Register of Historic Places (NRHP)—the North Anna Battlefield (042-0123). It is recommended that this resource remain potentially eligible under Criterion A for its contribution to the broad pattern of Civil War history.

The remaining 49 previously recorded resources had not been evaluated for NRHP potential. Based on the current study:

- The Fairfield Plantation Office at Jackson Shrine (016-0092) is recommended potentially eligible for the NRHP under Criterion A for its contribution to the broad pattern of Civil War history, under Criterion B for its association with General Stonewall Jackson, and Criterion C for its architectural merit;
- The House at 12096 Guinea Drive (016-0208) and Coleman's Store (016-0286) are recommended potentially eligible under Criterion C as good examples of vernacular buildings in this part of the county, pending additional research;
- Carolina Mansion (016-0220) and Woodford Freight and Passenger Depot (016-0222) are recommended potentially eligible under Criterion C for their architectural styling and also as contributing elements to the newly recorded Woodford Historic District (016-5129, see below);
- The Woodford Excelsior Company Office (016-0223) is recommended potentially eligible under Criterion A for its association with Caroline County economic history and as a contributing element to the newly recorded Woodford Historic District (016-5129) and Excelsior Industry of Caroline County Multiple Property Determination (016-5165, see below); and
- Glenwood House (016-0224) and the Milford State Bank (016-0270) are both recommended potentially eligible under Criterion C as good examples of their respective architectural styles and as contributing elements to the newly surveyed Milford Historic District (016-5136, see below).

The remaining 41 are recommended not individually eligible due to compromised integrity, commonality of style and form, or demolition since they were last recorded although several are recommended as contributing elements to their respective surrounding historic districts (see below and attached table).

Of the 62 newly recorded resources, three are recommended to be potentially eligible for the NRHP:

- The Woodford Historic District (016-5129) was established along the Richmond, Fredericksburg & Potomac Railway in Caroline County. The district is recommended potentially eligible under Criteria A and C;
- The Milford Historic District (016-5136) was founded as a tobacco-trading community. It is recommended potentially eligible under Criteria A and C; and
- The Excelsior Industry of Caroline County Multiple Property Determination (MPD) (016-5165) is a thematic collection of resources constructed between circa 1896 and circa 1950 that are associated with the manufacture of excelsior, Caroline County's largest industry in the early-twentieth century. It is recommended potentially eligible under Criteria A and C.

The 59 additional newly recorded resources are recommended not eligible for the NRHP as individual resources. As with the previously recorded resources, several are recommended as contributing elements to their respective surrounding historic districts (see below and attached table).

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource remains potentially eligible for the NRHP, as recorded during the DC2RVA/Segments 10–12 study (DHR #2014-0666):

042-0123 North Anna Battlefield (042-0123) (Criterion A)

They further concur that the following 11 properties are potentially eligible for the NRHP:

016-0092 Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road (Criteria A, B, and C)

016-0208 House, 12096 Guinea Drive (Criterion C)

016-0220 Carolina Mansion, 11146 Woodford Road (Criterion C; Contributing to the Woodford Historic District)

016-0222 Woodford Freight & Passenger Depot, Woodford Road (Criterion C; Contributing to the Woodford Historic District)

016-0223 Woodford Excelsior Company Office, Lake Farm Road (Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD)

016-0224 Glenwood House, 11102 Woodford Road (Criterion C; Contributing to the Woodford Historic District)

016-0270 Milford State Bank, 15461 Antioch Road (Criterion C; Contributing to the Milford Historic District)

016-0286 Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane (Criterion C)

016-5129 Woodford Historic District (Criteria A and C)

016-5136 Milford Historic District (Criteria A and C)

016-5165 Excelsior Industry of Caroline County MPD (Criteria A and C)

Lastly, they concur that the following 100 resources are not eligible for the NRHP as individual resources (although some are contributing to associated historic districts as noted below):

016-0137 Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery

016-0201 Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive

016-0205 House, 12110 Guinea Drive

016-0206 House, 12113 Guinea Drive

016-0207 House, 12124 Guinea Drive

016-0209 Hopewell Methodist Church Parsonage, 12093 Guinea Drive

016-0212 House, 12053 Guinea Drive

016-0217 St. Mary's Catholic Church, 14500 Woodslane Road

- 016-0218 House, 14321 Woodslane Road
- 016-0219 Evans House, 14271 Woodslane Road
- 016-0221 Woodford House, Lake Farm Road (Non-contributing to Woodford HD)
- 016-0225 House and Outbuildings, 11000 Woodford Road (Contributing to Woodford HD)
- 016-0262 Old Milford Hotel, 15619 Colonial Road (Contributing to Milford HD)
- 016-0263 Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road (Non-contributing to Milford HD)
- 016-0264 Milford Presbyterian Church (Old Church), 15460 Church Street (Contributing to Milford HD)
- 016-0265 Apartment/Restaurant, 15589 Colonial Road (Contributing to Milford HD)
- 016-0266 Milford Freight Depot, 15424 Antioch Road (Contributing to Milford HD)
- 016-0267 House, 15510 Nelson Hill Road (Contributing to Milford HD)
- 016-0268 House, 15503 Nelson Hill Road (Contributing to Milford HD)
- 016-0269 House, 15429-15441 Antioch Road (Contributing to Milford HD)
- 016-0271 Clark's Store & Warehouse, 15450 Antioch Road (Contributing to Milford HD)
- 016-0272 Blatt's Store, 15471 Antioch Road (Contributing to Milford HD)
- 016-0296 House, 22196 Penola Road
- 016-0297 R.F.& P. Railroad Housing, 22285 Penola Road
- 016-0298 R.F.& P. Railroad Housing, 16181 Polecat Lane
- 016-0329 Whitley House, 11136 Railroad Lane
- 016-0330 Hepler Farm, 24462 Ruther Glen Road
- 016-0332 House, 11519 Chesterfield Road
- 016-0333 Commercial Building, Chesterfield Road
- 016-0334 Commercial Building, 11491 Chesterfield Road
- 016-0335 Commercial Building, 11491 Chesterfield Road
- 016-0336 House, 11456 Chesterfield Road
- 016-0337 Mize House, 11498 Chesterfield Road
- 016-0338 Taylor House, 11524 Chesterfield Road
- 016-0339 Bullock House, 24397 Chesterfield Road
- 016-5001 Warehouse, Nelson Hill Road
- 016-5002 Allen's Store, 15401 Nelson Hill Road
- 016-5003 House, 15409 Nelson Hill Road
- 016-5103 House, 2118 Guinea Drive
- 016-5105 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of Caroline County MPD)
- 016-5106 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of Caroline County MPD)

016-5107	House, 11434 Chesterfield Road
016-5108	House, 11238 Railroad Lane
016-5109	Outbuilding, 4121 Stonewall Jackson Road
016-5110	House, 8523 Guinea Station Road
016-5111	House, 9135 Guinea Station Road
016-5112	Penola Historic District
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane (Contributing to the Excelsior Industry of Caroline County MPD)
016-5114	Flour Mill, Penola Road
016-5115	Storage Building, Penola Road
016-5116	Building Ruins, Penola Road
016-5117	House, 22260 Penola Road
016-5118	House, 22266 Penola Road
016-5119	Industrial Site, Penola Road
016-5120	House, Penola Road
016-5121	Guinea Station Historic District
016-5122	Gas Station, 11764 Stonewall Jackson Road
016-5123	House, 11720 Stonewall Jackson Road
016-5124	School Building, 8902 Guinea Station Road
016-5125	Ruther Glen-Chesterfield Historic District
016-5126	House, 10400 Lake Farm Road
016-5127	House, 15125 Rixey Road
016-5128	House, Rixey Road
016-5130	Farmer Store, Woodford Road (Contributing to Woodford HD)
016-5131	H. Washington Store, Woodford Road (Contributing to Woodford HD)
016-5132	House, 11107 Woodford Road (Contributing to Woodford HD)
016-5133	Old Woodford Post Office, 11064 Woodford Road (Contributing to Woodford HD)
016-5134	Warehouse, Woodford Road (Contributing to Woodford HD)
016-5135	Woodford Post Office, 11087 Woodford Road (Contributing to Woodford HD)
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive (Contributing to the Milford HD; Contributing to the Excelsior Industry of Caroline County MPD)
016-5138	Dhillon's Auto Sales, 15583 Colonial Road (Contributing to the Milford HD)
016-5139	House, 15642 Colonial Road (Contributing to the Milford HD)
016-5140	Commercial Building, 15577 Colonial Road (Contributing to the Milford HD)
016-5141	Dhillon's Grocery, 15421 Antioch Road (Contributing to the Milford HD)
016-5142	House, 15584 Colonial Road (Contributing to the Milford HD)

016-5143 House, 15646 Colonial Road (Contributing to the Milford HD)
 016-5144 House, 15652 Colonial Road (Contributing to the Milford HD)
 016-5145 Blatt Chevrolet, 15478 Antioch Road (Contributing to the Milford HD)
 016-5146 House, 15483 Nelson Hill Road (Contributing to the Milford HD)
 016-5147 Milford Post Office, 15429 Antioch Road (Contributing to the Milford HD)
 016-5148 Warehouse, 15458 Antioch Road (Contributing to the Milford HD)
 016-5149 Warehouses, 15480 Antioch Road (Contributing to the Milford HD)
 016-5150 RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road
 016-5151 Warehouse, 15389 Nelson Hill Road
 016-5152 Drainfield Solutions, 15384 Nelson Hill Road
 016-5153 Hanover Truck Repair, 15402 Nelson Hill Road
 016-5154 House, 15398 Nelson Hill Road
 016-5155 Amerigas Propane, 16492 Industrial Drive
 016-5156 Freight Depot and Warehouse, 16462 Industrial Drive
 016-5157 Commercial Building, 16388 Industrial Drive
 016-5158 House, Industrial Drive
 016-5159 House, 16209 Industrial Drive
 016-5160 House and Outbuildings, Industrial Drive
 016-5161 House, 16022 Industrial Drive
 016-5162 Coleman's Mill Pond and Ruins, Colemans Mill Road
 016-5163 House, 11435 Railroad Lane
 016-5164 Little Rock Farm, 26389 Jefferson Davis Highway
 088-5481 House, 3116 Summit Crossing Road
 088-0271 House, 3041 Summit Station Road
 088-0280 Summit Station Farm, 3033 Summit Station Road

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	ca. 1820	XRGU	Potentially Eligible Under Criteria A, B, and C
016-0137	Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery	Caroline County	ca. 1853	MDND	Not Eligible
016-0201	Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive	Caroline County	ca. 1867	XRGU	Not Eligible
016-0205	House, 12110 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0206	House, 12113 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0207	House, 12124 Guinea Drive	Caroline County	ca. 1890	XRGU	Not Eligible
016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	XRGU	Potentially Eligible Under Criterion C
016-0209	Hopewell Methodist Church Parsonage, 12093 Guinea Drive	Caroline County	ca. 1921	XRGU	Not Eligible
016-0212	House, 12053 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible
016-0217	St. Mary's Catholic Church, 14500 Woodslane Road	Caroline County	1914	GUMD	Not Eligible
016-0218	House, 14321 Woodslane Road	Caroline County	ca. 1911	GUMD	Not Eligible
016-0219	Evans House, 14271 Woodslane Road	Caroline County	ca. 1913	GUMD	Not Eligible
016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0221	Woodford House, Lake Farm Road	Caroline County	ca. 1860	GUMD	Not Eligible; Non-contributing to the Woodford Historic District
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0223	Woodford Excelsior Company Office, Lake Farm Road	Caroline County	ca. 1896	GUMD	Potentially Eligible Under Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-0224	Glenwood House, 11102 Woodford Road	Caroline County	ca. 1925	GUMD	Potentially Eligible Under Criterion C; Contributing to the Woodford Historic District
016-0225	House and Outbuildings, 11000 Woodford Road	Caroline County	ca. 1919	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-0262	Old Milford Hotel, 15619 Colonial Road	Caroline County	ca. 1910	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0263	Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road	Caroline County	ca. 1890	GUMD	Not Eligible; Non-contributing to the Milford Historic District
016-0264	Milford Presbyterian Church (Old Church), 15460 Church Street	Caroline County	ca. 1890	GUMD	Not Eligible; Contributing to the Milford Historic District

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0265	Apartment/Restaurant, 15589 Colonial Road	Caroline County	ca. 1900	GUMD	Not Eligible; Contributing to the Milford Historic District
016-0266	Milford Freight Depot, 15424 Antioch Road	Caroline County	ca. 1891	MDND	Not Eligible; Contributing to the Milford Historic District
016-0267	House, 15510 Nelson Hill Road	Caroline County	ca. 1885	MDND	Not Eligible; Contributing to the Milford Historic District
016-0268	House, 15503 Nelson Hill Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0269	House, 15429-15441 Antioch Road	Caroline County	ca. 1880	MDND	Not Eligible; Contributing to the Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	MDND	Potentially Eligible Under Criterion C; Contributing to the Milford Historic District
016-0271	Clark's Store & Warehouse, 15450 Antioch Road	Caroline County	ca. 1900	MDND	Not Eligible; Contributing to the Milford Historic District
016-0272	Blatt's Store, 15471 Antioch Road	Caroline County	ca. 1890	MDND	Not Eligible; Contributing to the Milford Historic District
016-0286	Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	ca. 1900	MDND	Potentially Eligible Under Criterion C
016-0296	House, 22196 Penola Road	Caroline County	ca. 1890	MDND	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-0297	R.F.& P. Railroad Housing, 22285 Penola Road	Caroline County	ca. 1870	MDND	Not Eligible
016-0298	R.F.& P. Railroad Housing, 16181 Polecat Lane	Caroline County	ca. 1870	MDND	Not Eligible
016-0329	Whitley House, 11136 Railroad Lane	Caroline County	ca. 1890	MDND	Not Eligible
016-0330	Hepler Farm, 24462 Ruther Glen Road	Caroline County	ca. 1900	MDND	Not Eligible
016-0332	House, 11519 Chesterfield Road	Caroline County	1968	MDND	Not Eligible
016-0333	Commercial Building, Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0334	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0335	Commercial Building, 11491 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0336	House, 11456 Chesterfield Road	Caroline County	ca. 1910	MDND	Not Eligible
016-0337	Mize House, 11498 Chesterfield Road	Caroline County	ca. 1920	MDND	Not Eligible
016-0338	Taylor House, 11524 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-0339	Bullock House, 24397 Chesterfield Road	Caroline County	ca. 1918	MDND	Not Eligible
016-5001	Warehouse, Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5002	Allen's Store, 15401 Nelson Hill Road	Caroline County	ca. 1930	MDND	Not Eligible
016-5003	House, 15409 Nelson Hill Road	Caroline County	1929	MDND	Not Eligible
016-5103	House, 2118 Guinea Drive	Caroline County	ca. 1910	XRGU	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5105	Excelsior Mill, Chesterfield Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5106	Excelsior Mill, Chesterfield Road	Caroline County	pre-1950	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5107	House, 11434 Chesterfield Road	Caroline County	1956	MDND	Not Eligible
016-5108	House, 11238 Railroad Lane	Caroline County	1905	MDND	Not Eligible
016-5109	Outbuilding, 4121 Stonewall Jackson Road	Caroline County	ca. 1940	XRGU	Not Eligible
016-5110	House, 8523 Guinea Station Road	Caroline County	1870	XRGU	Not Eligible
016-5111	House, 9135 Guinea Station Road	Caroline County	1882	XRGU	Not Eligible
016-5112	Penola Historic District	Caroline County	1850–ca. 1950	MDND	Not Eligible
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane	Caroline County	ca. 1920	MDND	Not Eligible; Contributing to the Excelsior Industry of Caroline County MPD
016-5114	Flour Mill, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5115	Storage Building, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5116	Building Ruins, Penola Road	Caroline County	pre-1950	MDND	Not Eligible
016-5117	House, 22260 Penola Road	Caroline County	1929	MDND	Not Eligible
016-5118	House, 22266 Penola Road	Caroline County	1850	MDND	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5119	Industrial Site, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5120	House, Penola Road	Caroline County	ca. 1940	MDND	Not Eligible
016-5121	Guinea Station Historic District	Caroline County	1867–ca. 1961	XRGU	Not Eligible
016-5122	Gas Station, 11764 Stonewall Jackson Road	Caroline County	pre-1961	XRGU	Not Eligible
016-5123	House, 11720 Stonewall Jackson Road	Caroline County	1937	XRGU	Not Eligible
016-5124	School Building, 8902 Guinea Station Road	Caroline County	1932	XRGU	Not Eligible
016-5125	Ruther Glen-Chesterfield Historic District	Caroline County	ca. 1853-1956	MDND	Not Eligible
016-5126	House, 10400 Lake Farm Road	Caroline County	ca. 1906	GUMD	Not Eligible
016-5127	House, 15125 Rixey Road	Caroline County	ca. 1900	GUMD	Not Eligible
016-5128	House, Rixey Road	Caroline County	pre-1942	GUMD	Not Eligible
016-5129	Woodford Historic District	Caroline County	ca. 1890 to ca. 1969	GUMD	Potentially Eligible Under Criteria A and C
016-5130	Farmer Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5131	H. Washington Store, Woodford Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5132	House, 11107 Woodford Road	Caroline County	1953	GUMD	Not Eligible; Contributing to the Woodford Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5133	Old Woodford Post Office, 11064 Woodford Road	Caroline County	1936	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5134	Warehouse, Woodford Road	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5135	Woodford Post Office, 11087 Woodford Road	Caroline County	1969	GUMD	Not Eligible; Contributing to the Woodford Historic District
016-5136	Milford Historic District	Caroline County	ca. 1880–1960	GUMD & MDND	Potentially Eligible Under Criteria A and C
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive	Caroline County	ca. 1940	GUMD	Not Eligible; Contributing to the Milford Historic District; Contributing to the Excelsior Industry of Caroline County MPD
016-5138	Dhillon's Auto Sales, 15583 Colonial Road	Caroline County	ca. 1941	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5139	House, 15642 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5140	Commercial Building, 15577 Colonial Road	Caroline County	ca. 1936	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5141	Dhillon's Grocery, 15421 Antioch Road	Caroline County	ca. 1950	GUMD	Not Eligible; Contributing to the Milford Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5142	House, 15584 Colonial Road	Caroline County	ca. 1922	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5143	House, 15646 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5144	House, 15652 Colonial Road	Caroline County	ca. 1920	GUMD	Not Eligible; Contributing to the Milford Historic District
016-5145	Blatt Chevrolet, 15478 Antioch Road	Caroline County	ca. 1950	MDND	Not Eligible; Contributing to the Milford Historic District
016-5146	House, 15483 Nelson Hill Road	Caroline County	1942	MDND	Not Eligible; Contributing to the Milford Historic District
016-5147	Milford Post Office, 15429 Antioch Road	Caroline County	1960	MDND	Not Eligible; Contributing to the Milford Historic District
016-5148	Warehouse, 15458 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford Historic District
016-5149	Warehouses, 15480 Antioch Road	Caroline County	ca. 1940	MDND	Not Eligible; Contributing to the Milford Historic District
016-5150	RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road	Caroline County	ca. 1949	MDND	Not Eligible
016-5151	Warehouse, 15389 Nelson Hill Road	Caroline County	pre-1966	MDND	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
016-5152	Drainfield Solutions, 15384 Nelson Hill Road	Caroline County	1952	MDND	Not Eligible
016-5153	Hanover Truck Repair, 15402 Nelson Hill Road	Caroline County	1965	MDND	Not Eligible
016-5154	House, 15398 Nelson Hill Road	Caroline County	1920	MDND	Not Eligible
016-5155	Amerigas Propane, 16492 Industrial Drive	Caroline County	pre-1966	MDND	Not Eligible
016-5156	Freight Depot and Warehouse, 16462 Industrial Drive	Caroline County	ca. 1940	MDND	Not Eligible
016-5157	Commercial Building, 16388 Industrial Drive	Caroline County	1966	MDND	Not Eligible
016-5158	House, Industrial Drive	Caroline County	ca. 1930	MDND	Not Eligible
016-5159	House, 16209 Industrial Drive	Caroline County	1958	MDND	Not Eligible
016-5160	House and Outbuildings, Industrial Drive	Caroline County	ca. 1890	MDND	Not Eligible
016-5161	House, 16022 Industrial Drive	Caroline County	1944	MDND	Not Eligible
016-5162	Coleman's Mill Pond and Ruins, Colemans Mill Road	Caroline County	pre-1860	MDND	Not Eligible
016-5163	House, 11435 Railroad Lane	Caroline County	ca. 1920	MDND	Not Eligible
016-5164	Little Rock Farm, 26389 Jefferson Davis Highway	Caroline County	ca. 1900	MDND	Not Eligible
016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1896–ca. 1950	GUMD & MDND	Potentially Eligible Under Criteria A and C
042-0123	North Anna Battlefield	Hanover County	1864	MDND	Remains Eligible Under Criterion A

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
088-5481	House, 3116 Summit Crossing Road	Fredericksburg, Spotsylvania County	1948	XRGU	Not Eligible
088-0271	House, 3041 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1913	XRGU	Not Eligible
088-0280	Summit Station Farm, 3033 Summit Station Road	Fredericksburg, Spotsylvania County	ca. 1840	XRGU	Not Eligible

The Virginia SHPO concurs that the following resource remains potentially eligible for the NRHP, as recorded during the DC2RVA/Segments 10–12 study (DHR #2014-0666):

042-0123 North Anna Battlefield (042-0123) (Criterion A)

They further concur that the following 11 properties are potentially eligible for the NRHP:

016-0092 Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road (Criteria A, B, and C)
016-0208 House, 12096 Guinea Drive (Criterion C)
016-0220 Carolina Mansion, 11146 Woodford Road (Criterion C; Contributing to the Woodford Historic District)
016-0222 Woodford Freight & Passenger Depot, Woodford Road (Criterion C; Contributing to the Woodford Historic District)
016-0223 Woodford Excelsior Company Office, Lake Farm Road (Criterion A; Contributing to the Woodford Historic District; Contributing to the Excelsior Industry of Caroline County MPD)
016-0224 Glenwood House, 11102 Woodford Road (Criterion C; Contributing to the Woodford Historic District)
016-0270 Milford State Bank, 15461 Antioch Road (Criterion C; Contributing to the Milford Historic District)
016-0286 Coleman's Store, 22275 Penola Road; Penola, 16095 Polecat Lane (Criterion C)
016-5129 Woodford Historic District (Criteria A and C)
016-5136 Milford Historic District (Criteria A and C)
016-5165 Excelsior Industry of Caroline County MPD (Criteria A and C)

Lastly, they concur that the following 100 resources are not eligible for the NRHP as individual resources (although some are contributing to associated historic districts as noted below):

016-0137 Fontaine Hill, 24378 Ruther Glen Road; Fontaine Hill Cemetery
016-0201 Hopewell United Methodist Church and Cemetery, 12018 Guinea Drive
016-0205 House, 12110 Guinea Drive
016-0206 House, 12113 Guinea Drive
016-0207 House, 12124 Guinea Drive
016-0209 Hopewell Methodist Church Parsonage, 12093 Guinea Drive
016-0212 House, 12053 Guinea Drive
016-0217 St. Mary's Catholic Church, 14500 Woodslane Road

- 016-0218 House, 14321 Woodslane Road
- 016-0219 Evans House, 14271 Woodslane Road
- 016-0221 Woodford House, Lake Farm Road (Non-contributing to Woodford HD)
- 016-0225 House and Outbuildings, 11000 Woodford Road (Contributing to Woodford HD)
- 016-0262 Old Milford Hotel, 15619 Colonial Road (Contributing to Milford HD)
- 016-0263 Gray Campbell Inn/Schalls Furniture Refinishing and Repairs, Colonial Road (Non-contributing to Milford HD)
- 016-0264 Milford Presbyterian Church (Old Church), 15460 Church Street (Contributing to Milford HD)
- 016-0265 Apartment/Restaurant, 15589 Colonial Road (Contributing to Milford HD)
- 016-0266 Milford Freight Depot, 15424 Antioch Road (Contributing to Milford HD)
- 016-0267 House, 15510 Nelson Hill Road (Contributing to Milford HD)
- 016-0268 House, 15503 Nelson Hill Road (Contributing to Milford HD)
- 016-0269 House, 15429-15441 Antioch Road (Contributing to Milford HD)
- 016-0271 Clark's Store & Warehouse, 15450 Antioch Road (Contributing to Milford HD)
- 016-0272 Blatt's Store, 15471 Antioch Road (Contributing to Milford HD)
- 016-0296 House, 22196 Penola Road
- 016-0297 R.F.& P. Railroad Housing, 22285 Penola Road
- 016-0298 R.F.& P. Railroad Housing, 16181 Polecat Lane
- 016-0329 Whitley House, 11136 Railroad Lane
- 016-0330 Hepler Farm, 24462 Ruther Glen Road
- 016-0332 House, 11519 Chesterfield Road
- 016-0333 Commercial Building, Chesterfield Road
- 016-0334 Commercial Building, 11491 Chesterfield Road
- 016-0335 Commercial Building, 11491 Chesterfield Road
- 016-0336 House, 11456 Chesterfield Road
- 016-0337 Mize House, 11498 Chesterfield Road
- 016-0338 Taylor House, 11524 Chesterfield Road
- 016-0339 Bullock House, 24397 Chesterfield Road
- 016-5001 Warehouse, Nelson Hill Road
- 016-5002 Allen's Store, 15401 Nelson Hill Road
- 016-5003 House, 15409 Nelson Hill Road
- 016-5103 House, 2118 Guinea Drive
- 016-5105 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of Caroline County MPD)
- 016-5106 Excelsior Mill, Chesterfield Road (Contributing to the Excelsior Industry of Caroline County MPD)

016-5107	House, 11434 Chesterfield Road
016-5108	House, 11238 Railroad Lane
016-5109	Outbuilding, 4121 Stonewall Jackson Road
016-5110	House, 8523 Guinea Station Road
016-5111	House, 9135 Guinea Station Road
016-5112	Penola Historic District
016-5113	Jeter House and Excelsior Mill, 16111 Polecat Lane (Contributing to the Excelsior Industry of Caroline County MPD)
016-5114	Flour Mill, Penola Road
016-5115	Storage Building, Penola Road
016-5116	Building Ruins, Penola Road
016-5117	House, 22260 Penola Road
016-5118	House, 22266 Penola Road
016-5119	Industrial Site, Penola Road
016-5120	House, Penola Road
016-5121	Guinea Station Historic District
016-5122	Gas Station, 11764 Stonewall Jackson Road
016-5123	House, 11720 Stonewall Jackson Road
016-5124	School Building, 8902 Guinea Station Road
016-5125	Ruther Glen-Chesterfield Historic District
016-5126	House, 10400 Lake Farm Road
016-5127	House, 15125 Rixey Road
016-5128	House, Rixey Road
016-5130	Farmer Store, Woodford Road (Contributing to Woodford HD)
016-5131	H. Washington Store, Woodford Road (Contributing to Woodford HD)
016-5132	House, 11107 Woodford Road (Contributing to Woodford HD)
016-5133	Old Woodford Post Office, 11064 Woodford Road (Contributing to Woodford HD)
016-5134	Warehouse, Woodford Road (Contributing to Woodford HD)
016-5135	Woodford Post Office, 11087 Woodford Road (Contributing to Woodford HD)
016-5137	Dejarnette Lumber Co., 17186 Alliance Drive (Contributing to the Milford HD; Contributing to the Excelsior Industry of Caroline County MPD)
016-5138	Dhillon's Auto Sales, 15583 Colonial Road (Contributing to the Milford HD)
016-5139	House, 15642 Colonial Road (Contributing to the Milford HD)
016-5140	Commercial Building, 15577 Colonial Road (Contributing to the Milford HD)
016-5141	Dhillon's Grocery, 15421 Antioch Road (Contributing to the Milford HD)
016-5142	House, 15584 Colonial Road (Contributing to the Milford HD)

016-5143 House, 15646 Colonial Road (Contributing to the Milford HD)
016-5144 House, 15652 Colonial Road (Contributing to the Milford HD)
016-5145 Blatt Chevrolet, 15478 Antioch Road (Contributing to the Milford HD)
016-5146 House, 15483 Nelson Hill Road (Contributing to the Milford HD)
016-5147 Milford Post Office, 15429 Antioch Road (Contributing to the Milford HD)
016-5148 Warehouse, 15458 Antioch Road (Contributing to the Milford HD)
016-5149 Warehouses, 15480 Antioch Road (Contributing to the Milford HD)
016-5150 RF&P Milford (MD) Signal Tower, 15524 Nelson Hill Road
016-5151 Warehouse, 15389 Nelson Hill Road
016-5152 Drainfield Solutions, 15384 Nelson Hill Road
016-5153 Hanover Truck Repair, 15402 Nelson Hill Road
016-5154 House, 15398 Nelson Hill Road
016-5155 Amerigas Propane, 16492 Industrial Drive
016-5156 Freight Depot and Warehouse, 16462 Industrial Drive
016-5157 Commercial Building, 16388 Industrial Drive
016-5158 House, Industrial Drive
016-5159 House, 16209 Industrial Drive
016-5160 House and Outbuildings, Industrial Drive
016-5161 House, 16022 Industrial Drive
016-5162 Coleman's Mill Pond and Ruins, Colemans Mill Road
016-5163 House, 11435 Railroad Lane
016-5164 Little Rock Farm, 26389 Jefferson Davis Highway
088-5481 House, 3116 Summit Crossing Road
088-0271 House, 3041 Summit Station Road
088-0280 Summit Station Farm, 3033 Summit Station Road


Julie Langan, Director

15 AUG 16
Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

2014-0666



801 E. Main Street, Suite 1000
Richmond, VA 23219

December 21, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Revised Resource Eligibility/ Segment 13 (North Doswell to Elmont)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 13/ North Doswell to Elmont (NDEL) of the larger Project initiative. Segment 13/NDEL includes the span between just north of Doswell Road on the north and Elmont Road on the south in Hanover County. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, North Doswell to Elmont (NDEL) Segment, Hanover County*. The report was authored by Danae Peckler with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set

forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resources's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 264 architectural resources within the architectural APE within the NDEL segment (see attached Table for a full roster of these resources). Of these, 142 were previously recorded and 122 were newly recorded as part of this project. Six resources are listed in, or have been determined eligible/potentially eligible for, the National Register of Historic Places (NRHP), including one set of Civil-War-era earthworks (042-0836) and five historic districts: Ashland Historic District (166-0001); Randolph-Macon College Complex Historic District (166-0002); Elmont Historic District (042-5048); Taylorsville Road Historic District (042-5307); and Doswell Historic District (042-5448). It is recommended that these resources retain their eligibility status.

Fourteen previously recorded resources are recommended potentially eligible for the NRHP following this survey. Four are in Doswell, and they are recommended both individually eligible and as contributing elements to the Doswell Historic District: Doswell Depot and Switch Tower, 10577 Doswell Road (042-0093; 042-5466), the Doswell Inn, 10567 Doswell Road (042-0468), Tri-County Bank, Doswell branch, 10561 Doswell Road (042-0469), and Darnell Store (Squashapenny Junction), 10570 Doswell Road (042-0470). Seven are in Ashland and are recommended both individually potentially eligible and as contributing elements to the Ashland Historic District: Ashland Station Depot, 112 N. Railroad Avenue (166-0001-0008), Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street (166-0001-0015), House, 702 S. Center Street (166-0001-0055), House, 708 S. Center Street (166-0001-0060), House, 1005 S. Center Street (166-0001-0077), MacMurdo House, 713 S. Center Street (166-0036; 166-0001-0063), and Hugo House, 904 S. Center Street (166-0037; 166-0001-0073). The final three resources, Judge Gwathmey House (042-0113), Sinton House (042-0420), and Dry Bridge at 10411 Old Ridge Road (042-0557), are not within a historic district and are recommended individually eligible for the NRHP.

Four newly recorded resources are also recommended potentially eligible for the NRHP based on this study. They include the Priddy House, 107 Stebbins Street (166-5041), Randolph-Macon College Historic District Expansion (166-5072), the Berkleytown Historic District (166-5073), and Dabney Funeral Home (166-5073-0010).

The remaining 240 properties recorded as part of this survey are recommended not eligible for the NRHP as individual properties. Half of these 240 properties (n=120) are recommended as contributing elements to their surrounding historic districts. These include the Elmont Historic District, Doswell Historic District, Ashland Historic District, Berkleytown Historic District, and Randolph-Macon Expanded Historic District. A breakdown of these resources can be found in the attached table and following concurrence pages.



801 E. Main Street, Suite 1000
Richmond, VA 23219

Six previously recorded resources located within the architectural APE were omitted from this survey as they were formally evaluated by DHR staff within the past five years and found to be not eligible for individual listing in the NRHP. All six of these ineligible resources are contributing elements of the Taylorsville Road Historic District (042-0397, 042-0398, 042-5300, 042-5301, 042-5160, and 042-5161).

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be listed in the NRHP, as recorded during the DC2RVA/Segment 13 study (DHR #2014-0666):

166-0001 Ashland Historic District (Criteria A & C)

They also concur that the following resource continues to be listed in the NRHP and is also a contributing element to the Ashland Historic District:

166-0002 Randolph-Macon College Historic District (Criteria A & C)

They further concur that the following resource remains eligible for the NRHP and is also a contributing element to the Taylorsville Road Historic District (042-5307):

042-0836 Earthworks, Little River (Criteria A & C)

They concur that the following resources remain potentially eligible for the NRHP:

042-5048 Elmont Historic District (Criterion A)
042-5307 Taylorsville Road Historic District (Criteria A & C)
042-5448 Doswell Historic District (Criteria A & C)

They also concur that the following resources are potentially eligible for the NRHP as individual resources:

042-0113 Judge Gwathmey House, 11247 Gwathmey Church Road (Criteria B & C)
042-0420 Sinton House, 12081 Holly Oaks Lane (Criterion C)
042-0557 Dry Bridge (Criteria A & C)
166-5041 Priddy House (Criterion C)
166-5072 Randolph-Macon College Historic District Expansion (Criteria A & C)
166-5073 Berkleytown Historic District (Criterion A)

They further concur that the following resources are individually potentially eligible for the NRHP and are contributing elements to the Doswell Historic District (042-5448):

042-0093; 042-5466 Doswell Depot and Switch Tower, 10577 Doswell Road (Criteria A & C)
042-0468 Doswell Inn, 10567 Doswell Road (Criteria A & C)
042-0469 Tri-County Bank, Doswell branch (part of Squashapenny Antiques), 10561 Doswell Road (Criterion C)
042-0470 Darnell Store (Squashapenny Junction), 10570 Doswell Road (Criteria A, B & C)

They concur that the following resources are individually potentially eligible for the NRHP and are contributing elements to the Ashland Historic District (166-0001):

- 166-0001-0008 Ashland Station Depot, 112 N. Railroad Avenue (Criteria A & C)
- 166-0001-0015 Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street (Criterion C)
- 166-0001-0055 House, 702 S. Center Street (Criterion C)
- 166-0001-0060 House, 708 S. Center Street (Criterion C)
- 166-0001-0077 House, 1005 S. Center Street (Criterion C)
- 166-0036; 166-0001-0063 MacMurdo House, 713 S. Center Street (Criteria B & C)
- 166-0037; 166-0001-0073 Hugo House, 904 S. Center Street (Criterion C)

They further concur that the following resource is individually potentially eligible for the NRHP and is a contributing element to the Berkleytown Historic District (166-5073):

- 166-5073-0010 House, Dabney Funeral Home, 600 B Street (Criterion A)

They concur that the following resources are eligible for the NRHP as contributing elements to the Elmont Historic District (042-5048), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 042-0330 Price Farm, 11417 Cedar Lane
- 042-0334 Kenwood (Crawford Place), 11179 Elmont Road
- 042-0341 Cobb Store, Elmont Road

They also concur that the following resources are eligible for the NRHP as contributing elements to the Doswell Historic District (042-5448), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 042-0467 Daniel Campbell House, 10571 Doswell Road
- 042-0471 Bungalow, 10558 Doswell Road
- 042-0472 House, 10548 Doswell Road
- 042-0474 Flippo House, 10536 Doswell Road
- 042-0475 House, 10564 Doswell Road
- 042-0477 Billy Wright House (Fathead Farm), 10617 Doswell Road
- 042-5719 House and Warehouses, 10600 Doswell Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Ashland Historic District (166-0001), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 166-0001-0007 Hanover Bank Building, 104 N. Railroad Avenue

- 166-0001-0009 Commercial Building (Weems Building/ Weems Law Offices), 116 N. Railroad Avenue
- 166-0001-0011 House, 206 N. Center Street
- 166-0001-0013 Office of College Advancement, Randolph Macon (House), 304 N. Center Street
- 166-0001-0016 Tennis Court and Park, 310A N. Center Street
- 166-0001-0017 House, 312 N. Center Street
- 166-0001-0018 Kappa Epsilon House, Randolph-Macon (House), 314 N. Center Street
- 166-0001-0019 House, Randolph Macon, 320 N. Center Street
- 166-0001-0021 House, 504 N. Center Street
- 166-0001-0025 Commercial Building, 102 S. Railroad Avenue
- 166-0001-0026 Commercial Building (Tiny Tim's Toys), 104 S. Railroad Avenue
- 166-0001-0027 Commercial Building (Smile of Virginia), 105 S. Railroad Avenue
- 166-0001-0028 Commercial Building (Hughes Drug Store), 106 S. Railroad Avenue
- 166-0001-0029 Commercial Building, 106A S. Railroad Avenue
- 166-0001-0030 Cross Brothers Grocery, 107 S. Railroad Avenue
- 166-0001-0031 Commercial Building, 108 S. Railroad Avenue
- 166-0001-0033 Commercial Building (Cross Brothers Grocery), 109 S. Railroad Avenue
- 166-0001-0035 Commercial Building (Hometown Realty), 111 S. Railroad Avenue
- 166-0001-0036 Commercial Building, 113 S. Railroad Avenue
- 166-0001-0037 Commercial Building, 301 S. Railroad Avenue
- 166-0001-0040 Store, 307 S. Railroad Avenue
- 166-0001-0041 House, 403 S. Center Street
- 166-0001-0042 Store, 405 S. Center Street
- 166-0001-0043 House, 407 S. Center Street
- 166-0001-0045 House, 501 S. Center Street
- 166-0001-0046 House, 503 S. Center Street
- 166-0001-0047 House, 505 S. Center Street
- 166-0001-0049 House, 600 S. Center Street
- 166-0001-0050 House, 601 S. Center Street
- 166-0001-0051 House, 603 S. Center Street
- 166-0001-0052 House, 604 S. Center Street
- 166-0001-0053 House, 605 S. Center Street
- 166-0001-0054 House, 700 S. Center Street
- 166-0001-0056 House, 703 S. Center Street
- 166-0001-0057 House, 705 S. Center Street
- 166-0001-0058 House, 706 S. Center Street
- 166-0001-0061 House, 709 S. Center Street
- 166-0001-0065 House, 718 S. Center Street
- 166-0001-0066 House, 801 S. Center Street
- 166-0001-0067 Fleming Fox House, 802 S. Center Street
- 166-0001-0068 House, 803 S. Center Street
- 166-0001-0069 House, 804 S. Center Street

- 166-0001-0070 House, 805 S. Center Street
- 166-0001-0071 House, 807 S. Center Street
- 166-0001-0072 House, 901 S. Center Street
- 166-0001-0074 House, 905 S. Center Street
- 166-0001-0076 House, 1000 S. Center Street
- 166-0001-0078 House, 1006 S. Center Street
- 166-0001-0079 House, 1008 S. Center Street
- 166-0001-0080 House, 1010 S. Center Street
- 166-0001-0081 House, 1013 S. Center Street
- 166-0001-0083 House, 1017 S. Center Street
- 166-0001-0163 House, 104 Howard Street
- 166-0001-0165 House, 106 Howard Street
- 166-0001-0166 House, 107 Howard Street
- 166-0001-0167 House, 108 Howard Street
- 166-0001-0168 House, 110 Howard Street
- 166-0001-0183 Duplex, 103-105 Race Course Street
- 166-0001-0213 House, 300 Virginia Street
- 166-0001-0215 House, 302 Virginia Street
- 166-0001-0218 House, 400 Virginia Street
- 166-0001-0219 House, 402 Virginia Street
- 166-0001-0221 House, 500 Virginia Street
- 166-0001-0228 Commercial Building, 111 England Street
- 166-0001-0229 Commercial Building (Dew Realty; service station), 102 England Street
- 166-0001-0231 Burton Chapman, Inc., 112 England Street
- 166-0001-0232 Commercial Building, 103-109 England Street
- 166-0001-0243 Peal Hall/ Administration Building, Randolph Macon Campus, Henry Street
- 166-0001-0244 Mary Branch Dorm, Randolph Macon Campus, Henry Street
- 166-0001-0251 Office, 200 Virginia Street
- 166-0001-0252; 166-0002 Power Plant, Randolph Macon, 115 N. Railroad Avenue
- 166-0001-0253 Commercial Building, 117 England Street
- 166-0001-0256 Garage, 110 Myrtle Street
- 166-0001-0257 House, 1009 S. Center Street
- 166-0035; 166-0001-0024 Commercial Building (Ironhorse), 100 S. Railroad Avenue
- 166-0039; 166-0001-0082 Blair House, 1014 S. Center Street
- 166-0040; 166-0001-0044 Hanover Arts Center (Ashland Baptist Church), 500 S. Center Street

They further concur that the following resources are eligible for the NRHP as contributing elements to the Berkleytown Historic District (166-5073), but are not individually eligible for listing under Criteria A-C as architectural resources:

- 166-0025; 166-5073 House, 102 Berkley Street

- 166-5073-0001 House, 804 N. Henry Street
- 166-5073-0002 House, 710 N. Henry Street
- 166-5073-0003 House, 103 N. West Henry Lane
- 166-5073-0004 House, 102 N. West Henry Lane
- 166-5073-0005 House, 107 Berkley Street
- 166-5073-0006 House, 101 Berkley Street
- 166-5073-0007 House, 711 N. Center Street
- 166-5073-0008 House, 707 N. Center Street
- 166-5073-0009 House, 705 N. Center Street
- 166-5073-0011 House, 604 B Street
- 166-5073-0012 House, 606 B Street
- 166-5073-0013 House, 608 B Street
- 166-5073-0014 House, 514 B Street
- 166-5073-0015 House, 512 B Street
- 166-5073-0016 House, 510 B Street
- 166-5073-0017 House, 105 N. West Henry Lane

They also concur that the following resources are eligible for the NRHP as contributing elements to the Randolph-Macon Expansion Historic District (166-5072), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 166-5072-0001 Moreland Hall, Randolph-Macon Campus, N. Center Street
- 166-5072-0002 Conrad Hall, Randolph-Macon Campus, N. Center Street
- 166-5072-0003 Lambert Hall (Kappa Alpha Fraternity), Randolph-Macon Campus, N. Center Street
- 166-5072-0004 Crenshaw Gymnasium, Randolph-Macon Campus, E. Patrick Street

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

- 042-0106 Gwathmey Baptist Church, 11232 Gwathmey Church Road
- 042-0112 Turner House, 12137 Center Street Road
- 042-0117 Gwathmey Historic District, Gwathmey Church Road
- 042-0331 Kenwood Farm (House Demolished), 11465 Cedar Lane
- 042-0340 Swingle Farm (Demolished), 11314 Tyson Trail
- 042-0342 Frank Holman House, Old Elmont Road
- 042-0558 Baker-Thompson House, 10406 Old Ridge Road
- 042-0777 Road, Rt 646, Elletts Crossing Road
- 042-0842 Stiles Family Farmstead, 12277 Center Street Road
- 042-5200 House, 11257 Elmont Road
- 042-5201 House, 11247 Elmont Road
- 042-5202 Railroad House, 11248 Elmont Crossing Lane

042-5210 Hugo House, 11208 Gwathmey Church Road
 042-5360 House, 16340 Doswell Park Road
 042-5394 Houses, 15374 Binns Road
 042-5720 House, 16368 Doswell Park Road
 042-5721 House, 10323 Mount Hope Church Road
 042-5722 House, 10325 Mount Hope Church Road
 042-5723 House, 16104 Binns Road
 042-5724 House, 16112 Binns Road
 042-5725 Vacant House, Binns Road
 042-5726 House, 16052 Binns Road
 042-5727 House, 15352 Binns Road
 042-5728 House, 15273 Fountain Road
 042-5729 House, 15271 Fountain Road
 042-5730 House, 14293 Elletts Crossing Road
 042-5731 House, 14315 Elletts Crossing Road
 042-5732 House, 14310 Washington Highway
 042-5733 Electrical Building, 14300 Washington Highway
 042-5734 House, 14281 Washington Highway
 042-5735 Warehouse, 14214 Washington Highway
 042-5736 Motel, 14199 Washington Highway
 042-5737 Stiles House, 12315 Center Street Road
 042-5738 Carter Family Farmstead Ruins, 12173 Center Street
 042-5739; 042-0117-0010 House (Commercial Building), 11242 Gwathmey Church Road
 042-5740 House, 11252 Gwathmey Church Road
 042-5741 House, 11258 Gwathmey Church Road
 042-5742 House, 11262 Gwathmey Church Road
 042-5743 House, 11261 Gwathmey Church Road
 042-5744 House, 11231 Gwathmey Church Road
 042-5745 Farmstead, 11328 Old Elmont Road
 042-5746 House, 11316 Old Elmont Road
 042-5747 House, 11287 Elmont Road
 042-5748 House, 11234 Elmont Crossing Lane
 042-5749 Commercial Building (Elmont Food & Deli), 11262 Elmont Road
 042-5750 Cobb House, 11237 Elmont Road
 042-5751 House & Kennel, 11287 Tyson Trail
 042-5752 House, 11305 Tyson Trail
 042-5753 House (Old Store), 11464 Cedar Lane
 042-5754 House, 11173 Kenmont Lane
 042-5755 House, 11175 Kenmont Lane
 166-0001-0005 Commercial Building (Ashland Coffee & Tea), 100 N. Railroad Avenue
 166-0001-0006 Commercial Building (Barnes Drug Store), 102 N. Railroad Avenue
 166-0001-0020 Parking Lot (House Demolished), 500 N. Center Street

- 166-0001-0023 House, 506 North Center Street (Demolished and Replaced), House, 506 N. Center Street
- 166-0001-0034 Commercial Building, 110 S. Railroad Avenue
- 166-0001-0059 House, 707 S. Center Street
- 166-0001-0062 House (Original House Demolished), 712 S. Center Street
- 166-0001-0064 House, 714 S. Center Street
- 166-0001-0164 House, 105 Howard Street
- 166-0001-0212 Hanover County Black Heritage Society (House), 204 Virginia Street
- 166-0001-0225 Sigma Phi Epsilon, Randolph-Macon, 101 College Avenue
- 166-0001-0226 Alpha Chi Alpha House, Randolph Macon, 103 College Avenue
- 166-0001-0227 Phi Delta Theta House, Randolph Macon, 105 College Avenue
- 166-0001-0233 Commercial Building, 100 England Street
- 166-0001-0254 Commercial Building, 105 Lee Street
- 166-0001-0255 House, 120 Myrtle Street
- 166-0017 Commercial Building (ABC Store), 110 Thompson Street
- 166-0028 Commercial Building (The Herald Progress), 112 Thompson Street
- 166-0059 House, 108 W. Francis Street
- 166-0060 House, 111 W. Francis Street
- 166-0066 Fountain, Thompson & Hanover
- 166-5001 House, 106 Race Course Street
- 166-5002 House, 108 Race Course Street
- 166-5014 House, 505 Duncan Street
- 166-5015 House, 107 Race Course Street
- 166-5016 House, 110 Elm Street
- 166-5017 House, 108 Elm Street
- 166-5018 House, 106 Elm Street
- 166-5019 House, 104 Elm Street
- 166-5020 House, 100 Elm Street
- 166-5021 House, 103 Elm Street
- 166-5022 House, 105 Elm Street
- 166-5023 House, 107 Elm Street
- 166-5024 House, 109 Elm Street
- 166-5025 House, 112 Linden Street
- 166-5026 House, 110 Linden Street
- 166-5027 House, 102 Linden Street
- 166-5028 House, 101 Linden Street
- 166-5029 House, 103 Linden Street
- 166-5030 House, 105 Linden Street
- 166-5031 House, 107 Linden Street
- 166-5032 House, 113 Linden Street
- 166-5033 House, 104 W. Patrick Street
- 166-5034 Town Hall, 101 Thompson Street

166-5035	Warehouse, 118 Thompson Street
166-5036	Ashland Museum, 105 Hanover Avenue
166-5037	Commercial Building, 113-115 Hanover Avenue
166-5038	Commercial Building, 117 Hanover Avenue
166-5039	Ashland Manor Apartments, 402 S. Center Street
166-5040	House, 110 Stebbins Street
166-5042	House, 105 Stebbins Street
166-5043	House, 104 Stebbins Street
166-5044	House, 109 W. Francis Street
166-5045	Garage, 201 Duncan Street
166-5046	House, 303 Duncan Street
166-5047	House, 305 Duncan Street
166-5048	House, 315 Duncan Street
166-5049	House, 317 Duncan Street
166-5050	House, 319 Duncan Street
166-5051	House, 321 Duncan Street
166-5052	House, 323 Duncan Street
166-5053	House, 701 Duncan Street
166-5054	House, 703 Duncan Street
166-5055	House, 502 Virginia Street
166-5056	House, 600 Virginia Street
166-5057	House, 602 Virginia Street
166-5058	House, 106 Arlington Street
166-5059	House, 104 Arlington Street
166-5060	House, 109 Arlington Street
166-5061	House, 110 MacMurdo Street
166-5062	House, 109 MacMurdo Street
166-5063	House, 108 MacMurdo Street
166-5064	House, 107 Macmurdo Street
166-5065	House, 106 MacMurdo Street
166-5066	House, 105 MacMurdo Street
166-5067	House, 104 MacMurdo Street
166-5068	House, 101 MacMurdo Street
166-5069	House, 1019 S. Center Street
166-5070	House, 1109 S. Center Street
166-5071	Ashland Lumber Co., 12447 Maple Street
166-5074	House, 103 Stebbins Street

Julie Langan, Director

Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-0093; 042-5466	Doswell Depot and Switch Tower, 10577 Doswell Road	Hanover County	c. 1928	Potentially Eligible under A & C; Contributes to Doswell Historic District
042-0106	Gwathmey Baptist Church, 11232 Gwathmey Church Road	Hanover County	c. 1892	No Longer Extant; Not Eligible
042-0112	Turner House, 12137 Center Street Road	Hanover County	c. 1895	No Longer Extant; Not Eligible
042-0113	Judge Gwathmey House, 11247 Gwathmey Church Road	Hanover County	c. 1895	Potentially Eligible under B & C
042-0117	Gwathmey Historic District	Hanover County	late 19th c.-early 20th c.	Remains Not Eligible
042-0330	Price Farm, 11417 Cedar Lane	Hanover County	c. 1900	Not Eligible; Contributes to Elmont Historic District
042-0331	Kenwood Farm (House Demolished), 11465 Cedar Lane	Hanover County	c. 2000	No Longer Extant; Not Eligible
042-0334	Kenwood (Crawford Place), 11179 Elmont Road	Hanover County	c. 1880	Not Eligible; Contributes to Elmont Historic District
042-0340	Swingle Farm (Demolished), 11314 Tyson Trail	Hanover County	c. 1890	No Longer Extant; Not Eligible
042-0341	Cobb Store, Elmont Road	Hanover County	c. 1900	Not Eligible; Contributes to Elmont Historic District
042-0342	Frank Holman House, Old Elmont Road	Hanover County	c. 1870	Not Eligible
042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County	c. 1890	Potentially Eligible under C
042-0467	Daniel Campbell House, 10571 Doswell Road	Hanover County	c. 1890	Not Eligible; Contributes to Doswell Historic District
042-0468	Doswell Inn, 10567 Doswell Road	Hanover County	c. 1820	Potentially Eligible under A & C; Contributes to Doswell Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-0469	Tri-County Bank, Doswell branch (part of Squashapenny Antiques), 10561 Doswell Road	Hanover County	c. 1920	Potentially Eligible Under C; Contributes to Doswell Historic District
042-0470	Darnell Store (Squashapenny Junction), 10570 Doswell Road	Hanover County	c. 1898	Potentially Eligible Under A, B & C; Contributes to Doswell Historic District
042-0471	Bungalow, 10558 Doswell Road	Hanover County	c. 1927	Not Eligible; Contributes to Doswell Historic District
042-0472	House, 10548 Doswell Road	Hanover County	c. 1900	Not Eligible; Contributes to Doswell Historic District
042-0474	Flippo House, 10536 Doswell Road	Hanover County	c. 1890	Not Eligible; Contributes to Doswell Historic District
042-0475	House, 10564 Doswell Road	Hanover County	c. 1900	Not Eligible; Contributes to Doswell Historic District
042-0477	Billy Wright House (Fathead Farm), 10617 Doswell Road	Hanover County	c. 1850	Not Eligible; Contributes to Doswell Historic District
042-0557	Dry Bridge, off Rt 738, 10411 Old Ridge Road	Hanover County	c. 1850	Potentially Eligible Under A and C
042-0558	Baker-Thompson House, 10406 Old Ridge Road	Hanover County	c. 1910	Not Eligible
042-0777	Road, Rt 646, Elletts Crossing Road	Hanover County	c. 19th c.	Not Eligible
042-0836	Earthworks, Little River	Hanover County	c. 1862	Remains Eligible; Contributes to Taylorsville Road Historic District
042-0842	Stiles Family Farmstead, 12277 Center Street Road	Hanover County	c. 1930	No Longer Extant; Not Eligible
042-5048	Elmont Historic District	Hanover County	late 19th c. - early 20th c.	Remains Potentially Eligible Under A and C
042-5200	House, 11257 Elmont Road	Hanover County	c. 1940	Not Eligible; Non-contributing to Elmont Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5201	House, 11247 Elmont Road	Hanover County	c. 1925	Not Eligible
042-5202	Railroad House, 11248 Elmont Crossing Lane	Hanover County	c. 1900	Not Eligible
042-5210	Hugo House, 11208 Gwathmey Church Road	Hanover County	c. 1900	Not Eligible
042-5307	Taylorsville Road Historic District	Hanover County	1900-1935	Remains Potentially Eligible Under A and C
042-5360	House, 16340 Doswell Park Road	Hanover County	c. 1940	Not Eligible
042-5394	Houses, 15374 Binns Road	Hanover County	c. 1900	Not Eligible
042-5448	Doswell Historic District	Hanover County	early 19th c. - early 20th c.	Remains Potentially Eligible Under A and C
042-5719	House and Warehouses, 10600 Doswell Road	Hanover County	c. 1925	Not Eligible; Contributes to Doswell Historic District
042-5720	House, 16368 Doswell Park Road	Hanover County	c. 1939	Not Eligible
042-5721	House, 10323 Mount Hope Church Road	Hanover County	c. 1950	Not Eligible
042-5722	House, 10325 Mount Hope Church Road	Hanover County	c. 1945	Not Eligible
042-5723	House, 16104 Binns Road	Hanover County	c. 1949	Not Eligible
042-5724	House, 16112 Binns Road	Hanover County	c. 1945	Not Eligible
042-5725	Vacant House, Binns Road	Hanover County	c. 1910	Not Eligible
042-5726	House, 16052 Binns Road	Hanover County	c. 1967	Not Eligible
042-5727	House, 15352 Binns Road	Hanover County	c. 1952	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5728	House, 15273 Fountain Road	Hanover County	c. 1935	Not Eligible
042-5729	House, 15271 Fountain Road	Hanover County	c. 1950	Not Eligible
042-5730	House, 14293 Elletts Crossing Road	Hanover County	c. 1952	Not Eligible
042-5731	House, 14315 Elletts Crossing Road	Hanover County	c. 1900	Not Eligible
042-5732	House, 14310 Washington Highway	Hanover County	c. 1952	Not Eligible
042-5733	Electrical Building, 14300 Washington Highway	Hanover County	c. 1950	Not Eligible
042-5734	House, 14281 Washington Highway	Hanover County	c. 1945	Not Eligible
042-5735	Warehouse, 14214 Washington Highway	Hanover County	c. 1960	Not Eligible
042-5736	Motel, 14199 Washington Highway	Hanover County	c. 1935	Not Eligible
042-5737	Stiles House, 12315 Center Street Road	Hanover County	c. 1954	Not Eligible
042-5738	Carter Family Farmstead Ruins, 12173 Center Street	Hanover County	c. 1910	No Longer Extant; Not Eligible
042-5739; 042-0117-0010	House (Commercial Building), 11242 Gwathmey Church Road	Hanover County	c. 1950	Not Eligible
042-5740	House, 11252 Gwathmey Church Road	Hanover County	c. 1960	Not Eligible
042-5741	House, 11258 Gwathmey Church Road	Hanover County	c. 1945	Not Eligible
042-5742	House, 11262 Gwathmey Church Road	Hanover County	c. 1945	Not Eligible
042-5743	House, 11261 Gwathmey Church Road	Hanover County	c. 1945	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5744	House, 11231 Gwathmey Church Road	Hanover County	c. 1940	Not Eligible
042-5745	Farmstead, 11328 Old Elmont Road	Hanover County	c. 1920	Not Eligible
042-5746	House, 11316 Old Elmont Road	Hanover County	c. 1900	Not Eligible
042-5747	House, 11287 Elmont Road	Hanover County	c. 1950	Not Eligible
042-5748	House, 11234 Elmont Crossing Lane	Hanover County	c. 1948	Not Eligible
042-5749	Commercial Building (Elmont Food & Deli), 11262 Elmont Road	Hanover County	c. 1960	Not Eligible
042-5750	Cobb House, 11237 Elmont Road	Hanover County	c. 1940	Not Eligible
042-5751	House & Kennel, 11287 Tyson Trail	Hanover County	c. 1940	Not Eligible
042-5752	House, 11305 Tyson Trail	Hanover County	c. 1950	Not Eligible
042-5753	House (Old Store), 11464 Cedar Lane	Hanover County	c. 1960	Not Eligible
042-5754	House, 11173 Kenmont Lane	Hanover County	c. 1910	Not Eligible
042-5755	House, 11175 Kenmont Lane	Hanover County	c. 1945	Not Eligible
166-0001	Ashland Historic District	Ashland	mid 19th c. - early 20th c.	Listed VLR & NRHP under Criteria A and C
166-0001-0005	Commercial Building (Ashland Coffee & Tea), 100 N. Railroad Avenue	Ashland	c. 1960	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0006	Commercial Building (Barnes Drug Store), 102 N. Railroad Avenue	Ashland	c. 1960	Not Eligible; Non-contributing to Ashland Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0007	Hanover Bank Building, 104 N. Railroad Avenue	Ashland	c. 1919	Not Eligible, Contributes to Ashland Historic District
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Ashland	c. 1923	Potentially Eligible Under A and C; Contributes to Ashland Historic District
166-0001-0009	Commercial Building (Weems Building/ Weems Law Offices), 116 N. Railroad Avenue	Ashland	c. 1945	Not Eligible; Contributes to Ashland Historic District
166-0001-0011	House, 206 N. Center Street	Ashland	c. 1870	Not Eligible; Contributes to Ashland Historic District
166-0001-0013	Office of College Advancement, Randolph Macon (House), 304 N. Center Street	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0015	Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street	Ashland	c. 1895	Potentially Eligible Under C; Contributes to Ashland Historic District
166-0001-0016	Tennis Court and Park, 310A N. Center Street	Ashland	c. 1970	Not Eligible; Park contributes to Ashland Historic District; Tennis Court does not contribute to Ashland Historic District
166-0001-0017	House, 312 N. Center Street	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0018	Kappa Epsilon House, Randolph-Macon (House), 314 N. Center Street	Ashland	c. 1955	Not Eligible; Contributes to Ashland Historic District
166-0001-0019	House, Randolph Macon, 320 N. Center Street	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District
166-0001-0020	Parking Lot (House Demolished), 500 N. Center Street	Ashland	c. 1890	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0021	House, 504 N. Center Street	Ashland	c. 1896	Not Eligible; Contributes to Ashland Historic District
166-0001-0023	House, 506 North Center Street (Demolished and Replaced), House, 506 N. Center Street	Ashland	c. 1987	Not Eligible; Non-Contributing to Ashland Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0025	Commercial Building, 102 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0026	Commercial Building (Tiny Tim's Toys), 104 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0027	Commercial Building (Smile of Virginia), 105 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District
166-0001-0028	Commercial Building (Hughes Drug Store), 106 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0029	Commercial Building, 106A S. Railroad Avenue	Ashland	c. 1955	Not Eligible; Contributes to Ashland Historic District
166-0001-0030	Cross Brothers Grocery, 107 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0031	Commercial Building, 108 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0033	Commercial Building (Cross Brothers Grocery), 109 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District
166-0001-0034	Commercial Building, 110 S. Railroad Avenue	Ashland	c. 1960	Not Eligible; Non-contributing to Ashland Historic District
166-0001-0035	Commercial Building (Hometown Realty), 111 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0036	Commercial Building, 113 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0037	Commercial Building, 301 S. Railroad Avenue	Ashland	c. 1920	Not Eligible; Contributes to Ashland Historic District
166-0001-0040	Store, 307 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0041	House, 403 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District
166-0001-0042	Store, 405 S. Center Street	Ashland	c. 1890	Not Eligible; Contributes to Ashland Historic District
166-0001-0043	House, 407 S. Center Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0045	House, 501 S. Center Street	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0046	House, 503 S. Center Street	Ashland	c. 1890	Not Eligible; Contributes to Ashland Historic District
166-0001-0047	House, 505 S. Center Street	Ashland	c. 1890	Not Eligible; Contributes to Ashland Historic District
166-0001-0049	House, 600 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District
166-0001-0050	House, 601 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District
166-0001-0051	House, 603 S. Center Street	Ashland	c. 1850	Not Eligible; Contributes to Ashland Historic District
166-0001-0052	House, 604 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District
166-0001-0053	House, 605 S. Center Street	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0054	House, 700 S. Center Street	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0055	House, 702 S. Center Street	Ashland	c. 1850	Potentially Eligible Under C; Contributes to Ashland Historic District
166-0001-0056	House, 703 S. Center Street	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0057	House, 705 S. Center Street	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0058	House, 706 S. Center Street	Ashland	c. 1868	Not Eligible; Contributes to Ashland Historic District
166-0001-0059	House, 707 S. Center Street	Ashland	c. 1965	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0060	House, 708 S. Center Street	Ashland	c. 1894	Potentially Eligible Under C; Contributes to Ashland Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0061	House, 709 S. Center Street	Ashland	c. 1945	Not Eligible; Contributes to Ashland Historic District
166-0001-0062	House (Original House Demolished), 712 S. Center Street	Ashland	c. 2012	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0064	House, 714 S. Center Street	Ashland	c. 1957	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0065	House, 718 S. Center Street	Ashland	c. 1921	Not Eligible; Contributes to Ashland Historic District
166-0001-0066	House, 801 S. Center Street	Ashland	c. 1925	Not Eligible; Contributes to Ashland Historic District
166-0001-0067	Fleming Fox House, 802 S. Center Street	Ashland	c. 1896	Not Eligible; Contributes to Ashland Historic District
166-0001-0068	House, 803 S. Center Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District
166-0001-0069	House, 804 S. Center Street	Ashland	c. 1880	Not Eligible; Contributes to Ashland Historic District
166-0001-0070	House, 805 S. Center Street	Ashland	c. 1880	Not Eligible; Contributes to Ashland Historic District
166-0001-0071	House, 807 S. Center Street	Ashland	c. 1890	Not Eligible; Contributes to Ashland Historic District
166-0001-0072	House, 901 S. Center Street	Ashland	c. 1890	Not Eligible; Contributes to Ashland Historic District
166-0001-0074	House, 905 S. Center Street	Ashland	c. 1860	Not Eligible; Contributes to Ashland Historic District
166-0001-0076	House, 1000 S. Center Street	Ashland	c. 1870	Not Eligible; Contributes to Ashland Historic District
166-0001-0077	House, 1005 S. Center Street	Ashland	c. 1890	Potentially Eligible Under C; Contributes to Ashland Historic District
166-0001-0078	House, 1006 S. Center Street	Ashland	c. 1918	Not Eligible; Contributes to Ashland Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0079	House, 1008 S. Center Street	Ashland	c. 1872	Not Eligible; Contributes to Ashland Historic District
166-0001-0080	House, 1010 S. Center Street	Ashland	c. 1870	Not Eligible; Contributes to Ashland Historic District
166-0001-0081	House, 1013 S. Center Street	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0083	House, 1017 S. Center Street	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0163	House, 104 Howard Street	Ashland	c. 1924	Not Eligible; Contributes to Ashland Historic District
166-0001-0164	House, 105 Howard Street	Ashland	c. 1963	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0165	House, 106 Howard Street	Ashland	c. 1914	Not Eligible; Contributes to Ashland Historic District
166-0001-0166	House, 107 Howard Street	Ashland	c. 1908	Not Eligible; Contributes to Ashland Historic District
166-0001-0167	House, 108 Howard Street	Ashland	c. 1906	Not Eligible; Contributes to Ashland Historic District
166-0001-0168	House, 110 Howard Street	Ashland	c. 1905	Not Eligible; Contributes to Ashland Historic District
166-0001-0183	Duplex , 103-105 Race Course Street	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District
166-0001-0212	Hanover County Black Heritage Society (House), 204 Virginia Street	Ashland	reconstruction c. 2010	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0213	House, 300 Virginia Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District
166-0001-0215	House, 302 Virginia Street	Ashland	c. 1880	Not Eligible; Contributes to Ashland Historic District
166-0001-0218	House, 400 Virginia Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0219	House, 402 Virginia Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District
166-0001-0221	House, 500 Virginia Street	Ashland	c. 1920	Not Eligible; Contributes to Ashland Historic District
166-0001-0225	Sigma Phi Epsilon, Randolph-Macon, 101 College Avenue	Ashland	c. 1975	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0226	Alpha Chi Alpha House, Randolph-Macon, 103 College Avenue	Ashland	c. 1980	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0227	Phi Delta Theta House, Randolph-Macon, 105 College Avenue	Ashland	c. 1980	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0228	Commercial Building, 111 England Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District
166-0001-0229	Commercial Building (Dew Realty; service station), 102 England Street	Ashland	c. 1955	Not Eligible; Contributes to Ashland Historic District
166-0001-0231	Burton Chapman, Inc., 112 England Street	Ashland	c. 1950	Not Eligible, Contributes to Ashland Historic District
166-0001-0232	Commercial Building, 103–109 England Street	Ashland	c. 1925	Not Eligible; Contributes to Ashland Historic District
166-0001-0233	Commercial Building, 100 England Street	Ashland	c. 1925	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0243	Peal Hall, Randolph-Macon Campus, Henry Street	Ashland	c. 1922	Not Eligible; Contributes to Ashland Historic District
166-0001-0244	Mary Branch Dorm, Randolph-Macon Campus, Henry Street	Ashland	c. 1906	Not Eligible; Contributes to Ashland Historic District
166-0001-0251	Office, 200 Virginia Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District
166-0001-0252; 166-0002	Power Plant, Randolph Macon, 115 N. Railroad Avenue	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0253	Commercial Building, 117 England Street	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0254	Commercial Building, 105 Lee Street	Ashland	c. 1950	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0255	House, 120 Myrtle Street	Ashland	c. 1952	Not Eligible; Non-Contributing to Ashland Historic District
166-0001-0256	Garage, 110 Myrtle Street	Ashland	c. 1940	Not Eligible; Contributes to Ashland Historic District
166-0001-0257	House, 1009 S. Center Street	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0002	Randolph-Macon College Historic District	Ashland	late 19th c. - early 20th c.	Listed VLR & NRHP; Contributes to Ashland Historic District
166-0017	Commercial Building (ABC Store), 110 Thompson Street	Ashland	c. 1950	Not Eligible
166-0025; 166-5073	House, 102 Berkley Street	Ashland	c. 1940	Not Eligible; Contributes to Berkleytown Historic District
166-0028	Commercial Building (The Herald Progress), 112 Thompson Street	Ashland	c. 1875	Not Eligible
166-0035; 166-0001-0024	Commercial Building (Ironhorse), 100 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0036; 166-0001-0063	MacMurdo House, 713 S. Center Street	Ashland	c. 1858	Potentially Eligible Under B & C; Contributes to Ashland Historic District
166-0037; 166-0001-0073	Hugo House, 904 S. Center Street	Ashland	c. 1886	Potentially Eligible Under C; Contributes to Ashland Historic District
166-0039; 166-0001-0082	Blair House, 1014 S. Center Street	Ashland	c. 1888	Not Eligible; Contributes to Ashland Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0040; 166-0001-0044	Hanover Arts Center (Ashland Baptist Church), 500 S. Center Street	Ashland	c. 1858	Not Eligible; Contributes to Ashland Historic District
166-0059	House, 108 W. Francis Street	Ashland	c. 1949	Not Eligible
166-0060	House, 111 W. Francis Street	Ashland	c. 1951	Not Eligible
166-0066	Fountain, Thompson & Hanover	Ashland	c. 1982	Not Eligible; Non-contributing to Ashland Historic District
166-5001	House, 106 Race Course Street	Ashland	c. 1951	Not Eligible
166-5002	House, 108 Race Course Street	Ashland	c. 1953	Not Eligible
166-5014	House, 505 Duncan Street	Ashland	c. 1948	Not Eligible
166-5015	House, 107 Race Course Street	Ashland	c. 1948	Not Eligible
166-5016	House, 110 Elm Street	Ashland	c. 1930	Not Eligible
166-5017	House, 108 Elm Street	Ashland	c. 1930	Not Eligible
166-5018	House, 106 Elm Street	Ashland	c. 1930	Not Eligible
166-5019	House, 104 Elm Street	Ashland	c. 1935	Not Eligible
166-5020	House, 100 Elm Street	Ashland	c. 1945	Not Eligible
166-5021	House, 103 Elm Street	Ashland	c. 1945	Not Eligible
166-5022	House, 105 Elm Street	Ashland	c. 1945	Not Eligible
166-5023	House, 107 Elm Street	Ashland	c. 1945	Not Eligible
166-5024	House, 109 Elm Street	Ashland	c. 1940	Not Eligible
166-5025	House, 112 Linden Street	Ashland	c. 1945	Not Eligible
166-5026	House, 110 Linden Street	Ashland	c. 1945	Not Eligible
166-5027	House, 102 Linden Street	Ashland	c. 1940	Not Eligible
166-5028	House, 101 Linden Street	Ashland	c. 1935	Not Eligible
166-5029	House, 103 Linden Street	Ashland	c. 1935	Not Eligible
166-5030	House, 105 Linden Street	Ashland	c. 1935	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5031	House, 107 Linden Street	Ashland	c. 1945	Not Eligible
166-5032	House, 113 Linden Street	Ashland	c. 1950	Not Eligible
166-5033	House, 104 W. Patrick Street	Ashland	c. 1910	Not Eligible
166-5034	Town Hall, 101 Thompson Street	Ashland	c. 1955	Not Eligible
166-5035	Warehouse, 118 Thompson Street	Ashland	c. 1960	Not Eligible
166-5036	Ashland Museum, 105 Hanover Avenue	Ashland	c. 1950	Not Eligible
166-5037	Commercial Building, 113-115 Hanover Avenue	Ashland	c. 1965	Not Eligible
166-5038	Commercial Building, 117 Hanover Avenue	Ashland	c. 1960	Not Eligible
166-5039	Ashland Manor Apartments, 402 S. Center Street	Ashland	c. 1955	Not Eligible
166-5040	House, 110 Stebbins Street	Ashland	c. 1950	Not Eligible
166-5041	Priddy House, 107 Stebbins Street	Ashland	c. 1926	Potentially Eligible Under C
166-5042	House, 105 Stebbins Street	Ashland	c. 1955	Not Eligible
166-5043	House, 104 Stebbins Street	Ashland	c. 1950	Not Eligible
166-5044	House, 109 W. Francis Street	Ashland	c. 1949	Not Eligible
166-5045	Garage, 201 Duncan Street	Ashland	c. 1965	Not Eligible
166-5046	House, 303 Duncan Street	Ashland	c. 1962	Not Eligible
166-5047	House, 305 Duncan Street	Ashland	c. 1964	Not Eligible
166-5048	House, 315 Duncan Street	Ashland	c. 1950	Not Eligible
166-5049	House, 317 Duncan Street	Ashland	c. 1947	Not Eligible
166-5050	House, 319 Duncan Street	Ashland	c. 1951	Not Eligible
166-5051	House, 321 Duncan Street	Ashland	c. 1940	Not Eligible
166-5052	House, 323 Duncan Street	Ashland	c. 1939	Not Eligible
166-5053	House, 701 Duncan Street	Ashland	c. 1951	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5054	House, 703 Duncan Street	Ashland	c. 1957	Not Eligible
166-5055	House, 502 Virginia Street	Ashland	c. 1937	Not Eligible
166-5056	House, 600 Virginia Street	Ashland	c. 1902	Not Eligible
166-5057	House, 602 Virginia Street	Ashland	c. 1945	Not Eligible
166-5058	House, 106 Arlington Street	Ashland	c. 1960	Not Eligible
166-5059	House, 104 Arlington Street	Ashland	c. 1960	Not Eligible
166-5060	House, 109 Arlington Street	Ashland	c. 1932	Not Eligible
166-5061	House, 110 MacMurdo Street	Ashland	c. 1945	Not Eligible
166-5062	House, 109 MacMurdo Street	Ashland	c. 1954	Not Eligible
166-5063	House, 108 MacMurdo Street	Ashland	c. 1940	Not Eligible
166-5064	House, 107 Macmurdo Street	Ashland	c. 1940	Not Eligible
166-5065	House, 106 MacMurdo Street	Ashland	c. 1960	Not Eligible
166-5066	House, 105 MacMurdo Street	Ashland	c. 1950	Not Eligible
166-5067	House, 104 MacMurdo Street	Ashland	c. 1940	Not Eligible
166-5068	House, 101 MacMurdo Street	Ashland	c. 1959	Not Eligible
166-5069	House, 1019 S. Center Street	Ashland	c. 1960	Not Eligible
166-5070	House, 1109 S. Center Street	Ashland	c. 1965	Not Eligible
166-5071	Ashland Lumber Co., 12447 Maple Street	Ashland	c. 1965	Not Eligible
166-5072	Randolph-Macon College Historic District Expansion	Ashland	early 20th c. - mid-20th c.	Potentially Eligible Under Criteria A and C
166-5072-0001	Moreland Hall, Randolph Macon Campus, N. Center Street	Ashland	c. 1966	Not Eligible; Contributes to Randolph-Macon Expanded Historic District
166-5072-0002	Conrad Hall, Randolph Macon Campus, N. Center Street	Ashland	c. 1966	Not Eligible; Contributes to Randolph-Macon Expanded Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5072-0003	Lambert Hall (Kappa Alpha Fraternity), Randolph Macon Campus, N. Center Street	Ashland	c. 1930-31	Not Eligible; Contributes to Randolph-Macon Expanded Historic District
166-5072-0004	Crenshaw Gymnasium, Randolph Macon Campus, E. Patrick Street	Ashland	c. 1964	Not Eligible; Contributes to Randolph-Macon Expanded Historic District
166-5073	Berkleystown Historic District, Henry, A, B, Center, and Berkley Streets	Ashland	1900–1965	Potentially Eligible Under A
166-5073-0001	House, 804 N. Henry Street	Ashland	c. 1960	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0002	House, 710 N. Henry Street	Ashland	c. 1940	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0003	House, 103 N. West Henry Lane	Ashland	c. 1910	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0004	House, 102 N. West Henry Lane	Ashland	c. 1960	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0005	House, 107 Berkley Street	Ashland	c. 1929	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0006	House, 101 Berkley Street	Ashland	c. 1950	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0007	House, 711 N. Center Street	Ashland	c. 1940	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0008	House, 707 N. Center Street	Ashland	c. 1935	Not Eligible; Contributes to Berkleystown Historic District
166-5073-0009	House, 705 N. Center Street	Ashland	c. 1940	Not Eligible; Contributes to Berkleystown Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5073-0010	House, Dabney Funeral Home, 600 B Street	Ashland	c. 1955	Potentially Eligible Under A; Contributes to Berkleytown Historic District
166-5073-0011	House, 604 B Street	Ashland	c. 1940	Not Eligible; Contributes to Berkleytown Historic District
166-5073-0012	House, 606 B Street	Ashland	c. 1940	Not Eligible; Contributes to Berkleytown Historic District
166-5073-0013	House, 608 B Street	Ashland	c. 1960	Not Eligible; Contributes to Berkleytown Historic District
166-5073-0014	House, 514 B Street	Ashland	c. 1960	Not Eligible; Contributes to Berkleytown Historic District
166-5073-0015	House, 512 B Street	Ashland	c. 1952	Not Eligible; Contributes to Berkleytown Historic District
166-5073-0016	House, 510 B Street	Ashland	c. 1955	Not Eligible; Contributes to Berkleytown Historic District
166-5073-0017	House, 105 N. West Henry Lane	Ashland	c. 1960	Not Eligible; Contributes to Berkleytown Historic District
166-5074	House, 103 Stebbins Street	Ashland	c. 1932	Not Eligible

The Virginia SHPO concurs that the following resource continues to be listed in the NRHP, as recorded during the DC2RVA/Segment 13 study (DHR #2014-0666):

166-0001 Ashland Historic District (Criteria A & C)

They also concur that the following resource continues to be listed in the NRHP and is also a contributing element to the Ashland Historic District:

166-0002 Randolph-Macon College Historic District (Criteria A & C)

They further concur that the following resource remains eligible for the NRHP and is also a contributing element to the Taylorsville Road Historic District (042-5307):

042-0836 Earthworks, Little River (Criteria A & C)

They concur that the following resources remain potentially eligible for the NRHP:

042-5048 Elmont Historic District (Criterion A)
042-5307 Taylorsville Road Historic District (Criteria A & C)
042-5448 Doswell Historic District (Criteria A & C)

They also concur that the following resources are potentially eligible for the NRHP as individual resources:

042-0113 Judge Gwathmey House, 11247 Gwathmey Church Road (Criteria B & C)
042-0420 Sinton House, 12081 Holly Oaks Lane (Criterion C)
042-0557 Dry Bridge (Criteria A & C)
166-5041 Priddy House (Criterion C)
166-5072 Randolph-Macon College Historic District Expansion (Criteria A & C)
166-5073 Berkleytown Historic District (Criterion A)

They further concur that the following resources are individually potentially eligible for the NRHP and are contributing elements to the Doswell Historic District (042-5448):

042-0093; 042-5466 Doswell Depot and Switch Tower, 10577 Doswell Road (Criteria A & C)
042-0468 Doswell Inn, 10567 Doswell Road (Criteria A & C)
042-0469 Tri-County Bank, Doswell branch (part of Squashapenny Antiques), 10561 Doswell Road (Criterion C)
042-0470 Darnell Store (Squashapenny Junction), 10570 Doswell Road (Criteria A, B & C)

They concur that the following resources are individually potentially eligible for the NRHP and are contributing elements to the Ashland Historic District (166-0001):

- 166-0001-0008 Ashland Station Depot, 112 N. Railroad Avenue (Criteria A & C)
- 166-0001-0015 Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street (Criterion C)
- 166-0001-0055 House, 702 S. Center Street (Criterion C)
- 166-0001-0060 House, 708 S. Center Street (Criterion C)
- 166-0001-0077 House, 1005 S. Center Street (Criterion C)
- 166-0036; 166-0001-0063 MacMurdo House, 713 S. Center Street (Criteria B & C)
- 166-0037; 166-0001-0073 Hugo House, 904 S. Center Street (Criterion C)

They further concur that the following resource is individually potentially eligible for the NRHP and is a contributing element to the Berkleytown Historic District (166-5073):

- 166-5073-0010 House, Dabney Funeral Home, 600 B Street (Criterion A)

They concur that the following resources are eligible for the NRHP as contributing elements to the Elmont Historic District (042-5048), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 042-0330 Price Farm, 11417 Cedar Lane
- 042-0334 Kenwood (Crawford Place), 11179 Elmont Road
- 042-0341 Cobb Store, Elmont Road

They also concur that the following resources are eligible for the NRHP as contributing elements to the Doswell Historic District (042-5448), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 042-0467 Daniel Campbell House, 10571 Doswell Road
- 042-0471 Bungalow, 10558 Doswell Road
- 042-0472 House, 10548 Doswell Road
- 042-0474 Flippo House, 10536 Doswell Road
- 042-0475 House, 10564 Doswell Road
- 042-0477 Billy Wright House (Fathead Farm), 10617 Doswell Road
- 042-5719 House and Warehouses, 10600 Doswell Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Ashland Historic District (166-0001), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 166-0001-0007 Hanover Bank Building, 104 N. Railroad Avenue

- 166-0001-0009 Commercial Building (Weems Building/ Weems Law Offices), 116 N. Railroad Avenue
- 166-0001-0011 House, 206 N. Center Street
- 166-0001-0013 Office of College Advancement, Randolph Macon (House), 304 N. Center Street
- 166-0001-0016 Tennis Court and Park, 310A N. Center Street
- 166-0001-0017 House, 312 N. Center Street
- 166-0001-0018 Kappa Epsilon House, Randolph-Macon (House), 314 N. Center Street
- 166-0001-0019 House, Randolph Macon, 320 N. Center Street
- 166-0001-0021 House, 504 N. Center Street
- 166-0001-0025 Commercial Building, 102 S. Railroad Avenue
- 166-0001-0026 Commercial Building (Tiny Tim's Toys), 104 S. Railroad Avenue
- 166-0001-0027 Commercial Building (Smile of Virginia), 105 S. Railroad Avenue
- 166-0001-0028 Commercial Building (Hughes Drug Store), 106 S. Railroad Avenue
- 166-0001-0029 Commercial Building, 106A S. Railroad Avenue
- 166-0001-0030 Cross Brothers Grocery, 107 S. Railroad Avenue
- 166-0001-0031 Commercial Building, 108 S. Railroad Avenue
- 166-0001-0033 Commercial Building (Cross Brothers Grocery), 109 S. Railroad Avenue
- 166-0001-0035 Commercial Building (Hometown Realty), 111 S. Railroad Avenue
- 166-0001-0036 Commercial Building, 113 S. Railroad Avenue
- 166-0001-0037 Commercial Building, 301 S. Railroad Avenue
- 166-0001-0040 Store, 307 S. Railroad Avenue
- 166-0001-0041 House, 403 S. Center Street
- 166-0001-0042 Store, 405 S. Center Street
- 166-0001-0043 House, 407 S. Center Street
- 166-0001-0045 House, 501 S. Center Street
- 166-0001-0046 House, 503 S. Center Street
- 166-0001-0047 House, 505 S. Center Street
- 166-0001-0049 House, 600 S. Center Street
- 166-0001-0050 House, 601 S. Center Street
- 166-0001-0051 House, 603 S. Center Street
- 166-0001-0052 House, 604 S. Center Street
- 166-0001-0053 House, 605 S. Center Street
- 166-0001-0054 House, 700 S. Center Street
- 166-0001-0056 House, 703 S. Center Street
- 166-0001-0057 House, 705 S. Center Street
- 166-0001-0058 House, 706 S. Center Street
- 166-0001-0061 House, 709 S. Center Street
- 166-0001-0065 House, 718 S. Center Street
- 166-0001-0066 House, 801 S. Center Street
- 166-0001-0067 Fleming Fox House, 802 S. Center Street
- 166-0001-0068 House, 803 S. Center Street
- 166-0001-0069 House, 804 S. Center Street

166-0001-0070 House, 805 S. Center Street
166-0001-0071 House, 807 S. Center Street
166-0001-0072 House, 901 S. Center Street
166-0001-0074 House, 905 S. Center Street
166-0001-0076 House, 1000 S. Center Street
166-0001-0078 House, 1006 S. Center Street
166-0001-0079 House, 1008 S. Center Street
166-0001-0080 House, 1010 S. Center Street
166-0001-0081 House, 1013 S. Center Street
166-0001-0083 House, 1017 S. Center Street
166-0001-0163 House, 104 Howard Street
166-0001-0165 House, 106 Howard Street
166-0001-0166 House, 107 Howard Street
166-0001-0167 House, 108 Howard Street
166-0001-0168 House, 110 Howard Street
166-0001-0183 Duplex, 103-105 Race Course Street
166-0001-0213 House, 300 Virginia Street
166-0001-0215 House, 302 Virginia Street
166-0001-0218 House, 400 Virginia Street
166-0001-0219 House, 402 Virginia Street
166-0001-0221 House, 500 Virginia Street
166-0001-0228 Commercial Building, 111 England Street
166-0001-0229 Commercial Building (Dew Realty; service station), 102 England Street
166-0001-0231 Burton Chapman, Inc., 112 England Street
166-0001-0232 Commercial Building, 103-109 England Street
166-0001-0243 Peal Hall/ Administration Building, Randolph Macon Campus, Henry Street
166-0001-0244 Mary Branch Dorm, Randolph Macon Campus, Henry Street
166-0001-0251 Office, 200 Virginia Street
166-0001-0252; 166-0002 Power Plant, Randolph Macon, 115 N. Railroad Avenue
166-0001-0253 Commercial Building, 117 England Street
166-0001-0256 Garage, 110 Myrtle Street
166-0001-0257 House, 1009 S. Center Street
166-0035; 166-0001-0024 Commercial Building (Ironhorse), 100 S. Railroad Avenue
166-0039; 166-0001-0082 Blair House, 1014 S. Center Street
166-0040; 166-0001-0044 Hanover Arts Center (Ashland Baptist Church), 500 S. Center Street

They further concur that the following resources are eligible for the NRHP as contributing elements to the Berkleytown Historic District (166-5073), but are not individually eligible for listing under Criteria A-C as architectural resources:

166-0025; 166-5073 House, 102 Berkley Street

- 166-5073-0001 House, 804 N. Henry Street
- 166-5073-0002 House, 710 N. Henry Street
- 166-5073-0003 House, 103 N. West Henry Lane
- 166-5073-0004 House, 102 N. West Henry Lane
- 166-5073-0005 House, 107 Berkley Street
- 166-5073-0006 House, 101 Berkley Street
- 166-5073-0007 House, 711 N. Center Street
- 166-5073-0008 House, 707 N. Center Street
- 166-5073-0009 House, 705 N. Center Street
- 166-5073-0011 House, 604 B Street
- 166-5073-0012 House, 606 B Street
- 166-5073-0013 House, 608 B Street
- 166-5073-0014 House, 514 B Street
- 166-5073-0015 House, 512 B Street
- 166-5073-0016 House, 510 B Street
- 166-5073-0017 House, 105 N. West Henry Lane

They also concur that the following resources are eligible for the NRHP as contributing elements to the Randolph-Macon Expansion Historic District (166-5072), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 166-5072-0001 Moreland Hall, Randolph-Macon Campus, N. Center Street
- 166-5072-0002 Conrad Hall, Randolph-Macon Campus, N. Center Street
- 166-5072-0003 Lambert Hall (Kappa Alpha Fraternity), Randolph-Macon Campus, N. Center Street
- 166-5072-0004 Crenshaw Gymnasium, Randolph-Macon Campus, E. Patrick Street

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

- 042-0106 Gwathmey Baptist Church, 11232 Gwathmey Church Road
- 042-0112 Turner House, 12137 Center Street Road
- 042-0117 Gwathmey Historic District, Gwathmey Church Road
- 042-0331 Kenwood Farm (House Demolished), 11465 Cedar Lane
- 042-0340 Swingle Farm (Demolished), 11314 Tyson Trail
- 042-0342 Frank Holman House, Old Elmont Road
- 042-0558 Baker-Thompson House, 10406 Old Ridge Road
- 042-0777 Road, Rt 646, Elletts Crossing Road
- 042-0842 Stiles Family Farmstead, 12277 Center Street Road
- 042-5200 House, 11257 Elmont Road
- 042-5201 House, 11247 Elmont Road
- 042-5202 Railroad House, 11248 Elmont Crossing Lane

042-5210 Hugo House, 11208 Gwathmey Church Road
 042-5360 House, 16340 Doswell Park Road
 042-5394 Houses, 15374 Binns Road
 042-5720 House, 16368 Doswell Park Road
 042-5721 House, 10323 Mount Hope Church Road
 042-5722 House, 10325 Mount Hope Church Road
 042-5723 House, 16104 Binns Road
 042-5724 House, 16112 Binns Road
 042-5725 Vacant House, Binns Road
 042-5726 House, 16052 Binns Road
 042-5727 House, 15352 Binns Road
 042-5728 House, 15273 Fountain Road
 042-5729 House, 15271 Fountain Road
 042-5730 House, 14293 Elletts Crossing Road
 042-5731 House, 14315 Elletts Crossing Road
 042-5732 House, 14310 Washington Highway
 042-5733 Electrical Building, 14300 Washington Highway
 042-5734 House, 14281 Washington Highway
 042-5735 Warehouse, 14214 Washington Highway
 042-5736 Motel, 14199 Washington Highway
 042-5737 Stiles House, 12315 Center Street Road
 042-5738 Carter Family Farmstead Ruins, 12173 Center Street
 042-5739; 042-0117-0010 House (Commercial Building), 11242 Gwathmey Church Road
 042-5740 House, 11252 Gwathmey Church Road
 042-5741 House, 11258 Gwathmey Church Road
 042-5742 House, 11262 Gwathmey Church Road
 042-5743 House, 11261 Gwathmey Church Road
 042-5744 House, 11231 Gwathmey Church Road
 042-5745 Farmstead, 11328 Old Elmont Road
 042-5746 House, 11316 Old Elmont Road
 042-5747 House, 11287 Elmont Road
 042-5748 House, 11234 Elmont Crossing Lane
 042-5749 Commercial Building (Elmont Food & Deli), 11262 Elmont Road
 042-5750 Cobb House, 11237 Elmont Road
 042-5751 House & Kennel, 11287 Tyson Trail
 042-5752 House, 11305 Tyson Trail
 042-5753 House (Old Store), 11464 Cedar Lane
 042-5754 House, 11173 Kenmont Lane
 042-5755 House, 11175 Kenmont Lane
 166-0001-0005 Commercial Building (Ashland Coffee & Tea), 100 N. Railroad Avenue
 166-0001-0006 Commercial Building (Barnes Drug Store), 102 N. Railroad Avenue
 166-0001-0020 Parking Lot (House Demolished), 500 N. Center Street

- 166-0001-0023 House, 506 North Center Street (Demolished and Replaced), House, 506 N. Center Street
- 166-0001-0034 Commercial Building, 110 S. Railroad Avenue
- 166-0001-0059 House, 707 S. Center Street
- 166-0001-0062 House (Original House Demolished), 712 S. Center Street
- 166-0001-0064 House, 714 S. Center Street
- 166-0001-0164 House, 105 Howard Street
- 166-0001-0212 Hanover County Black Heritage Society (House), 204 Virginia Street
- 166-0001-0225 Sigma Phi Epsilon, Randolph-Macon, 101 College Avenue
- 166-0001-0226 Alpha Chi Alpha House, Randolph Macon, 103 College Avenue
- 166-0001-0227 Phi Delta Theta House, Randolph Macon, 105 College Avenue
- 166-0001-0233 Commercial Building, 100 England Street
- 166-0001-0254 Commercial Building, 105 Lee Street
- 166-0001-0255 House, 120 Myrtle Street
- 166-0017 Commercial Building (ABC Store), 110 Thompson Street
- 166-0028 Commercial Building (The Herald Progress), 112 Thompson Street
- 166-0059 House, 108 W. Francis Street
- 166-0060 House, 111 W. Francis Street
- 166-0066 Fountain, Thompson & Hanover
- 166-5001 House, 106 Race Course Street
- 166-5002 House, 108 Race Course Street
- 166-5014 House, 505 Duncan Street
- 166-5015 House, 107 Race Course Street
- 166-5016 House, 110 Elm Street
- 166-5017 House, 108 Elm Street
- 166-5018 House, 106 Elm Street
- 166-5019 House, 104 Elm Street
- 166-5020 House, 100 Elm Street
- 166-5021 House, 103 Elm Street
- 166-5022 House, 105 Elm Street
- 166-5023 House, 107 Elm Street
- 166-5024 House, 109 Elm Street
- 166-5025 House, 112 Linden Street
- 166-5026 House, 110 Linden Street
- 166-5027 House, 102 Linden Street
- 166-5028 House, 101 Linden Street
- 166-5029 House, 103 Linden Street
- 166-5030 House, 105 Linden Street
- 166-5031 House, 107 Linden Street
- 166-5032 House, 113 Linden Street
- 166-5033 House, 104 W. Patrick Street
- 166-5034 Town Hall, 101 Thompson Street

- 166-5035 Warehouse, 118 Thompson Street
- 166-5036 Ashland Museum, 105 Hanover Avenue
- 166-5037 Commercial Building, 113-115 Hanover Avenue
- 166-5038 Commercial Building, 117 Hanover Avenue
- 166-5039 Ashland Manor Apartments, 402 S. Center Street
- 166-5040 House, 110 Stebbins Street
- 166-5042 House, 105 Stebbins Street
- 166-5043 House, 104 Stebbins Street
- 166-5044 House, 109 W. Francis Street
- 166-5045 Garage, 201 Duncan Street
- 166-5046 House, 303 Duncan Street
- 166-5047 House, 305 Duncan Street
- 166-5048 House, 315 Duncan Street
- 166-5049 House, 317 Duncan Street
- 166-5050 House, 319 Duncan Street
- 166-5051 House, 321 Duncan Street
- 166-5052 House, 323 Duncan Street
- 166-5053 House, 701 Duncan Street
- 166-5054 House, 703 Duncan Street
- 166-5055 House, 502 Virginia Street
- 166-5056 House, 600 Virginia Street
- 166-5057 House, 602 Virginia Street
- 166-5058 House, 106 Arlington Street
- 166-5059 House, 104 Arlington Street
- 166-5060 House, 109 Arlington Street
- 166-5061 House, 110 MacMurdo Street
- 166-5062 House, 109 MacMurdo Street
- 166-5063 House, 108 MacMurdo Street
- 166-5064 House, 107 Macmurdo Street
- 166-5065 House, 106 MacMurdo Street
- 166-5066 House, 105 MacMurdo Street
- 166-5067 House, 104 MacMurdo Street
- 166-5068 House, 101 MacMurdo Street
- 166-5069 House, 1019 S. Center Street
- 166-5070 House, 1109 S. Center Street
- 166-5071 Ashland Lumber Co., 12447 Maple Street
- 166-5074 House, 103 Stebbins Street


Julie Langan, Director

21 Feb 17
Date 2014-0666

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer



801 E. Main Street, Suite 1000
Richmond, VA 23219

August 5, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 14 (Elmont to Greendale)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 14/ Elmont to Greendale (ELGN) of the larger Project initiative. Segment 14/ELGN includes the span between Cedar Lane in Hanover County on the north to just south of Hungary Road in Henrico County on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties*. The report was authored by Adriana T. Lesiuk and M. Chris Manning with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's

Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified 12 previously recorded resources and 97 newly recorded resources, for a total of 109 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the 12 previously recorded resources, the Laurel Industrial School Historic District (043-0292) was previously listed in the National Register of Historic Places (NRHP) under Criteria A and C, and the Yellow Tavern Battlefield (043-5108) was previously determined to be potentially eligible for the NRHP under Criterion A. It is recommended that these two resources retain their NRHP status. The Forest Lodge Hotel (043-0111) and the Laurel Crossroads/Laurel Historic District Expansion (043-0289) were both previously determined to be not eligible for the NRHP but the determination was made more than five years ago. Based on the current study, it is recommended that both resources remain not eligible for the NRHP.

The remaining eight previously recorded resources had not been evaluated for NRHP potential. The Robert Stiles Building (043-0292-0001) is recommended potentially eligible under Criteria A and C and is also recommended to be a contributing element to the Laurel Industrial School Historic District (043-0292). Three additional resources are recommended to be potentially eligible for the NRHP as individual resources as part of the current survey: Lewis-McLeod House (043-0690, Criterion C); the Mill Road Historic District (043-0693, Criterion C); and Hunton Grocery/Hunton Treasures at 11701 Greenwood Road (043-0694, Criterion C).

The House at 2607 Hungary Road (043-0292-0006) is recommended not eligible as an individual resource but it is suggested to be a contributing element to the Laurel Industrial School Historic District (043-0292). The final three previously recorded resources— Willis House/Willis Place (043-0294), House at 11397 Cedar Lane (042-5188), and Board and Batten House, 11010 Old Washington Highway (043-0293)—are recommended not eligible for the NRHP.

The 97 newly recorded resources primarily include residential properties located in suburbs north of Richmond. Two of these 97 resources are recommended to be potentially eligible for the NRHP under Criterion C: the House at 11501 Old Washington Highway (043-5646) and the Darling Smokestack (043-5657). The remaining 95 resources are recommended not eligible for the NRHP as individual resources. However, 31 are located within the boundaries of one of two (or both) historic districts—the Laurel Crossroads/Laurel Historic District Expansion (043-0289) and the Mill Road Historic District (043-0693). Details on contributing status can be found in the attached table and report.



801 E. Main Street, Suite 1000
Richmond, VA 23219

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be listed on the NRHP, as recorded during the DC2RVA/Segment 1 study (DHR #2014-0666):

043-0292 Laurel Industrial School Historic District (Criteria A & C)

They further concur that the following resources are potentially eligible for the NRHP:

043-0690 Lewis-McLeod House, 2945 Mountain Road (Criterion C)

043-0693 Mill Road Historic District (Criterion C)

043-0694 Hunton Treasures, 11701 Greenwood Road (Criterion C)

043-5108 Yellow Tavern Battlefield (Criterion A)

043-5646 House, 11501 Old Washington Highway (Criterion C)

043-5657 Darling Smokestack, Old Washington Highway (Criterion C)

They also concur that the following resource is individually eligible and is also a contributing element to the NRHP-eligible Laurel Industrial School Historic District (043-0292):

043-0292-0001 Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road (Criteria A & C)

They concur that the following resource is eligible for the NRHP as contributing elements to the Laurel Industrial School Historic District (043-0292), but it is not individually eligible for listing under Criteria A–C as architectural resources:

043-0292-0006 House, 2907 Hungary Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Mill Road Historic District (043-0693), but they are not individually eligible for listing under Criteria A–C as architectural resources:

043-0693-0001 House, 11934 Mill Road

043-0693-0002 House, 11939 Mill Road

043-0693-0003 House, 11931 Mill Road

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

042-5188 House, 11397 Cedar Lane

043-0111 Forest Lodge Hotel/Glen Allen Hotel, Mountain Road

043-0289 Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road

043-0293 House/Board and Batten House, 11010 Old Washington Highway

043-0294 Willis House/Willis Place, Hamilton Road
 043-5457 House, 2738 Hungary Road
 043-5458 Commercial Building, 2814 Hungary Road
 043-5459 AC Doctors, 2816 Hungary Road
 043-5460 Imagining Concepts, Inc., 2818 Hungary Road
 043-5461 Commercial Building, 2820 Hungary Road
 043-5462 Bill's Quality Auto Repair, 9411 Old Staples Mill Road
 043-5463 Laurel Gallery, 2805 Hungary Road
 043-5464 House, 2733 Hungary Road
 043-5465 House, 2731 Hungary Road
 043-5466 House, 2727 Hungary Road
 043-5467 Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road
 043-5467-0001 House, 2720 Omega Road
 043-5467-0002 House, 9905 Purcell Road
 043-5467-0003 House, 9903 Purcell Road
 043-5467-0004 House, 9901 Purcell Road
 043-5467-0005 House, 2721 Fruehauf Road
 043-5467-0006 House, 9809 Purcell Road
 043-5468 Terry Heights Historic District, Purcell Road, Terry Drive
 043-5468-0001 House, 10111 Purcell Road
 043-5468-0002 House, 10109 Purcell Road
 043-5468-0003 House, 10107 Purcell Road
 043-5468-0004 House, 10105 Purcell Road
 043-5468-0005 House, 10103 Purcell Road
 043-5468-0006 House, 10101 Purcell Road
 043-5468-0007 House, 10013 Purcell Road
 043-5468-0008 House, 10011 Purcell Road
 043-5468-0009 House, 10009 Purcell Road
 043-5468-0010 House, 10007 Purcell Road
 043-5468-0011 House, 10005 Purcell Road
 043-5468-0012 House, 10003 Purcell Road
 043-5637 House, 11710 Old Washington Highway
 043-5638 House, 3326 Greenwood Court
 043-5639 House, 3223 Greenwood Court
 043-5640 House, 3215 Greenwood Court
 043-5641 House, 3201 Greenwood Court
 043-5642 House, 3175 Greenwood Court
 043-5643 Hunton Station Offices, 11607 Old Washington Highway
 043-5644 Hunton Baptist Church, 11660 Greenwood Road
 043-5645 Leolantz Construction Offices, 11671 Greenwood Road
 043-5647 House, 11455 Old Washington Highway
 043-5648 House, 11395 Old Washington Highway

043-5649	House, 11375 Old Washington Highway
043-5650	House, 11333 Old Washington Highway
043-5651	House, 11301 Old Washington Highway
043-5652	House, 11291 Old Washington Highway
043-5653	House, 11241 Old Washington Highway
043-5654	House, 11035 Old Washington Highway
043-5655	House, 10850 Old Washington Highway
043-5656	Stromberg Metal Works, 10780 Old Washington Highway
043-5658	House, 10756 Old Washington Highway
043-5659	House, 2986 Mountain Road
043-5660	House, 10730 Old Washington Highway
043-5661	Forest Lodge Cupola (Museum), 2940 Mountain Road
043-5662	Glen Allen Super Market, 3007 Mountain Road
043-5663	Glen Allen Service Center, 3011 Mountain Road
043-5664	House, 3000 Englewood Road
043-5665	House, 3003 Mountain Road
043-5666	House, 2965 Mountain Road
043-5667	House, 10700 Purcell Road
043-5668	House, 10620 Purcell Road
043-5669	House, 2716 Bowles Lane
043-5670	House, 10601 Purcell Road
043-5671	House, 10471 Purcell Road
043-5672	House, 10425 Purcell Road
043-5673	House, 10414 Purcell Road
043-5674	House, 2708 Indale Road
043-5675	House, 10345 Purcell Road
043-5676	House, 10336 Purcell Road
043-5677	House, 10321 Purcell Road
043-5678	House, 10308 Purcell Road
043-5679	House, 10311 Purcell Road
043-5680	House, 10305 Purcell Road
043-5681	House, 10300 Purcell Road
043-5682	House, 10226 Purcell Road
043-5683	House, 10211 Purcell Road
043-5684	House, 10212 Purcell Road
043-5685	House, 10204 Purcell Road
043-5686	House, 10201 Purcell Road
043-5687	House, 9900 Purcell Road
043-5688	House, 9751 Purcell Road
043-5689	House, 9701 Purcell Road
043-5690	House, 2734 Hungary Road
043-5691	House, 9403 Oakview Avenue



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043-5692	House, 9401 Oakview Avenue
043-5693	House, 9311 Oakview Avenue
043-5694	House, 9100 Mayfair Avenue
043-5695	House, 9113 Oakview Avenue
043-5696	House, 9111 Oakview Avenue
043-5697	House, 9109 Oakview Avenue
043-5698	House, 9107 Oakview Avenue
043-5699	CCS/Industrial, 9301 Old Staples Mill Road
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5188	House, 11397 Cedar Lane	Hanover County	ca. 1940	Not Eligible
043-0111	Forest Lodge Hotel/Glen Allen Hotel, Mountain Road	Henrico County	ca. 1880	Not Eligible, No Longer Extant
043-0289	Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road	Henrico County	1875-1940	Remains Not Eligible
043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	Remains Listed
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	Potentially Individually Eligible Under Criteria A and C, Contributing to the Laurel Industrial School Historic District
043-0292-0006	House, 2907 Hungary Road	Henrico County	1895	Not Individually Eligible, Contributing to the Laurel Industrial School Historic District
043-0293	House/Board and Batten House, 11010 Old Washington Highway	Henrico County	1912	Not Eligible
043-0294	Willis House/Willis Place, Hamilton Road	Henrico County	1893	Not Eligible, No Longer Extant
043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	1921	Potentially Eligible under Criterion C
043-0693	Mill Road Historic District	Henrico County	Early-Nineteenth–Late-Twentieth Centuries	Potentially Eligible under Criterion C
043-0693-0001	House, 11934 Mill Road	Henrico County	1900	Not Individually Eligible, Contributing to the Mill Road Historic District

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-0693-0002	House, 11939 Mill Road	Henrico County	1941	Not Individually Eligible, Non-Contributing to the Mill Road Historic District
043-0693-0003	House, 11931 Mill Road	Henrico County	1900	Not Individually Eligible, Contributing to the Mill Road Historic District
043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	Potentially Eligible under Criterion C
043-5108	Yellow Tavern Battlefield	Henrico County	May 1864	Remains Potentially Eligible
043-5457	House, 2738 Hungary Road	Henrico County	1930	Not Eligible
043-5458	Commercial Building, 2814 Hungary Road	Henrico County	1938	Not Eligible
043-5459	AC Doctors, 2816 Hungary Road	Henrico County	1938	Not Eligible
043-5460	Imagining Concepts, Inc., 2818 Hungary Road	Henrico County	1938	Not Eligible
043-5461	Commercial Building, 2820 Hungary Road	Henrico County	1937	Not Eligible
043-5462	Bill's Quality Auto Repair, 9411 Old Staples Mill Road	Henrico County	1950	Not Eligible
043-5463	Laurel Gallery, 2805 Hungary Road	Henrico County	1937	Not Eligible
043-5464	House, 2733 Hungary Road	Henrico County	1920	Not Eligible
043-5465	House, 2731 Hungary Road	Henrico County	1925	Not Eligible
043-5466	House, 2727 Hungary Road	Henrico County	1941	Not Eligible
043-5467	Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road	Henrico County	1959	Not Eligible
043-5467-0001	House, 2720 Omega Road	Henrico County	1959	Not Eligible
043-5467-0002	House, 9905 Purcell Road	Henrico County	1959	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5467-0003	House, 9903 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0004	House, 9901 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0005	House, 2721 Fruehauf Road	Henrico County	1959	Not Eligible
043-5467-0006	House, 9809 Purcell Road	Henrico County	1959	Not Eligible
043-5468	Terry Heights Historic District, Purcell Road, Terry Drive	Henrico County	1967	Not Eligible
043-5468-0001	House, 10111 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0002	House, 10109 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0003	House, 10107 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0004	House, 10105 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0005	House, 10103 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0006	House, 10101 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0007	House, 10013 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0008	House, 10011 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0009	House, 10009 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0010	House, 10007 Purcell Road	Henrico County	1965	Not Eligible
043-5468-0011	House, 10005 Purcell Road	Henrico County	1965	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5468-0012	House, 10003 Purcell Road	Henrico County	1967	Not Eligible
043-5637	House, 11710 Old Washington Highway	Henrico County	1937	Not Eligible
043-5638	House, 3326 Greenwood Court	Henrico County	1930	Not Eligible
043-5639	House, 3223 Greenwood Court	Henrico County	1890	Not Eligible
043-5640	House, 3215 Greenwood Court	Henrico County	1954	Not Eligible
043-5641	House, 3201 Greenwood Court	Henrico County	1905	Not Eligible
043-5642	House, 3175 Greenwood Court	Henrico County	1961	Not Eligible
043-5643	Hunton Station Offices, 11607 Old Washington Highway	Henrico County	1937	Not Eligible
043-5644	Hunton Baptist Church, 11660 Greenwood Road	Henrico County	1959	Not Eligible
043-5645	Leolantz Construction Offices, 11671 Greenwood Road	Henrico County	1937	Not Eligible
043-5646	House, 11501 Old Washington Highway	Henrico County	1937	Potentially Eligible under Criterion C
043-5647	House, 11455 Old Washington Highway	Henrico County	1937	Not Eligible
043-5648	House, 11395 Old Washington Highway	Henrico County	1948	Not Eligible
043-5649	House, 11375 Old Washington Highway	Henrico County	1925	Not Eligible
043-5650	House, 11333 Old Washington Highway	Henrico County	1939	Not Eligible
043-5651	House, 11301 Old Washington Highway	Henrico County	1937	Not Eligible
043-5652	House, 11291 Old Washington Highway	Henrico County	1939	Not Eligible
043-5653	House, 11241 Old Washington Highway	Henrico County	1937	Not Eligible
043-5654	House, 11035 Old Washington Highway	Henrico County	1957	Not Eligible
043-5655	House, 10850 Old Washington Highway	Henrico County	1951	Not Eligible
043-5656	Stromberg Metal Works, 10780 Old Washington Highway	Henrico County	1958	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5657	Darling Smokestack, Old Washington Highway	Henrico County	ca. 1910	Potentially Eligible under Criterion C
043-5658	House, 10756 Old Washington Highway	Henrico County	1935	Not Eligible
043-5659	House, 2986 Mountain Road	Henrico County	1937	Not Eligible
043-5660	House, 10730 Old Washington Highway	Henrico County	1942	Not Eligible
043-5661	Forest Lodge Cupola (Museum), 2940 Mountain Road	Henrico County	1880	Not Eligible
043-5662	Glen Allen Super Market, 3007 Mountain Road	Henrico County	1960	Not Eligible
043-5663	Glen Allen Service Center, 3011 Mountain Road	Henrico County	1950	Not Eligible
043-5664	House, 3000 Englewood Road	Henrico County	1962	Not Eligible
043-5665	House, 3003 Mountain Road	Henrico County	1959	Not Eligible
043-5666	House, 2965 Mountain Road	Henrico County	1937	Not Eligible
043-5667	House, 10700 Purcell Road	Henrico County	1937	Not Eligible
043-5668	House, 10620 Purcell Road	Henrico County	1937	Not Eligible
043-5669	House, 2716 Bowles Lane	Henrico County	1937	Not Eligible
043-5670	House, 10601 Purcell Road	Henrico County	1940	Not Eligible
043-5671	House, 10471 Purcell Road	Henrico County	1937	Not Eligible
043-5672	House, 10425 Purcell Road	Henrico County	1937	Not Eligible
043-5673	House, 10414 Purcell Road	Henrico County	1939	Not Eligible
043-5674	House, 2708 Indale Road	Henrico County	1948	Not Eligible
043-5675	House, 10345 Purcell Road	Henrico County	1939	Not Eligible
043-5676	House, 10336 Purcell Road	Henrico County	1929	Not Eligible
043-5677	House, 10321 Purcell Road	Henrico County	1937	Not Eligible
043-5678	House, 10308 Purcell Road	Henrico County	1955	Not Eligible
043-5679	House, 10311 Purcell Road	Henrico County	1948	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5680	House, 10305 Purcell Road	Henrico County	1954	Not Eligible
043-5681	House, 10300 Purcell Road	Henrico County	1934	Not Eligible
043-5682	House, 10226 Purcell Road	Henrico County	1937	Not Eligible
043-5683	House, 10211 Purcell Road	Henrico County	1937	Not Eligible
043-5684	House, 10212 Purcell Road	Henrico County	1936	Not Eligible
043-5685	House, 10204 Purcell Road	Henrico County	1956	Not Eligible
043-5686	House, 10201 Purcell Road	Henrico County	1950	Not Eligible
043-5687	House, 9900 Purcell Road	Henrico County	1952	Not Eligible
043-5688	House, 9751 Purcell Road	Henrico County	1950	Not Eligible
043-5689	House, 9701 Purcell Road	Henrico County	1939	Not Eligible
043-5690	House, 2734 Hungary Road	Henrico County	1937	Not Eligible
043-5691	House, 9403 Oakview Avenue	Henrico County	1920	Not Eligible
043-5692	House, 9401 Oakview Avenue	Henrico County	1937	Not Eligible
043-5693	House, 9311 Oakview Avenue	Henrico County	1948	Not Eligible
043-5694	House, 9100 Mayfair Avenue	Henrico County	1937	Not Eligible
043-5695	House, 9113 Oakview Avenue	Henrico County	1936	Not Eligible
043-5696	House, 9111 Oakview Avenue	Henrico County	1931	Not Eligible
043-5697	House, 9109 Oakview Avenue	Henrico County	1946	Not Eligible
043-5698	House, 9107 Oakview Avenue	Henrico County	1937	Not Eligible
043-5699	CCS/Industrial, 9301 Old Staples Mill Road	Henrico County	1965	Not Eligible
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road	Henrico County	1937	Not Eligible

The Virginia SHPO concurs that the following resource continues to be listed on the NRHP, as recorded during the DC2RVA/Segment 1 study (DHR #2014-0666):

043-0292 Laurel Industrial School Historic District (Criteria A & C)

They further concur that the following resources are potentially eligible for the NRHP:

043-0690 Lewis-McLeod House, 2945 Mountain Road (Criterion C)
 043-0693 Mill Road Historic District (Criterion C)
 043-0694 Hunton Treasures, 11701 Greenwood Road (Criterion C)
 043-5108 Yellow Tavern Battlefield (Criterion A)
~~043-5646 House, 11501 Old Washington Highway (Criterion C)~~
~~043-5657 Darling Smokestack, Old Washington Highway (Criterion C)~~

*DISAGREE DHR BELIEVES NOT
 DISAGREE DHR BELIEVES
 NOT CUG.*

They also concur that the following resource is individually eligible and is also a contributing element to the NRHP-eligible Laurel Industrial School Historic District (043-0292):

043-0292-0001 Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road (Criteria A & C)

They concur that the following resource is eligible for the NRHP as contributing elements to the Laurel Industrial School Historic District (043-0292), but it is not individually eligible for listing under Criteria A-C as architectural resources:

043-0292-0006 House, 2907 Hungary Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Mill Road Historic District (043-0693), but they are not individually eligible for listing under Criteria A-C as architectural resources:

043-0693-0001 House, 11934 Mill Road
 043-0693-0002 House, 11939 Mill Road
 043-0693-0003 House, 11931 Mill Road

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A-C and they do not contribute to the eligibility of a historic district:

** 043-5646*

042-5188 House, 11397 Cedar Lane
 043-0111 Forest Lodge Hotel/Glen Allen Hotel, Mountain Road
 043-0289 Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road
 043-0293 House/Board and Batten House, 11010 Old Washington Highway

*043-5657

- 043-0294 Willis House/Willis Place, Hamilton Road
- 043-5457 House, 2738 Hungary Road
- 043-5458 Commercial Building, 2814 Hungary Road
- 043-5459 AC Doctors, 2816 Hungary Road
- 043-5460 Imagining Concepts, Inc., 2818 Hungary Road
- 043-5461 Commercial Building, 2820 Hungary Road
- 043-5462 Bill's Quality Auto Repair, 9411 Old Staples Mill Road
- 043-5463 Laurel Gallery, 2805 Hungary Road
- 043-5464 House, 2733 Hungary Road
- 043-5465 House, 2731 Hungary Road
- 043-5466 House, 2727 Hungary Road
- 043-5467 Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road
- 043-5467-0001 House, 2720 Omega Road
- 043-5467-0002 House, 9905 Purcell Road
- 043-5467-0003 House, 9903 Purcell Road
- 043-5467-0004 House, 9901 Purcell Road
- 043-5467-0005 House, 2721 Fruehauf Road
- 043-5467-0006 House, 9809 Purcell Road
- 043-5468 Terry Heights Historic District, Purcell Road, Terry Drive
- 043-5468-0001 House, 10111 Purcell Road
- 043-5468-0002 House, 10109 Purcell Road
- 043-5468-0003 House, 10107 Purcell Road
- 043-5468-0004 House, 10105 Purcell Road
- 043-5468-0005 House, 10103 Purcell Road
- 043-5468-0006 House, 10101 Purcell Road
- 043-5468-0007 House, 10013 Purcell Road
- 043-5468-0008 House, 10011 Purcell Road
- 043-5468-0009 House, 10009 Purcell Road
- 043-5468-0010 House, 10007 Purcell Road
- 043-5468-0011 House, 10005 Purcell Road
- 043-5468-0012 House, 10003 Purcell Road
- 043-5637 House, 11710 Old Washington Highway
- 043-5638 House, 3326 Greenwood Court
- 043-5639 House, 3223 Greenwood Court
- 043-5640 House, 3215 Greenwood Court
- 043-5641 House, 3201 Greenwood Court
- 043-5642 House, 3175 Greenwood Court
- 043-5643 Hunton Station Offices, 11607 Old Washington Highway
- 043-5644 Hunton Baptist Church, 11660 Greenwood Road
- 043-5645 Leolantz Construction Offices, 11671 Greenwood Road
- 043-5647 House, 11455 Old Washington Highway
- 043-5648 House, 11395 Old Washington Highway

043-5649 House, 11375 Old Washington Highway
043-5650 House, 11333 Old Washington Highway
043-5651 House, 11301 Old Washington Highway
043-5652 House, 11291 Old Washington Highway
043-5653 House, 11241 Old Washington Highway
043-5654 House, 11035 Old Washington Highway
043-5655 House, 10850 Old Washington Highway
043-5656 Stromberg Metal Works, 10780 Old Washington Highway
043-5658 House, 10756 Old Washington Highway
043-5659 House, 2986 Mountain Road
043-5660 House, 10730 Old Washington Highway
043-5661 Forest Lodge Cupola (Museum), 2940 Mountain Road
043-5662 Glen Allen Super Market, 3007 Mountain Road
043-5663 Glen Allen Service Center, 3011 Mountain Road
043-5664 House, 3000 Englewood Road
043-5665 House, 3003 Mountain Road
043-5666 House, 2965 Mountain Road
043-5667 House, 10700 Purcell Road
043-5668 House, 10620 Purcell Road
043-5669 House, 2716 Bowles Lane
043-5670 House, 10601 Purcell Road
043-5671 House, 10471 Purcell Road
043-5672 House, 10425 Purcell Road
043-5673 House, 10414 Purcell Road
043-5674 House, 2708 Indale Road
043-5675 House, 10345 Purcell Road
043-5676 House, 10336 Purcell Road
043-5677 House, 10321 Purcell Road
043-5678 House, 10308 Purcell Road
043-5679 House, 10311 Purcell Road
043-5680 House, 10305 Purcell Road
043-5681 House, 10300 Purcell Road
043-5682 House, 10226 Purcell Road
043-5683 House, 10211 Purcell Road
043-5684 House, 10212 Purcell Road
043-5685 House, 10204 Purcell Road
043-5686 House, 10201 Purcell Road
043-5687 House, 9900 Purcell Road
043-5688 House, 9751 Purcell Road
043-5689 House, 9701 Purcell Road
043-5690 House, 2734 Hungary Road
043-5691 House, 9403 Oakview Avenue

043-5692	House, 9401 Oakview Avenue
043-5693	House, 9311 Oakview Avenue
043-5694	House, 9100 Mayfair Avenue
043-5695	House, 9113 Oakview Avenue
043-5696	House, 9111 Oakview Avenue
043-5697	House, 9109 Oakview Avenue
043-5698	House, 9107 Oakview Avenue
043-5699	CCS/Industrial, 9301 Old Staples Mill Road
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road



22 August 16

Julie Langan, Director

Date

Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

* Not that DHR disagreed with the NRHP eligibility determinations for 043-5646 and 043-5657. We believe both of these are not eligible. 043-5646 is not a particularly good or representative example of the Stick style and 043-5657 has lost its context with the demolition of its associated buildings.



801 E. Main Street, Suite 1000
Richmond, VA 23219

October 27, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 15 (Greendale to SAY/WAY), Segment 16 (SAY/WAY to AM Jct), and Segment 20 (Buckingham Branch/Hospital Wye)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 15/Greendale to SAY/WAY (GNSA), Segment 16/SAY/WAY to AM Jct (SAAM), and Segment 20/Buckingham Branch/Hospital Wye (BBHW) of the larger Project initiative. Segment 15/GNSA includes the span between Hungary Road in Henrico County on the north and the A-line/S-line split just north of Boulevard in Richmond. Segment 16/SAAM includes the area from just north of Boulevard to I-95/I-64 split in Richmond. Segment 20/BBHW is located at the termination of Segment 16 and runs in both a north and south direction, going north to Dill Road and going south to Leigh Street in downtown Richmond.



Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Greendale to SAY/WAY (GNSA), SAY/WAY to AM Jct (SAAM) and Buckingham Branch/Hospital Wye (BBHW) Segments, Henrico County and City of Richmond*. The report was authored by Caitlin C. Sylvester and Heather D. Staton with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 273 architectural resources within the architectural APE within the GNSA, SAAM, and BBHW segments (see attached Table for a full roster of these resources). Fifteen resources were previously determined potentially eligible/eligible for, or listed in, the National Register of Historic Places (NRHP). Because these resources have not been greatly altered and continue to possess the same levels of integrity that made them eligible for the NRHP, the DC2RVA Project Team recommends that they should retain their previous eligibility status: The Science Museum of Virginia, 127-0226; Chestnut Hill/ Plateau Historic District, 127-0343; Richmond Nursing Home, 127-0353; Virginia Union University Historic District, 127-0354; Governor's School, 127-0414; George W. Carver Elementary School, 127-0428 (also a contributing element to the Carver Residential Historic District); Carver Residential Historic District, 127-0822; Barton Heights Cemetery, 127-5679; Todd Lofts, 127-5978; Southern Stove Works, 127-6145; Cookie Factory Lofts, 127-6165; Hebrew Cemetery, 127-6166; Richmond and Chesapeake Bay Railway Barn, 127-6171; Movieland Bowtie Cinema, 127-6188; and Hermitage Road Warehouse Historic District, 127-6730.

As a result of the current survey, one newly identified resource, INtegrated Power Sources of VA (043-5636), is recommended potentially eligible for the NRHP under Criterion A. One resource was inaccessible during the current study (127-6840), and it will be surveyed once access is granted.

The remaining 256 resources documented during the current survey are recommended not eligible for individual listing on the NRHP. However, several resources that are recommended not individually eligible within the GNSA, SAAM, and BBHW segments are located within the boundaries of four eligible historic districts: the Chestnut Hill/ Plateau Historic District (127-0343), the Virginia Union University Historic District (127-0354), the Hermitage Road Warehouse Historic District (127-6730), and the Richmond, Fredericksburg & Potomac Railroad (500-0001). As a result, it is recommended that four properties (127-0343-0516, 127-0343-0517, 127-0343-0518, and 127-0343-0519) are contributing resources to the Chestnut Hill/ Plateau Historic District (127-0343), one property (127-0354-0007) is a contributing resource to the Virginia Union University Historic District (127-0354), five properties (127-6730-0003, 127-6730-0004, 127-6730-0005, 127-6730-0006, and 127-6730-0016) are contributing



801 E. Main Street, Suite 1000
Richmond, VA 23219

resources to the Hermitage Road Warehouse Historic District (127-6730), and one property (043-5843) is contributing to the Richmond, Fredericksburg & Potomac Railroad (500-0001).

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources continue to be listed on the NRHP, as recorded during the DC2RVA/Segments 15, 16, and 20 study (DHR #2014-0666):

- 127-0226 Science Museum of Virginia, 2500 Broad Street, West (Criteria A & C)
- 127-0343 Chestnut Hill/ Plateau Historic District (Criteria A & C)
- 127-0353 Richmond Nursing Home, 210 Hospital Street (Criterion C)
- 127-0354 Virginia Union University Historic District, 1500 North Lombardy Street (Criteria A & C)
- 127-0414 Governor's School, 1000 North Lombardy Street (Criteria A & C)
- 127-0822 Carver Residential Historic District (Criterion C)
- 127-5679 Barton Heights Cemetery, 1600 Lamb Avenue (Criteria A & B; Criteria Consideration D)
- 127-5978 Todd Lofts, 1128 Hermitage Road (Criterion A)
- 127-6145 Southern Stove Works, 1215 Hermitage Road (Criteria A & C)
- 127-6165 Cookie Factory Lofts, 900 Terminal Place (Criteria A & C)
- 127-6166 Hebrew Cemetery, 320 Hospital Street (Criteria A & C)
- 127-6171 Dovetail Construction, 1620 Brook Road (Criteria A & C)
- 127-6188 Movieland Bowtie Cinema, 1331 North Boulevard (Criteria A & C)
- 127-6730 Hermitage Road Warehouse Historic District (Criteria A & C)

They also concur that the following resource remains eligible for the NRHP and is also a contributing element to the Carver Residential Historic District:

- 127-0428 George W. Carver Elementary School, 1110 West Leigh Streets (Criterion C)

They further concur that the following resource is potentially eligible for the NRHP:

- 043-5636 INtegrated Power Sources of VA, 2260 Dabney Road (Criterion A)

They concur that the following resources are eligible for the NRHP as contributing elements to the Chestnut Hill/ Plateau Historic District (127-0343), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 127-0343-0516 House, 1802 5th Avenue
- 127-0343-0517 House, 1716 5th Avenue
- 127-0343-0518 House, 1708 5th Avenue
- 127-0343-0519 House, 1706 5th Avenue

They also concur that the following resource is eligible for the NRHP as contributing element to the Virginia Union University Historic District (127-0354), but it is not individually eligible for listing under Criteria A–C as architectural resources:

127-0354-0007 Power Plant and Maintenance Building, School Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Hermitage Road Warehouse Historic District (127-6730), but are not individually eligible for listing under Criteria A–C as architectural resources:

127-6730-0003 Warehouse, 1650 Overbrook Road
127-6730-0004 Richmond SPCA, 1615 Rhoadmiller Street
127-6730-0005 Warehouse, 1613 Rhoadmiller Street
127-6730-0006 Warehouse, 1611 Rhoadmiller Street
127-6730-0016 Salvation Army, 2601 Hermitage Road

They also concur that the following resource is eligible for the NRHP as a contributing element to the Richmond, Fredericksburg & Potomac Railroad (500-0001), but is not individually eligible for listing under Criteria A–C as an architectural resource:

043-5843 Acca Transportation Yard, Tomlynn Street

The following resource was inaccessible during the current study, and the DHR concurs that a revisit is required to assess eligibility:

127-6840 Warehouse, 2728 Hermitage Road

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

043-5352 Commercial Building, 7601 Compton Road
043-5509 Glen Allen Nursery, 9107 Old Staples Mill Road
043-5510 House, 9105 Oakview Avenue
043-5511 House, 9101 Oakview Avenue
043-5512 Oakview Auto Sales, 9025 Oakview Avenue
043-5513 Office Building/Storage Warehouse, 8717 Oakeview Avenue
043-5514 Harvey's Transmission, 8620 Broadway Avenue
043-5515 Lindsay's Auto Body, 8715 Oakview Avenue
043-5516 VA Woodcrafters LLC, 8609 Oakview Avenue
043-5517 House, 8614 Broadway Avenue
043-5518 House, 8612 Broadway Avenue
043-5519 House, 8608 Broadway Avenue

043-5520 House, 8600 Broadway Avenue
 043-5521 Truck and Equipment Repair, 8607 Oakview Avenue
 043-5522 Wood Unlimited, 8605 Oakview Avenue
 043-5523 American Partition Systems, 8507 Oakview Avenue
 043-5524 Tate Construction Co., 8505 Oakview Avenue
 043-5525 House, 8504 Broadway Avenue
 043-5526 House, 8410 Broadway Avenue
 043-5527 Warehouse Hankins & Johann Inc, 7609 Compton Road
 043-5528 Puritain Cleaners, 7605 Compton Road
 043-5529 Commercial/House, 7604 Compton Road
 043-5530 Warehouse, 7606 Compton Road
 043-5531 Home Paramount Pest Control, 3900 Bremner Boulevard
 043-5532 Renuzit Antique Refinishing, 3902 Bremner Boulevard
 043-5533 Hamilton Manufacturing, 7400 Ranco Road
 043-5534 PODS, 3021 Vernon Road
 043-5535 Miles Auto Service, 7501 Staples Mill Road
 043-5536 Hicks Carpet and Tile, 3025 Lincoln Avenue
 043-5537 Korman Signs, 3021 Lincoln Avenue
 043-5538 Lisa and Co./Envision, 3022 Lincoln Avenue
 043-5539 Ballos Precision Machine, 3020 Lincoln Avenue
 043-5540 Korman Signs, 3020 Lafayette Avenue
 043-5541 Montgomery Body Shop, 3019 Lincoln Avenue
 043-5542 Sonnys Painting/SRM Automotive, 3016 Lincoln Avenue
 043-5543 Holland Retail Strip, 7037 Staples Mill Road
 043-5544 Holland Retail Strip, 7015 Staples Mill Road
 043-5545 Pepe's Auto Sales, 3107 Old Hilliard Road
 043-5546 Title Max, 6907 Staples Mill Road
 043-5547 EAT 33, 6901 Staples Mill Road
 043-5548 J.E. Brauns, Inc., 3800 Talley Road
 043-5549 C&S Auto and Truck, 3800 Talley Road
 043-5550 Peaco Towing/Volvo Parts, 6906 School Avenue
 043-5551 Talley and Flanary Gen. Con., 6811 School Avenue
 043-5552 CSC Equipment & Supply, 3805 Talley Road
 043-5553 West End Machine & Welding, 6808 School Avenue
 043-5554 Pugh R W, T/A Fire-X Corp., 6107 Staples Mill Road
 043-5555 House, 6909 Greendale Road
 043-5556 House, 6907 Greendale Road
 043-5557 House, 6912 Chelton Road
 043-5558 House, 6910 Chelton Road
 043-5559 House, 6906 Chelton Road
 043-5560 House, 6904 Chelton Road
 043-5561 House, 6900 Chelton Road

043-5562	House, 3022 Putney Road
043-5563	House, 3023 Ruthland Road
043-5564	House, 3022 Ruthland Road
043-5565	House, 6913 Chelton Road
043-5566	House, 3025 Old Hillard Road
043-5567	House, 3109 Putney Road
043-5568	House, 3107 Putney Road
043-5569	House, 3105 Putney Road
043-5570	House, 3101 Putney Road
043-5571	House, 3019 Putney Road
043-5572	House, 3016 Pinehurst Road
043-5573	House, 3018 Pinehurst Road
043-5574	House, 3020 Pinehurst Road
043-5575	House, 3022 Pinehurst Road
043-5576	House, 3024 Pinehurst Road
043-5577	House, 3023 Pinehurst Road
043-5578	House, 3021 Pinehurst Road
043-5579	House, 3019 Pinehurst Road
043-5580	House, 3017 Pinehurst Road
043-5581	House, 3016 Overton Road
043-5582	House, 3018 Overton Road
043-5583	House, 3020 Overton Road
043-5584	House, 3022 Overton Road
043-5585	House, 3021 Overton Road
043-5586	House, 3019 Overton Road
043-5587	House, 3017 Overton Road
043-5588	House, 3016 Kenwood Avenue
043-5589	House, 3018 Kenwood Avenue
043-5590	House, 3020 Kenwood Avenue
043-5591	House, 3022 Kenwood Avenue
043-5592	House, 3023 Kenwood Avenue
043-5593	House, 3021 Kenwood Avenue
043-5594	House, 3019 Kenwood Avenue
043-5595	House, 3017 Kenwood Avenue
043-5596	House, 3018 Maplewood Road
043-5597	House, 3020 Maplewood Road
043-5598	House, 3022 Maplewood Road
043-5599	House, 3024 Maplewood Road
043-5600	House, 3025 Maplewood Road
043-5601	House, 3023 Maplewood Road
043-5602	House, 3021 Maplewood Road
043-5603	House, 3019 Maplewood Road

043-5604 House, 3020 Briar Lane
 043-5605 SRC, Inc., 5711 Greendale Road
 043-5606 Adamantine Precision Tool, 3117 Aspen Avenue
 043-5607 Christian Congregation In US, 3115 Aspen Avenue
 043-5608 S. J. Ellen Warehouse, 5805 School Avenue
 043-5609 Winn's Hauling Inc., 5801 School Avenue
 043-5610 Mi Miriachi Restaurant and Centro American Tire, 3112 Northside Avenue
 043-5611 Smart Auto Service, 3112 Northside Avenue
 043-5612 Ultrabronz Tanning Supply, 3101 Northside Avenue
 043-5613 Service Co. of Virginia, 3131 Southside Avenue
 043-5614 House, 5710 Greendale Road
 043-5615 J O Contractors, 5708 Greendale Road
 043-5616 D L Jones Plumbing, 5700 Greendale Road
 043-5617 Ace Electric, 5608 Greendale Road
 043-5618 National Marking Products, 5606 Greendale Road
 043-5619 House, 3031 Greenway Avenue
 043-5620 House, 3108 Dumbarton Road
 043-5621 Macoy Publishing and Masonic, 3011 Dumbarton Road
 043-5622 F&R Labs, 3015 Dumbarton Road
 043-5623 Froehling & Robertson Inc., 3015 Dumbarton Road
 043-5624 Comcast, 5401 Staples Mill Road
 043-5625 House, 2929 Battery Avenue
 043-5626 House, 2928 Oakland Avenue
 043-5627 House, 2926 Oakland Avenue
 043-5628 House, 2929 Oakland Avenue
 043-5629 House, 2927 Oakland Avenue
 043-5630 House, 2925 Oakland Avenue
 043-5631 BlueLinx, 4700 Bethlehem Road
 043-5633 Powhatan Ready Mix, 4607 Racrete Road
 043-5634 Titan America, 4608 Racrete Road
 043-5635 House, 2706 Gresham Avenue
 127-0770 Power Plant at Broad Street Station, 2500 West Broad Street
 127-0818 Newtowne Area Historic District
 127-0818-0005 House, 2010 West Moore Street
 127-0818-0006 House, 2023 West Moore Street
 127-0818-0007 House, 1716 West Moore Street
 127-0818-0008 House, 2025 West Moore Street
 127-0818-0009 House, 1711 West Moore Street
 127-0818-0010 House, 2048 West Moore Street
 127-0818-0011 House, 2014 West Moore Street
 127-0818-0012 House, 2013 West Moore Street
 127-0818-0013 House, 1851 West Moore Street

- 127-0818-0014 House, 1726 West Moore Street
- 127-0818-0016 House, 2022 West Moore Street
- 127-0818-0017 House, 2027 West Moore Street
- 127-0818-0018 House, 2029 West Moore Street
- 127-0818-0034 House, 2012 Botetourt Street
- 127-0818-0036 House, 2006 West Moore Street
- 127-0818-0037 House, 1803 West Moore Street
- 127-0818-0038 House, 2022 Botetourt Street
- 127-0818-0039 House, 2025 Botetourt Street
- 127-5716 House, 1842 Botetourt Street
- 127-6052 Single Dwelling, 1819 Moore Street
- 127-6053 Single Dwelling, 1817 Moore Street
- 127-6075 Academy Hill Historic District
- 127-6262 National Linen Services Building, 1414 Chamberlayne Parkway
- 127-6657 Shockoe Commerce, 711 Hospital Street
- 127-6658 Reco Biotechnology, 710 Hospital Street
- 127-6659 Staff Zone Industrial Staffing, 501 Hospital Street
- 127-6660 Talley's Auto Service Center, 1305 North 5th Street
- 127-6809 Commercial Building, 2121A North Hamilton Street
- 127-6810 Commercial Building, 2121B North Hamilton Street
- 127-6811 SABIC's Polymershapes, 2115 North Hamilton Street
- 127-6812 Roberts Oxygen Co., 2117 North Hamilton Street
- 127-6813 Commercial Building, 2111 North Hamilton Street
- 127-6814 United Refrigeration Inc., 2113 North Hamilton Street
- 127-6815 Solideal On-Site Service, 2103 North Hamilton Street
- 127-6816 Carter Printing Company, 2007 North Hamilton Street
- 127-6817 TransEnd, 3312 Rosedale Avenue
- 127-6818 Acca Yard CSX, 2100 Westwood Avenue
- 127-6819 Liphart Steel Co Inc, 3308 Rosedale Avenue
- 127-6820 TurnKey Promotions, 3310 Rosedale Avenue
- 127-6821 Commercial Building/Warehouse, 3202 Rosedale Avenue
- 127-6822 AERC Recycling Solutions, 3301 Rosedale Avenue
- 127-6823 Sampson Coatings Inc., 1900 Ellen Road
- 127-6824 Siewers Lumber and Millworks, 2001 Ellen Road
- 127-6825 Commercial Building, 3405 Carlton Street
- 127-6826 Commercial Building, 3407 Carlton Street
- 127-6827 Richmond Fencing Club, 3411 1/2 Carlton Street
- 127-6828 The Weight Room Training Center and Spectrum Press., 3413 Carlton Street
- 127-6829 AMF Bakery System Headquarters, 2115 W. Laburnum Avenue
- 127-6830 Warehouse, 1600 Valley Road
- 127-6831 Former Juvenile Court, 2000 Mecklenburg Street
- 127-6832 CORT Furniture & Clearance Center, 1207-1209 North Boulevard

127-6833 Auto Service, 1203 North Boulevard
127-6834 Sunny's Wholesale, 957 Myers Street
127-6835 Ashley Elevators, 949 Myers Street
127-6836 Buzz and Ned's Barbeque, 1119 North Boulevard
127-6837 Richmond Children's Museum, 905 Terminal Place
127-6838 Commercial Building, 1136 Hermitage Road
127-6839 Commercial Building, 1132 Hermitage Road
127-6843 Gexpro, 1716-2522 Rhoadmiller Street
127-6844 Warehouse, 1727 Rhoadmiller Street
127-6845 Empire Marble & Granite Co., 1717 Rhoadmiller Street
127-6846 Wurth Wood Group, 1701 Rhoadmiller Street
127-6847 Cobb Lumber, 2300 Hermitage Road
127-6848 AH Herris & Sons Inc., 2405 Hermitage Road
127-6849 Warehouse, 1603 Ownby Lane
127-6850 Warehouse, 2040 Botetourt Street
127-6851 Grasshopper Lawn Services Inc., 2035 Botetourt Street
127-6852 Hurricane Fence Co., 2018 Lunenburg Street
127-6853 Duplex, 1844-1846 Botetourt Street
127-6854 House, 1832 Botetourt Street
127-6855 BWS Landscaping, 1108 Dinneen Street
127-6856 Garage, 1201 Dinneen Street
127-6857 Office, 2050 Moore Street
127-6858 Southern Environmental Service, 2052 Moore Street
127-6859 House, 2038 Moore Street
127-6860 Crusade for Christ Family Worship, 1700 Moore Street
127-6861 House, 1813 West Moore Street
127-6862 House, 1809 West Moore Street
127-6863 House, 1805 West Moore Street
127-6864 Warehouse, 1500 Moore Street
127-6865 Warehouse, 900 Brook Road
127-6866 W. W. Nash & Sons Inc., 1409 Brook Road
127-6867 Office, 1422 Brook Road
127-6868 Warehouse, 1416 Webster Street
127-6869 Y Tech Voicemail Center, 1500 Brook Road
127-6870 The Chateau DeVille, 1502 Brook Road
127-6871 Warehouse, 1524 Brook Road
127-6872 Money Tire Express and Service, 1205 School Street
127-6873 Warehouse, 1209-1211 School Street
127-6874 River City Recycling, 1207 School Street
127-6875 Automotive Specialty LLC, 1215-1217 School Street
127-6876 Virginia Cabinetry LLC, 1221 School Street
127-6877 Kellener, 1301 School Street

- 127-6878 Richmond Department of Parks and Recreation, 1209 Admiral Street
- 127-6879 Specialty Drapery, 1221 Admiral Street
- 127-6880 Warehouse, 1320 School Street
- 127-6881 House, 1803 Bath Street
- 127-6882 House, 1801 Bath Street
- 127-6883 Gilpin Court Apartment Complex
- 127-6884 Townhouses, 1260-1268 Moore Street
- 127-6885 Townhouses, 1248-1258 Moore Street
- 127-6886 Townhouses, 1238-1246 Moore Street
- 127-6887 Townhouses, 1230-1232 Moore Street
- 127-6888 Townhouses, 1234-1236 Moore Street
- 127-6889 Townhouses, 1226-1228 Moore Street
- 127-6890 Townhouses, 1222-1224 Moore Street
- 127-6891 Townhouses, 1218-1220 Moore Street
- 127-6892 Townhouses, 1214-1216 Moore Street
- 127-6893 Townhouses, 1210-1212 Moore Street
- 127-6894 Townhouses, 1204-1208 Moore Street
- 127-6895 Townhouses, 1200-1202 Moore Street
- 127-6896 Warehouse, 1501 Valley Road
- 127-6897 Asphalt Emulsion, 1530 Valley Road
- 127-6898 Brook Road Professional Offices, 1417 Brook Road

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5352	Commercial Building, 7601 Compton Road	Henrico County	1960	GNSA	Not Eligible
043-5509	Glen Allen Nursery, 9107 Old Staples Mill Road	Henrico County	1965	GNSA	Not Eligible
043-5510	House, 9105 Oakview Avenue	Henrico County	1956	GNSA	Not Eligible
043-5511	House, 9101 Oakview Avenue	Henrico County	1937	GNSA	Not Eligible
043-5512	Oakview Auto Sales, 9025 Oakview Avenue	Henrico County	1950	GNSA	Not Eligible
043-5513	Office Building/Storage Warehouse, 8717 Oakeview Avenue	Henrico County	1953	GNSA	Not Eligible
043-5514	Harvey's Transmission, 8620 Broadway Avenue	Henrico County	1960	GNSA	Not Eligible
043-5515	Lindsay's Auto Body, 8715 Oakview Avenue	Henrico County	1958	GNSA	Not Eligible
043-5516	VA Woodcrafters LLC, 8609 Oakview Avenue	Henrico County	1957	GNSA	Not Eligible
043-5517	House, 8614 Broadway Avenue	Henrico County	1949	GNSA	Not Eligible
043-5518	House, 8612 Broadway Avenue	Henrico County	1943	GNSA	Not Eligible
043-5519	House, 8608 Broadway Avenue	Henrico County	1950	GNSA	Not Eligible
043-5520	House, 8600 Broadway Avenue	Henrico County	1954	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5521	Truck and Equipment Repair, 8607 Oakview Avenue	Henrico County	1955	GNSA	Not Eligible
043-5522	Wood Unlimited, 8605 Oakview Avenue	Henrico County	1958	GNSA	Not Eligible
043-5523	American Partition Systems, 8507 Oakview Avenue	Henrico County	1952	GNSA	Not Eligible
043-5524	Tate Construction Co., 8505 Oakview Avenue	Henrico County	1957	GNSA	Not Eligible
043-5525	House, 8504 Broadway Avenue	Henrico County	1942	GNSA	Not Eligible
043-5526	House, 8410 Broadway Avenue	Henrico County	1949	GNSA	Not Eligible
043-5527	Warehouse Hankins & Johann Inc, 7609 Compton Road	Henrico County	1956	GNSA	Not Eligible
043-5528	Puritan Cleaners, 7605 Compton Road	Henrico County	1958	GNSA	Not Eligible
043-5529	Commercial/House, 7604 Compton Road	Henrico County	ca. 1935	GNSA	Not Eligible
043-5530	Warehouse, 7606 Compton Road	Henrico County	1948	GNSA	Not Eligible
043-5531	Home Paramount Pest Control, 3900 Bremner Boulevard	Henrico County	1949	GNSA	Not Eligible
043-5532	Renuzit Antique Refinishing, 3902 Bremner Boulevard	Henrico County	1950	GNSA	Not Eligible
043-5533	Hamilton Manufacturing, 7400 Ranco Road	Henrico County	1966	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5534	PODS, 3021 Vernon Road	Henrico County	1964	GNSA	Not Eligible
043-5535	Miles Auto Service, 7501 Staples Mill Road	Henrico County	1967	GNSA	Not Eligible
043-5536	Hicks Carpet and Tile, 3025 Lincoln Avenue	Henrico County	1965	GNSA	Not Eligible
043-5537	Korman Signs, 3021 Lincoln Avenue	Henrico County	1963	GNSA	Not Eligible
043-5538	Lisa and Co./Envision, 3022 Lincoln Avenue	Henrico County	1957	GNSA	Not Eligible
043-5539	Ballos Precision Machine, 3020 Lincoln Avenue	Henrico County	1967	GNSA	Not Eligible
043-5540	Korman Signs, 3020 Lafayette Avenue	Henrico County	1968	GNSA	Not Eligible
043-5541	Montgomery Body Shop, 3019 Lincoln Avenue	Henrico County	1964	GNSA	Not Eligible
043-5542	Sonnys Painting/SRM Automotive, 3016 Lincoln Avenue	Henrico County	1964	GNSA	Not Eligible
043-5543	Holland Retail Strip, 7037 Staples Mill Road	Henrico County	1947	GNSA	Not Eligible
043-5544	Holland Retail Strip, 7015 Staples Mill Road	Henrico County	1950	GNSA	Not Eligible
043-5545	Pepe's Auto Sales, 3107 Old Hilliard Road	Henrico County	1947	GNSA	Not Eligible
043-5546	Title Max, 6907 Staples Mill Road	Henrico County	1956	GNSA	Not Eligible
043-5547	EAT 33, 6901 Staples Mill Road	Henrico County	1962	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5548	J.E. Brauns, Inc., 3800 Talley Road	Henrico County	1961	GNSA	Not Eligible
043-5549	C&S Auto and Truck, 3800 Talley Road	Henrico County	1955	GNSA	Not Eligible
043-5550	Peaco Towing/Volvo Parts, 6906 School Avenue	Henrico County	1948	GNSA	Not Eligible
043-5551	Talley and Flanary Gen. Con., 6811 School Avenue	Henrico County	1954	GNSA	Not Eligible
043-5552	CSC Equipment & Supply, 3805 Talley Road	Henrico County	1965	GNSA	Not Eligible
043-5553	West End Machine & Welding, 6808 School Avenue	Henrico County	1961	GNSA	Not Eligible
043-5554	Pugh R W, T/A Fire-X Corp., 6107 Staples Mill Road	Henrico County	1966	GNSA	Not Eligible
043-5555	House, 6909 Greendale Road	Henrico County	1941	GNSA	Not Eligible
043-5556	House, 6907 Greendale Road	Henrico County	1946	GNSA	Not Eligible
043-5557	House, 6912 Chelton Road	Henrico County	1947	GNSA	Not Eligible
043-5558	House, 6910 Chelton Road	Henrico County	1946	GNSA	Not Eligible
043-5559	House, 6906 Chelton Road	Henrico County	1963	GNSA	Not Eligible
043-5560	House, 6904 Chelton Road	Henrico County	1964	GNSA	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5561	House, 6900 Chelton Road	Henrico County	1937	GNSA	Not Eligible
043-5562	House, 3022 Putney Road	Henrico County	1962	GNSA	Not Eligible
043-5563	House, 3023 Ruthland Road	Henrico County	1965	GNSA	Not Eligible
043-5564	House, 3022 Ruthland Road	Henrico County	1941	GNSA	Not Eligible
043-5565	House, 6913 Chelton Road	Henrico County	1946	GNSA	Not Eligible
043-5566	House, 3025 Old Hillard Road	Henrico County	1946	GNSA	Not Eligible
043-5567	House, 3109 Putney Road	Henrico County	1968	GNSA	Not Eligible
043-5568	House, 3107 Putney Road	Henrico County	1968	GNSA	Not Eligible
043-5569	House, 3105 Putney Road	Henrico County	1968	GNSA	Not Eligible
043-5570	House, 3101 Putney Road	Henrico County	1963	GNSA	Not Eligible
043-5571	House, 3019 Putney Road	Henrico County	1949	GNSA	Not Eligible
043-5572	House, 3016 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5573	House, 3018 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5574	House, 3020 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5575	House, 3022 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5576	House, 3024 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5577	House, 3023 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5578	House, 3021 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5579	House, 3019 Pinehurst Road	Henrico County	1956	GNSA	Not Eligible
043-5580	House, 3017 Pinehurst Road	Henrico County	1955	GNSA	Not Eligible
043-5581	House, 3016 Overton Road	Henrico County	1952	GNSA	Not Eligible
043-5582	House, 3018 Overton Road	Henrico County	1950	GNSA	Not Eligible
043-5583	House, 3020 Overton Road	Henrico County	1950	GNSA	Not Eligible
043-5584	House, 3022 Overton Road	Henrico County	1963	GNSA	Not Eligible
043-5585	House, 3021 Overton Road	Henrico County	1948	GNSA	Not Eligible
043-5586	House, 3019 Overton Road	Henrico County	1948	GNSA	Not Eligible
043-5587	House, 3017 Overton Road	Henrico County	1948	GNSA	Not Eligible
043-5588	House, 3016 Kenwood Avenue	Henrico County	1956	GNSA	Not Eligible
043-5589	House, 3018 Kenwood Avenue	Henrico County	1956	GNSA	Not Eligible
043-5590	House, 3020 Kenwood Avenue	Henrico County	1958	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5591	House, 3022 Kenwood Avenue	Henrico County	1959	GNSA	Not Eligible
043-5592	House, 3023 Kenwood Avenue	Henrico County	1956	GNSA	Not Eligible
043-5593	House, 3021 Kenwood Avenue	Henrico County	1956	GNSA	Not Eligible
043-5594	House, 3019 Kenwood Avenue	Henrico County	1955	GNSA	Not Eligible
043-5595	House, 3017 Kenwood Avenue	Henrico County	1955	GNSA	Not Eligible
043-5596	House, 3018 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5597	House, 3020 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5598	House, 3022 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5599	House, 3024 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5600	House, 3025 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5601	House, 3023 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5602	House, 3021 Maplewood Road	Henrico County	1952	GNSA	Not Eligible
043-5603	House, 3019 Maplewood Road	Henrico County	1951	GNSA	Not Eligible
043-5604	House, 3020 Briar Lane	Henrico County	1954	GNSA	Not Eligible
043-5605	SRC, Inc., 5711 Greendale Road	Henrico County	1967	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5606	Adamantine Precision Tool, 3117 Aspen Avenue	Henrico County	1965	GNSA	Not Eligible
043-5607	Christian Congregation In US, 3115 Aspen Avenue	Henrico County	1948	GNSA	Not Eligible
043-5608	S. J. Ellen Warehouse, 5805 School Avenue	Henrico County	1952	GNSA	Not Eligible
043-5609	Winn's Hauling Inc., 5801 School Avenue	Henrico County	1967	GNSA	Not Eligible
043-5610	Mi Miriachi Restaurant and Centro American Tire, 3112 Northside Avenue	Henrico County	1962	GNSA	Not Eligible
043-5611	Smart Auto Service, 3112 Northside Avenue	Henrico County	1962	GNSA	Not Eligible
043-5612	Ultrabronz Tanning Supply, 3101 Northside Avenue	Henrico County	1963	GNSA	Not Eligible
043-5613	Service Co. of Virginia, 3131 Southside Avenue	Henrico County	1967	GNSA	Not Eligible
043-5614	House, 5710 Greendale Road	Henrico County	ca. 1935	GNSA	Not Eligible
043-5615	J O Contractors, 5708 Greendale Road	Henrico County	1953	GNSA	Not Eligible
043-5616	D L Jones Plumbing, 5700 Greendale Road	Henrico County	1930	GNSA	Not Eligible
043-5617	Ace Electric, 5608 Greendale Road	Henrico County	1937	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5618	National Marking Products, 5606 Greendale Road	Henrico County	1958	GNSA	Not Eligible
043-5619	House, 3031 Greenway Avenue	Henrico County	ca. 1940	GNSA	Not Eligible
043-5620	House, 3108 Dumbarton Road	Henrico County	1954	GNSA	Not Eligible
043-5621	Macoy Publishing and Masonic, 3011 Dumbarton Road	Henrico County	1967	GNSA	Not Eligible
043-5622	F&R Labs, 3015 Dumbarton Road	Henrico County	1965	GNSA	Not Eligible
043-5623	Froehling & Robertson Inc., 3015 Dumbarton Road	Henrico County	1967	GNSA	Not Eligible
043-5624	Comcast, 5401 Staples Mill Road	Henrico County	1958	GNSA	Not Eligible
043-5625	House, 2929 Battery Avenue	Henrico County	1957	GNSA	Not Eligible
043-5626	House, 2928 Oakland Avenue	Henrico County	1954	GNSA	Not Eligible
043-5627	House, 2926 Oakland Avenue	Henrico County	1954	GNSA	Not Eligible
043-5628	House, 2929 Oakland Avenue	Henrico County	1954	GNSA	Not Eligible
043-5629	House, 2927 Oakland Avenue	Henrico County	1954	GNSA	Not Eligible
043-5630	House, 2925 Oakland Avenue	Henrico County	1959	GNSA	Not Eligible
043-5631	BlueLinx, 4700 Bethlehem Road	Henrico County	1965	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
043-5633	Powhatan Ready Mix, 4607 Racrete Road	Henrico County	1968	GNSA	Not Eligible
043-5634	Titan America, 4608 Racrete Road	Henrico County	1968	GNSA	Not Eligible
043-5635	House, 2706 Gresham Avenue	Henrico County	ca. 1930	GNSA	Not Eligible
043-5636	INtegrated Power Sources of VA, 2260 Dabney Road	Henrico County	1940	GNSA	Potentially Eligible Under Criterion A; Contributing to the Richmond, Fredericksburg & Potomac Railroad
043-5843	Acca Transportation Yard, Tomlynn Street	City of Richmond	ca. 1968	GNSA	Not Eligible; Contributing to the Richmond, Fredericksburg & Potomac Railroad
127-0226	Science Museum of Virginia, 2500 Broad Street, West	City of Richmond	1919	SAAM	Listed
127-0343	Chestnut Hill/ Plateau Historic District	City of Richmond	NA	BBHW	Listed
127-0343-0516	House, 1802 5th Avenue	City of Richmond	ca. 1920	BBHW	Not Eligible; Contributing to the Chestnut Hill/ Plateau Historic District
127-0343-0517	House, 1716 5th Avenue	City of Richmond	ca. 1910	BBHW	Not Eligible; Contributing to the Chestnut Hill/ Plateau Historic District
127-0343-0518	House, 1708 5th Avenue	City of Richmond	ca. 1900	BBHW	Not Eligible; Contributing to the Chestnut Hill/ Plateau Historic District

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127-0343-0519	House, 1706 5th Avenue	City of Richmond	ca. 1900	BBHW	Not Eligible; Contributing to the Chestnut Hill/ Plateau Historic District
127-0343-0520	House, 1702 5th Street	City of Richmond	ca. 1910	BBHW	Not Eligible; Not Contributing to the Chestnut Hill/ Plateau Historic District
127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	ca. 1860	SAAM	Listed
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	ca. 1899	SAAM	Listed
127-0354-0007	Power Plant and Maintenance Building, School Road	City of Richmond	1899	SAAM	Not Eligible; Contributing to the Virginia Union University Historic District
127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	SAAM	Listed
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	SAAM	Remains Eligible; Contributing to the Carver Residential Historic District
127-0770	Power Plant at Broad Street Station, 2500 West Broad Street	City of Richmond	ca. 1919	SAAM	Not Eligible
127-0818	Newtowne Area Historic District	City of Richmond	NA	SAAM	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-0818-0005	House, 2010 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0006	House, 2023 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0007	House, 1716 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0008	House, 2025 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0009	House, 1711 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0010	House, 2048 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0011	House, 2014 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0012	House, 2013 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0013	House, 1851 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0014	House, 1726 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0016	House, 2022 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-0818-0017	House, 2027 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0018	House, 2029 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0034	House, 2012 Botetourt Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0036	House, 2006 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0037	House, 1803 West Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0038	House, 2022 Botetourt Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0818-0039	House, 2025 Botetourt Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-0822	Carver Residential Historic District	City of Richmond	Pre-1958	SAAM	Listed
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	SAAM	Listed
127-5716	House, 1842 Botetourt Street	City of Richmond	1900	SAAM	Not Eligible
127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	ca. 1892	SAAM	Listed
127-6052	Single Dwelling, 1819 Moore Street	City of Richmond	ca. 1890	SAAM	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6053	Single Dwelling, 1817 Moore Street	City of Richmond	ca. 1890	SAAM	Not Eligible
127-6075	Academy Hill Historic Distric	City of Richmond	NA	SAAM	Not Eligible
127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	ca. 1905	SAAM	Listed
127-6165	Cookie Factory Lofts, 900 Terminal Place	City of Richmond	1927	SAAM	Listed
127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	SAAM	Listed
127-6171	Dovetail Construction, 1620 Brook Road	City of Richmond	ca. 1907	SAAM	Listed
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	ca. 1887	SAAM	Listed
127-6262	National Linen Services Building, 1414 Chamberlayne Parkway	City of Richmond	ca. 1950	SAAM	Not Eligible
127-6657	Shockoe Commerce, 711 Hospital Street	City of Richmond	1941	BBHW	Not Eligible
127-6658	Reco Biotechnology, 710 Hospital Street	City of Richmond	1946	BBHW	Not Eligible
127-6659	Staff Zone Industrial Staffing, 501 Hospital Street	City of Richmond	1958	SAAM	Not Eligible
127-6660	Talley's Auto Service Center, 1305 North 5th Street	City of Richmond	1960	SAAM	Not Eligible
127-6730	Hermitage Road Warehouse Historic District	City of Richmond	NA	SAAM	Listed

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6730-0003	Warehouse, 1650 Overbrook Road	City of Richmond	1913	SAAM	Not Eligible; Contributing to the Hermitage Road Warehouse Historic District
127-6730-0004	Richmond SPCA, 1615 Rhoadmiller Street	City of Richmond	1925	SAAM	Not Eligible; Contributing to the Hermitage Road Warehouse Historic District
127-6730-0005	Warehouse, 1613 Rhoadmiller Street	City of Richmond	ca. 1925	SAAM	Not Eligible; Contributing to the Hermitage Road Warehouse Historic District
127-6730-0006	Warehouse, 1611 Rhoadmiller Street	City of Richmond	1913	SAAM	Not Eligible; Contributing to the Hermitage Road Warehouse Historic District
127-6730-0016	Salvation Army, 2601 Hermitage Road	City of Richmond	1965	SAAM	Not Eligible; Contributing to the Hermitage Road Warehouse Historic District
127-6809	Commercial Building, 2121A North Hamilton Street	City of Richmond	1900	GNSA	Not Eligible
127-6810	Commercial Building, 2121B North Hamilton Street	City of Richmond	1900	GNSA	Not Eligible
127-6811	SABIC's Polymershapes, 2115 North Hamilton Street	City of Richmond	1947	GNSA	Not Eligible

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6812	Roberts Oxygen Co., 2117 North Hamilton Street	City of Richmond	1900	GNSA	Not Eligible
127-6813	Commercial Building, 2111 North Hamilton Street	City of Richmond	1965	GNSA	Not Eligible
127-6814	United Refrigeration Inc., 2113 North Hamilton Street	City of Richmond	1960	GNSA	Not Eligible
127-6815	Solideal On-Site Service, 2103 North Hamilton Street	City of Richmond	1900	GNSA	Not Eligible
127-6816	Carter Printing Company, 2007 North Hamilton Street	City of Richmond	1955	GNSA	Not Eligible
127-6817	TransEnd, 3312 Rosedale Avenue	City of Richmond	1947	GNSA	Not Eligible
127-6818	Acca Yard CSX, 2100 Westwood Avenue	City of Richmond	ca. 1940	GNSA	Not Eligible
127-6819	Liphart Steel Co Inc, 3308 Rosedale Avenue	City of Richmond	1960	GNSA	Not Eligible
127-6820	TurnKey Promotions, 3310 Rosedale Avenue	City of Richmond	1946	GNSA	Not Eligible
127-6821	Commercial Building/Warehouse, 3202 Rosedale Avenue	City of Richmond	1946	GNSA	Not Eligible
127-6822	AERC Recycling Solutions, 3301 Rosedale Avenue	City of Richmond	1954	GNSA	Not Eligible
127-6823	Sampson Coatings Inc., 1900 Ellen Road	City of Richmond	1922	GNSA	Not Eligible

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127-6824	Siewers Lumber and Millworks, 2001 Ellen Road	City of Richmond	1966	GNSA	Not Eligible
127-6825	Commercial Building, 3405 Carlton Street	City of Richmond	1963	GNSA	Not Eligible
127-6826	Commercial Building, 3407 Carlton Street	City of Richmond	1963	GNSA	Not Eligible
127-6827	Richmond Fencing Club, 3411 1/2 Carlton Street	City of Richmond	1965	GNSA	Not Eligible
127-6828	The Weight Room Training Center and Spectrum Press., 3413 Carlton Street	City of Richmond	1967	GNSA	Not Eligible
127-6829	AMF Bakery System Headquarters, 2115 W. Laburnum Avenue	City of Richmond	1952	GNSA	Not Eligible
127-6830	Warehouse, 1600 Valley Road	City of Richmond	1910	BBHW	Not Eligible
127-6831	Former Juvenile Court, 2000 Mecklenburg Street	City of Richmond	ca. 1960	BBHW	Not Eligible
127-6832	CORT Furniture & Clearance Center, 1207-1209 North Boulevard	City of Richmond	1948	SAAM	Not Eligible
127-6833	Auto Service, 1203 North Boulevard	City of Richmond	1961	SAAM	Not Eligible
127-6834	Sunny's Wholesale, 957 Myers Street	City of Richmond	1957	SAAM	Not Eligible
127-6835	Ashley Elevators, 949 Myers Street	City of Richmond	ca. 1960	SAAM	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6836	Buzz and Ned's Barbeque, 1119 North Boulevard	City of Richmond	ca. 1930	SAAM	Not Eligible
127-6837	Richmond Children's Museum, 905 Terminal Place	City of Richmond	ca. 1960	SAAM	Not Eligible
127-6838	Commercial Building, 1136 Hermitage Road	City of Richmond	1957	SAAM	Not Eligible
127-6839	Commercial Building, 1132 Hermitage Road	City of Richmond	1957	SAAM	Not Eligible
127-6840	Warehouse, 2728 Hermitage Road	City of Richmond	1955	SAAM	Indeterminate
127-6843	Gexpro, 1716-2522 Rhoadmiller Street	City of Richmond	1963	SAAM	Not Eligible
127-6844	Warehouse, 1727 Rhoadmiller Street	City of Richmond	1954	SAAM	Not Eligible
127-6845	Empire Marble & Granite Co., 1717 Rhoadmiller Street	City of Richmond	1950	SAAM	Not Eligible
127-6846	Wurth Wood Group, 1701 Rhoadmiller Street	City of Richmond	1945	SAAM	Not Eligible
127-6847	Cobb Lumber, 2300 Hermitage Road	City of Richmond	ca. 1900	SAAM	Not Eligible
127-6848	AH Herris & Sons Inc., 2405 Hermitage Road	City of Richmond	1956	SAAM	Not Eligible
127-6849	Warehouse, 1603 Ownby Lane	City of Richmond	1942	SAAM	Not Eligible
127-6850	Warehouse, 2040 Botetourt Street	City of Richmond	1966	SAAM	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6851	Grasshopper Lawn Services Inc., 2035 Botetourt Street	City of Richmond	ca. 1965	SAAM	Not Eligible
127-6852	Hurricane Fence Co., 2018 Lunenburg Street	City of Richmond	1960	SAAM	Not Eligible
127-6853	Duplex, 1844-1846 Botetourt Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-6854	House, 1832 Botetourt Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-6855	BWS Landscaping, 1108 Dinneen Street	City of Richmond	1900	SAAM	Not Eligible
127-6856	Garage, 1201 Dinneen Street	City of Richmond	1940	SAAM	Not Eligible
127-6857	Office, 2050 Moore Street	City of Richmond	ca. 1950	SAAM	Not Eligible
127-6858	Southern Environmental Service, 2052 Moore Street	City of Richmond	ca. 1950	SAAM	Not Eligible
127-6859	House, 2038 Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-6860	Crusade for Christ Family Worship, 1700 Moore Street	City of Richmond	1950	SAAM	Not Eligible
127-6861	House, 1813 West Moore Street	City of Richmond	1905	SAAM	Not Eligible
127-6862	House, 1809 West Moore Street	City of Richmond	1905	SAAM	Not Eligible
127-6863	House, 1805 West Moore Street	City of Richmond	1905	SAAM	Not Eligible
127-6864	Warehouse, 1500 Moore Street	City of Richmond	ca. 1900	SAAM	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6865	Warehouse, 900 Brook Road	City of Richmond	ca. 1955	SAAM	Not Eligible
127-6866	W. W. Nash & Sons Inc., 1409 Brook Road	City of Richmond	1960	SAAM	Not Eligible
127-6867	Office, 1422 Brook Road	City of Richmond	1955	SAAM	Not Eligible
127-6868	Warehouse, 1416 Webster Street	City of Richmond	ca. 1950	SAAM	Not Eligible
127-6869	Y Tech Voicemail Center, 1500 Brook Road	City of Richmond	1967	SAAM	Not Eligible
127-6870	The Chateau DeVille, 1502 Brook Road	City of Richmond	1969	SAAM	Not Eligible
127-6871	Warehouse, 1524 Brook Road	City of Richmond	ca. 1950	SAAM	Not Eligible
127-6872	Money Tire Express and Service, 1205 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6873	Warehouse, 1209-1211 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6874	River City Recycling, 1207 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6875	Automotive Specialty LLC, 1215-1217 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6876	Virginia Cabinetry LLC, 1221 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6877	Kellener, 1301 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6878	Richmond Department of Parks and Recreation, 1209 Admiral Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6879	Specialty Drapery, 1221 Admiral Street	City of Richmond	1949	SAAM	Not Eligible
127-6880	Warehouse, 1320 School Street	City of Richmond	ca. 1945	SAAM	Not Eligible
127-6881	House, 1803 Bath Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-6882	House, 1801 Bath Street	City of Richmond	ca. 1900	SAAM	Not Eligible
127-6883	Gilpin Court Apartment Complex	City of Richmond	ca. 1950	SAAM	Not Eligible
127-6884	Townhouses, 1260-1268 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6885	Townhouses, 1248-1258 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6886	Townhouses, 1238-1246 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6887	Townhouses, 1230-1232 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6888	Townhouses, 1234-1236 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6889	Townhouses, 1226-1228 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6890	Townhouses, 1222-1224 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6891	Townhouses, 1218-1220 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6892	Townhouses, 1214-1216 Moore Street	City of Richmond	1962	SAAM	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6893	Townhouses, 1210-1212 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6894	Townhouses, 1204-1208 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6895	Townhouses, 1200-1202 Moore Street	City of Richmond	1962	SAAM	Not Eligible
127-6896	Warehouse, 1501 Valley Road	City of Richmond	1953	SAAM	Not Eligible
127-6897	Asphalt Emulsion, 1530 Valley Road	City of Richmond	ca. 1968	SAAM	Not Eligible
127-6898	Brook Road Professional Offices, 1417 Brook Road	City of Richmond	1968	SAAM	Not Eligible

The Virginia SHPO concurs that the following resources continue to be listed on the NRHP, as recorded during the DC2RVA/Segments 15, 16, and 20 study (DHR #2014-0666):

- 127-0226 Science Museum of Virginia, 2500 Broad Street, West (Criteria A & C)
- 127-0343 Chestnut Hill/ Plateau Historic District (Criteria A & C)
- 127-0353 Richmond Nursing Home, 210 Hospital Street (Criterion C)
- 127-0354 Virginia Union University Historic District, 1500 North Lombardy Street (Criteria A & C)
- 127-0414 Governor's School, 1000 North Lombardy Street (Criteria A & C)
- 127-0822 Carver Residential Historic District (Criterion C)
- 127-5679 Barton Heights Cemetery, 1600 Lamb Avenue (Criteria A & B; Criteria Consideration D)
- 127-5978 Todd Lofts, 1128 Hermitage Road (Criterion A)
- 127-6145 Southern Stove Works, 1215 Hermitage Road (Criteria A & C)
- 127-6165 Cookie Factory Lofts, 900 Terminal Place (Criteria A & C)
- 127-6166 Hebrew Cemetery, 320 Hospital Street (Criteria A & C)
- 127-6171 Dovetail Construction, 1620 Brook Road (Criteria A & C)
- 127-6188 Movieland Bowtie Cinema, 1331 North Boulevard (Criteria A & C)
- 127-6730 Hermitage Road Warehouse Historic District (Criteria A & C)

They also concur that the following resource remains eligible for the NRHP and is also a contributing element to the Carver Residential Historic District:

- 127-0428 George W. Carver Elementary School, 1110 West Leigh Streets (Criterion C)

They further concur that the following resource is potentially eligible for the NRHP:

- 043-5636 INtegrated Power Sources of VA, 2260 Dabney Road (Criterion A)

They concur that the following resources are eligible for the NRHP as contributing elements to the Chestnut Hill/ Plateau Historic District (127-0343), but are not individually eligible for listing under Criteria A–C as architectural resources:

- 127-0343-0516 House, 1802 5th Avenue
- 127-0343-0517 House, 1716 5th Avenue
- 127-0343-0518 House, 1708 5th Avenue
- 127-0343-0519 House, 1706 5th Avenue

They also concur that the following resource is eligible for the NRHP as contributing element to the Virginia Union University Historic District (127-0354), but it is not individually eligible for listing under Criteria A–C as architectural resources:

127-0354-0007 Power Plant and Maintenance Building, School Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Hermitage Road Warehouse Historic District (127-6730), but are not individually eligible for listing under Criteria A–C as architectural resources:

127-6730-0003 Warehouse, 1650 Overbrook Road
127-6730-0004 Richmond SPCA, 1615 Rhoadmiller Street
127-6730-0005 Warehouse, 1613 Rhoadmiller Street
127-6730-0006 Warehouse, 1611 Rhoadmiller Street
127-6730-0016 Salvation Army, 2601 Hermitage Road

They also concur that the following resource is eligible for the NRHP as a contributing element to the Richmond, Fredericksburg & Potomac Railroad (500-0001), but is not individually eligible for listing under Criteria A–C as an architectural resource:

043-5843 Acca Transportation Yard, Tomlynn Street

The following resource was inaccessible during the current study, and the DHR concurs that a revisit is required to assess eligibility:

127-6840 Warehouse, 2728 Hermitage Road

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

043-5352 Commercial Building, 7601 Compton Road
043-5509 Glen Allen Nursery, 9107 Old Staples Mill Road
043-5510 House, 9105 Oakview Avenue
043-5511 House, 9101 Oakview Avenue
043-5512 Oakview Auto Sales, 9025 Oakview Avenue
043-5513 Office Building/Storage Warehouse, 8717 Oakeview Avenue
043-5514 Harvey's Transmission, 8620 Broadway Avenue
043-5515 Lindsay's Auto Body, 8715 Oakview Avenue
043-5516 VA Woodcrafters LLC, 8609 Oakview Avenue
043-5517 House, 8614 Broadway Avenue
043-5518 House, 8612 Broadway Avenue
043-5519 House, 8608 Broadway Avenue

043-5520 House, 8600 Broadway Avenue
043-5521 Truck and Equipment Repair, 8607 Oakview Avenue
043-5522 Wood Unlimited, 8605 Oakview Avenue
043-5523 American Partition Systems, 8507 Oakview Avenue
043-5524 Tate Construction Co., 8505 Oakview Avenue
043-5525 House, 8504 Broadway Avenue
043-5526 House, 8410 Broadway Avenue
043-5527 Warehouse Hankins & Johann Inc, 7609 Compton Road
043-5528 Puritain Cleaners, 7605 Compton Road
043-5529 Commercial/House, 7604 Compton Road
043-5530 Warehouse, 7606 Compton Road
043-5531 Home Paramount Pest Control, 3900 Bremner Boulevard
043-5532 Renuzit Antique Refinishing, 3902 Bremner Boulevard
043-5533 Hamilton Manufacturing, 7400 Ranco Road
043-5534 PODS, 3021 Vernon Road
043-5535 Miles Auto Service, 7501 Staples Mill Road
043-5536 Hicks Carpet and Tile, 3025 Lincoln Avenue
043-5537 Korman Signs, 3021 Lincoln Avenue
043-5538 Lisa and Co./Envision, 3022 Lincoln Avenue
043-5539 Ballos Precision Machine, 3020 Lincoln Avenue
043-5540 Korman Signs, 3020 Lafayette Avenue
043-5541 Montgomery Body Shop, 3019 Lincoln Avenue
043-5542 Sonnys Painting/SRM Automotive, 3016 Lincoln Avenue
043-5543 Holland Retail Strip, 7037 Staples Mill Road
043-5544 Holland Retail Strip, 7015 Staples Mill Road
043-5545 Pepe's Auto Sales, 3107 Old Hilliard Road
043-5546 Title Max, 6907 Staples Mill Road
043-5547 EAT 33, 6901 Staples Mill Road
043-5548 J.E. Brauns, Inc., 3800 Talley Road
043-5549 C&S Auto and Truck, 3800 Talley Road
043-5550 Peaco Towing/Volvo Parts, 6906 School Avenue
043-5551 Talley and Flanary Gen. Con., 6811 School Avenue
043-5552 CSC Equipment & Supply, 3805 Talley Road
043-5553 West End Machine & Welding, 6808 School Avenue
043-5554 Pugh R W, T/A Fire-X Corp., 6107 Staples Mill Road
043-5555 House, 6909 Greendale Road
043-5556 House, 6907 Greendale Road
043-5557 House, 6912 Chelton Road
043-5558 House, 6910 Chelton Road
043-5559 House, 6906 Chelton Road
043-5560 House, 6904 Chelton Road
043-5561 House, 6900 Chelton Road

043-5562	House, 3022 Putney Road
043-5563	House, 3023 Ruthland Road
043-5564	House, 3022 Ruthland Road
043-5565	House, 6913 Chelton Road
043-5566	House, 3025 Old Hillard Road
043-5567	House, 3109 Putney Road
043-5568	House, 3107 Putney Road
043-5569	House, 3105 Putney Road
043-5570	House, 3101 Putney Road
043-5571	House, 3019 Putney Road
043-5572	House, 3016 Pinehurst Road
043-5573	House, 3018 Pinehurst Road
043-5574	House, 3020 Pinehurst Road
043-5575	House, 3022 Pinehurst Road
043-5576	House, 3024 Pinehurst Road
043-5577	House, 3023 Pinehurst Road
043-5578	House, 3021 Pinehurst Road
043-5579	House, 3019 Pinehurst Road
043-5580	House, 3017 Pinehurst Road
043-5581	House, 3016 Overton Road
043-5582	House, 3018 Overton Road
043-5583	House, 3020 Overton Road
043-5584	House, 3022 Overton Road
043-5585	House, 3021 Overton Road
043-5586	House, 3019 Overton Road
043-5587	House, 3017 Overton Road
043-5588	House, 3016 Kenwood Avenue
043-5589	House, 3018 Kenwood Avenue
043-5590	House, 3020 Kenwood Avenue
043-5591	House, 3022 Kenwood Avenue
043-5592	House, 3023 Kenwood Avenue
043-5593	House, 3021 Kenwood Avenue
043-5594	House, 3019 Kenwood Avenue
043-5595	House, 3017 Kenwood Avenue
043-5596	House, 3018 Maplewood Road
043-5597	House, 3020 Maplewood Road
043-5598	House, 3022 Maplewood Road
043-5599	House, 3024 Maplewood Road
043-5600	House, 3025 Maplewood Road
043-5601	House, 3023 Maplewood Road
043-5602	House, 3021 Maplewood Road
043-5603	House, 3019 Maplewood Road

043-5604 House, 3020 Briar Lane
043-5605 SRC, Inc., 5711 Greendale Road
043-5606 Adamantine Precision Tool, 3117 Aspen Avenue
043-5607 Christian Congregation In US, 3115 Aspen Avenue
043-5608 S. J. Ellen Warehouse, 5805 School Avenue
043-5609 Winn's Hauling Inc., 5801 School Avenue
043-5610 Mi Miriachi Restaurant and Centro American Tire, 3112 Northside Avenue
043-5611 Smart Auto Service, 3112 Northside Avenue
043-5612 Ultrabronz Tanning Supply, 3101 Northside Avenue
043-5613 Service Co. of Virginia, 3131 Southside Avenue
043-5614 House, 5710 Greendale Road
043-5615 J O Contractors, 5708 Greendale Road
043-5616 D L Jones Plumbing, 5700 Greendale Road
043-5617 Ace Electric, 5608 Greendale Road
043-5618 National Marking Products, 5606 Greendale Road
043-5619 House, 3031 Greenway Avenue
043-5620 House, 3108 Dumbarton Road
043-5621 Macoy Publishing and Masonic, 3011 Dumbarton Road
043-5622 F&R Labs, 3015 Dumbarton Road
043-5623 Froehling & Robertson Inc., 3015 Dumbarton Road
043-5624 Comcast, 5401 Staples Mill Road
043-5625 House, 2929 Battery Avenue
043-5626 House, 2928 Oakland Avenue
043-5627 House, 2926 Oakland Avenue
043-5628 House, 2929 Oakland Avenue
043-5629 House, 2927 Oakland Avenue
043-5630 House, 2925 Oakland Avenue
043-5631 BlueLinx, 4700 Bethlehem Road
043-5633 Powhatan Ready Mix, 4607 Racrete Road
043-5634 Titan America, 4608 Racrete Road
043-5635 House, 2706 Gresham Avenue
127-0770 Power Plant at Broad Street Station, 2500 West Broad Street
127-0818 Newtowne Area Historic District
127-0818-0005 House, 2010 West Moore Street
127-0818-0006 House, 2023 West Moore Street
127-0818-0007 House, 1716 West Moore Street
127-0818-0008 House, 2025 West Moore Street
127-0818-0009 House, 1711 West Moore Street
127-0818-0010 House, 2048 West Moore Street
127-0818-0011 House, 2014 West Moore Street
127-0818-0012 House, 2013 West Moore Street
127-0818-0013 House, 1851 West Moore Street

127-0818-0014 House, 1726 West Moore Street
127-0818-0016 House, 2022 West Moore Street
127-0818-0017 House, 2027 West Moore Street
127-0818-0018 House, 2029 West Moore Street
127-0818-0034 House, 2012 Botetourt Street
127-0818-0036 House, 2006 West Moore Street
127-0818-0037 House, 1803 West Moore Street
127-0818-0038 House, 2022 Botetourt Street
127-0818-0039 House, 2025 Botetourt Street
127-5716 House, 1842 Botetourt Street
127-6052 Single Dwelling, 1819 Moore Street
127-6053 Single Dwelling, 1817 Moore Street
127-6075 Academy Hill Historic District
127-6262 National Linen Services Building, 1414 Chamberlayne Parkway
127-6657 Shockoe Commerce, 711 Hospital Street
127-6658 Reco Biotechnology, 710 Hospital Street
127-6659 Staff Zone Industrial Staffing, 501 Hospital Street
127-6660 Talley's Auto Service Center, 1305 North 5th Street
127-6809 Commercial Building, 2121A North Hamilton Street
127-6810 Commercial Building, 2121B North Hamilton Street
127-6811 SABIC's Polymershapes, 2115 North Hamilton Street
127-6812 Roberts Oxygen Co., 2117 North Hamilton Street
127-6813 Commercial Building, 2111 North Hamilton Street
127-6814 United Refrigeration Inc., 2113 North Hamilton Street
127-6815 Solideal On-Site Service, 2103 North Hamilton Street
127-6816 Carter Printing Company, 2007 North Hamilton Street
127-6817 TransEnd, 3312 Rosedale Avenue
127-6818 Acca Yard CSX, 2100 Westwood Avenue
127-6819 Liphart Steel Co Inc, 3308 Rosedale Avenue
127-6820 TurnKey Promotions, 3310 Rosedale Avenue
127-6821 Commercial Building/Warehouse, 3202 Rosedale Avenue
127-6822 AERC Recycling Solutions, 3301 Rosedale Avenue
127-6823 Sampson Coatings Inc., 1900 Ellen Road
127-6824 Siewers Lumber and Millworks, 2001 Ellen Road
127-6825 Commercial Building, 3405 Carlton Street
127-6826 Commercial Building, 3407 Carlton Street
127-6827 Richmond Fencing Club, 3411 1/2 Carlton Street
127-6828 The Weight Room Training Center and Spectrum Press., 3413 Carlton Street
127-6829 AMF Bakery System Headquarters, 2115 W. Laburnum Avenue
127-6830 Warehouse, 1600 Valley Road
127-6831 Former Juvenile Court, 2000 Mecklenburg Street
127-6832 CORT Furniture & Clearance Center, 1207-1209 North Boulevard

127-6833 Auto Service, 1203 North Boulevard
127-6834 Sunny's Wholesale, 957 Myers Street
127-6835 Ashley Elevators, 949 Myers Street
127-6836 Buzz and Ned's Barbeque, 1119 North Boulevard
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127-6843 Gexpro, 1716-2522 Rhoadmiller Street
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127-6860 Crusade for Christ Family Worship, 1700 Moore Street
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127-6864 Warehouse, 1500 Moore Street
127-6865 Warehouse, 900 Brook Road
127-6866 W. W. Nash & Sons Inc., 1409 Brook Road
127-6867 Office, 1422 Brook Road
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127-6874 River City Recycling, 1207 School Street
127-6875 Automotive Specialty LLC, 1215-1217 School Street
127-6876 Virginia Cabinetry LLC, 1221 School Street
127-6877 Kellener, 1301 School Street

127-6878	Richmond Department of Parks and Recreation, 1209 Admiral Street
127-6879	Specialty Drapery, 1221 Admiral Street
127-6880	Warehouse, 1320 School Street
127-6881	House, 1803 Bath Street
127-6882	House, 1801 Bath Street
127-6883	Gilpin Court Apartment Complex
127-6884	Townhouses, 1260-1268 Moore Street
127-6885	Townhouses, 1248-1258 Moore Street
127-6886	Townhouses, 1238-1246 Moore Street
127-6887	Townhouses, 1230-1232 Moore Street
127-6888	Townhouses, 1234-1236 Moore Street
127-6889	Townhouses, 1226-1228 Moore Street
127-6890	Townhouses, 1222-1224 Moore Street
127-6891	Townhouses, 1218-1220 Moore Street
127-6892	Townhouses, 1214-1216 Moore Street
127-6893	Townhouses, 1210-1212 Moore Street
127-6894	Townhouses, 1204-1208 Moore Street
127-6895	Townhouses, 1200-1202 Moore Street
127-6896	Warehouse, 1501 Valley Road
127-6897	Asphalt Emulsion, 1530 Valley Road
127-6898	Brook Road Professional Offices, 1417 Brook Road

Julie Langan
 Julie Langan, Director
 Virginia Department of Historic Resources
 Virginia State Historic Preservation Officer

30 Nov 16
 Date
2014-0666

- Please note the following comments
- V-CRIS forms were provided for 043-5632, 127-6136-0245 and 127-6136-0295 but not included on the commencement list. We believe these properties not to be eligible for the NRHP
 - The photos for 127-6052 and 127-6053 are of the same property.
 - 127-6811: The date on the V-CRIS form ~~is~~ was hand changed from 1947 to 1900 but remains 1947 in the report tables
 - 127-6846: The date on the V-CRIS form was hand changed from 1945 to 1963 but remains 1945 in the report tables



801 E. Main Street, Suite 1000
Richmond, VA 23219

November 15, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 17 (AM Jct to Centralia - S Line) and Segment 19 (AM Jct to Fulton Yard)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 17/AM Jct to Centralia - S Line (AMCE) and Segment 19/AM Jct to Fulton Yard (AMFY) of the larger Project initiative. Segment 17/AMCE includes the area from the I-95/I-64 split in Richmond on the north to Centralia on the south, largely paralleling the "S-line" corridor. Segment 19/AMFY branches off of Segment 17 just south of Main Street Station and runs east along Dock Street terminating east of Darbytown Road. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project*

AM Jct to Centralia - S Line (AMCE) and AM Jct to Fulton Yard (AMFY) Segments, City of Richmond and Chesterfield County. The report was authored by Emily K. Anderson and Heather D. Staton with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

Segment 17 overlaps with the Richmond to Raleigh (R2R) segment of the SEHSR project. Within the architectural APE of the AMCE and AMFY segments, there are 197 resources that were recently surveyed as part of the R2R portion of the SEHSR project. Based on consultation with the DHR in March 2016, they were not formally revisited during the current investigation. Their eligibility determinations from the earlier study will be used during dialogues pertaining to the DC2RVA segment of the SEHSR. A full roster of these resources can be found on page 5-1 through 5-18 of the enclosed report.

The DC2RVA study of Segments 17 and 19 included all resources in the architectural APE of these letters that were not involved in the R2R study. In total, the DC2RVA Project Team surveyed 96 historic architectural resources within the architectural APE in the AMCE and AMFY segments. Of these, nine previously recorded and 87 newly recorded historic resources were identified (see attached Table for a full roster of these resources).

One resource was previously listed in the National Register of Historic Places (NRHP): Southern Stove Works at 516 Dinwiddie Ave (127-6193). Two resources were previously determined to be potentially eligible for the NRHP: Drewry's Bluff /Fort Darling/Fort Drewry (020-0147) and Battle of Chaffin's Farm/New Market Heights Battlefield (043-0307). Because these resources have not been greatly altered and continue to possess the same levels of integrity that made them eligible/potentially eligible for the NRHP, the DC2RVA Project Team recommends that they should retain their previous eligibility status.

As a result of the current survey, one previously identified but unevaluated resource, Winfree Cottage on East Main Street (127-6129), is recommended potentially eligible for the NRHP under Criteria A and C and Criteria Consideration B as a moved resource.

The remaining 92 resources documented during the current survey are recommended not eligible for individual listing on the NRHP. This includes five previously recorded resources and all 87 newly recorded resources.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.



801 E. Main Street, Suite 1000
Richmond, VA 23219

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be listed on the NRHP, as recorded during the DC2RVA/Segment 17 and 19 study (DHR #2014-0666):

127-6193 Southern Stove Works, 516 Dinwiddie Ave (Criteria A & C)

They also concur that the following resources remain potentially eligible for the NRHP:

020-0147 Drewry's Bluff (Fort Darling, Fort Drewry) (Criterion A)

043-0307 Battle of Chaffin's Farm (New Market Heights Battlefield) (Criterion A)

They further concur that the following resources are potentially eligible for the NRHP:

127-6129 Winfree Cottage, East Main Street (Criteria A & C; Criteria Consideration B)

They also concur that the following resource is not individually eligible but is a contributing resource to the Shockoe Slip Historic District (127-0219):

127-0211/127-0219-0109 Davenport Building, 1425 E Cary Street

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

020-5722 Falling Creek Apartment Complex, Marina Drive
020-5723 House, 2405 Chester Hill Circle
020-5724 House, 2407 Chester Hill Circle
020-5725 House, 2401 Aberdeen Road
020-5726 House, 2407 Aberdeen Road
020-5727 House, 2404 Sherbourne Road
020-5728 House, 2403 Sherbourne Road
020-5729 Bellwood Maisonettes, Alfalfa Lane
020-5730 Shady Hill Mobile Homes, 6811 Jefferson Davis Highway
020-5731 House, 2506 Elliham Avenue
020-5732 House, 2510 Elliham Avenue
020-5733 House, 2507 Elliham Avenue
020-5734 Bellwood Terrace Apartments, Noel Street
020-5735 House, 2933 Kingsland Road
020-5736 House, 8931 Dorsey Road
020-5737 House, 3530 Thurston Road
020-5738 House, 3611 Thurston Road
020-5739 House, 9131 Chester Road
020-5740 House, 9045 Chester Road

020-5741	House, 8924 Clovis Street
020-5742	House, 2819 Normandale Avenue
020-5743	House, 2820 Normandale Avenue
020-5744	Industrial Complex (Markham Burial Vault Service), 8400 Jefferson Davis Highway
020-5745	Warehouse (D & D Mechanical Inc.), 2550 Bellwood Road
020-5746	Industrial Complex (Evergreen Enterprises), 2400 Elliham Avenue
127-0148	House, 17th Street and Venable Street
127-0237-0745	House, 706 North Fourth Street
127-0289	Union Hotel, 19th and Main Street
127-5529	Monroe Building, 101 North 14th Street
127-6911	Warehouse (Lumber Sales Corporation), 1336 Oliver Hill Way
127-6912	Industrial Building (Aramark Refreshment Services), 1301 Oliver Hill Way
127-6913	Warehouse (Capital Area Partnership (CAPUP)), 1103 Oliver Hill Way
127-6914	Warehouse (Herod Seeds Inc.), 904-908 Oliver Hill Way
127-6915	Warehouse (Porter Warehouse), 510 Oliver Hill Way
127-6916	Warehouse, 501 Oliver Hill Way
127-6917	Warehouse (Commonwealth/Martin), 1700 Venable Street
127-6918	Industrial Complex, 210 E. 1st Street (Magellan Terminals Holdings)
127-6919	Industrial Complex, 12 Maury Street (First Energy Corp Tank Farm)
127-6920	Commercial Building, 700 Gordon Avenue (Cockrel Logistics Services)
127-6921	Industrial Complex (Estes), 1110 Commerce Road
127-6922	Commercial Building (Ashford Court), 1500 Commerce Road
127-6923	Commercial Building (Consolidated Pipe and Supply Co.), 1516 Commerce Road
127-6924	Commercial Building (Pennington Construction), 2102 Ruffin Road
127-6925	House, 2306 Ruffin Road
127-6926	House, 2308 Ruffin Road
127-6927	House, 2402 Haden Avenue
127-6928	House, 2404 Haden Avenue
127-6929	House, 2406 Haden Avenue
127-6930	House, 2408 Haden Avenue
127-6931	House, 2410 Haden Avenue
127-6932	House, 2412 Haden Avenue
127-6933	House, 2401 Lamberts Avenue
127-6934	House, 2403 Lamberts Avenue
127-6935	House, 2405 Lamberts Avenue
127-6936	House, 2407 Lamberts Avenue
127-6937	House, 2409 Lamberts Avenue
127-6938	House, 2411 Lamberts Avenue
127-6939	House, 2408 Lamberts Avenue
127-6940	House, 2412 Lamberts Road
127-6941	House, 2409 Alexander Avenue

127-6942	House, 2411 Alexander Avenue
127-6943	House, 2413 Alexander Avenue
127-6944	House, 2415 Alexander Avenue
127-6945	House, 2417 Alexander Avenue
127-6946	House, 2408 Alexander Avenue
127-6947	House, 2412 Alexander Avenue
127-6948	House, 3719 Meridian Avenue
127-6949	House, 3717 Meridian Avenue
127-6950	House, 3715 Meridian Avenue
127-6951	House, 3713 Meridian Avenue
127-6952	House, 3711 Meridian Avenue
127-6953	House, 3709 Meridian Avenue
127-6954	House, 3707 Meridian Avenue
127-6955	House, 3705 Meridian Avenue
127-6956	House, 3703 Meridian Avenue
127-6957	House, 3701 Meridian Avenue
127-6958	House, 3700 Meridian Avenue
127-6959	House, 3702 Meridian Avenue
127-6960	House, 3704 Meridian Avenue
127-6961	House, 3706 Meridian Avenue
127-6962	House, 3708 Meridian Avenue
127-6963	House, 3710 Meridian Avenue
127-6964	House, 3712 Meridian Avenue
127-6965	House, 3714 Meridian Avenue
127-6966	House, 3716 Meridian Avenue
127-6967	House, 3718 Meridian Avenue
127-6968	House, 3720 Meridian Avenue
127-6969	House, 3722 Meridian Avenue
127-6970	House, 3724 Meridian Avenue
127-6971	House, 3726 Meridian Avenue
127-6972	House, 2403 Bells Road

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
020-0147	Drewry's Bluff (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	ca. 1862	AMCE	Remains Potentially Eligible
020-5722	Falling Creek Apartment Complex, Marina Drive	Chesterfield County	1964	AMCE	Not Eligible
020-5723	House, 2405 Chester Hill Circle	Chesterfield County	1961	AMCE	Not Eligible
020-5724	House, 2407 Chester Hill Circle	Chesterfield County	1947	AMCE	Not Eligible
020-5725	House, 2401 Aberdeen Road	Chesterfield County	1965	AMCE	Not Eligible
020-5726	House, 2407 Aberdeen Road	Chesterfield County	1950	AMCE	Not Eligible
020-5727	House, 2404 Sherbourne Road	Chesterfield County	1961	AMCE	Not Eligible
020-5728	House, 2403 Sherbourne Road	Chesterfield County	1961	AMCE	Not Eligible
020-5729	Bellwood Maisonettes, Alfalfa Lane	Chesterfield County	1967	AMCE	Not Eligible
020-5730	Shady Hill Mobile Homes, 6811 Jefferson Davis Highway	Chesterfield County	1965	AMCE	Not Eligible
020-5731	House, 2506 Elliham Avenue	Chesterfield County	1947	AMCE	Not Eligible
020-5732	House, 2510 Elliham Avenue	Chesterfield County	1947	AMCE	Not Eligible
020-5733	House, 2507 Elliham Avenue	Chesterfield County	1940	AMCE	Not Eligible
020-5734	Bellwood Terrace Apartments, Noel Street	Chesterfield County	1962	AMCE	Not Eligible
020-5735	House, 2933 Kingsland Road	Chesterfield County	1961	AMCE	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
020-5736	House, 8931 Dorsey Road	Chesterfield County	1958	AMCE	Not Eligible
020-5737	House, 3530 Thurston Road	Chesterfield County	1963	AMCE	Not Eligible
020-5738	House, 3611 Thurston Road	Chesterfield County	1920	AMCE	Not Eligible
020-5739	House, 9131 Chester Road	Chesterfield County	1963	AMCE	Not Eligible
020-5740	House, 9045 Chester Road	Chesterfield County	1956	AMCE	Not Eligible
020-5741	House, 8924 Clovis Street	Chesterfield County	1960	AMCE	Not Eligible
020-5742	House, 2819 Normandale Avenue	Chesterfield County	1950	AMCE	Not Eligible
020-5743	House, 2820 Normandale Avenue	Chesterfield County	1940	AMCE	Not Eligible
020-5744	Industrial Complex (Markham Burial Vault Service), 8400 Jefferson Davis Highway	Chesterfield County	ca. 1965	AMCE	Not Eligible
020-5745	Warehouse (D & D Mechanical Inc.), 2550 Bellwood Road	Chesterfield County	1965	AMCE	Not Eligible
020-5746	Industrial Complex (Evergreen Enterprises), 2400 Elliam Avenue	Chesterfield County	1965	AMCE	Not Eligible
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, Richmond City	1862	AMCE	Remains Potentially Eligible
127-0148	House, 17th Street and Venable Street	Richmond City	ca. 1800	AMFY	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-0211/127-0219-0109	Davenport Building, 1425 E Cary Street	Richmond City	ca. 1900	AMCE	Not Eligible; Contributing to the Shockoe Slip Historic District
127-0237-0745	House, 706 North Fourth Street	Richmond City	ca. 1890	AMCE	Not Eligible
127-0289	Union Hotel, 19th and Main Street	Richmond City	1817	AMFY	Not Eligible
127-5529	Monroe Building, 101 North 14th Street	Richmond City	1980	AMCE	Not Eligible
127-6129	Winfree Cottage, East Main Street	Richmond City	1866	AMCE	Potentially Eligible Under Criteria A and C
127-6193	Southern Stove Works, 516 Dinwiddie Ave	Richmond City	ca. 1920	AMCE	Remains Listed
127-6911	Warehouse (Lumber Sales Corporation), 1336 Oliver Hill Way	Richmond City	ca. 1965	AMFY	Not Eligible
127-6912	Industrial Building (Aramark Refreshment Services), 1301 Oliver Hill Way	Richmond City	1969	AMFY	Not Eligible
127-6913	Warehouse (Capital Area Partnership (CAPUP)), 1103 Oliver Hill Way	Richmond City	ca. 1965	AMFY	Not Eligible
127-6914	Warehouse (Herod Seeds Inc.), 904-908 Oliver Hill Way	Richmond City	1909	AMFY	Not Eligible
127-6915	Warehouse (Porter Warehouse), 510 Oliver Hill Way	Richmond City	1965	AMFY	Not Eligible
127-6916	Warehouse, 501 Oliver Hill Way	Richmond City	1965	AMFY	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6917	Warehouse (Commonwealth/Martin), 1700 Venable Street	Richmond City	ca. 1965	AMFY	Not Eligible
127-6918	Industrial Complex, 210 E. 1st Street (Magellan Terminals Holdings)	Richmond City	ca. 1965	AMCE	Not Eligible
127-6919	Industrial Complex, 12 Maury Street (First Energy Corp Tank Farm)	Richmond City	ca. 1965	AMCE	Not Eligible
127-6920	Commercial Building, 700 Gordon Avenue (Cockrel Logistics Services)	Richmond City	1962	AMCE	Not Eligible
127-6921	Industrial Complex (Estes), 1110 Commerce Road	Richmond City	1954	AMCE	Not Eligible
127-6922	Commercial Building (Ashford Court), 1500 Commerce Road	Richmond City	1954	AMCE	Not Eligible
127-6923	Commercial Building (Consolidated Pipe and Supply Co.), 1516 Commerce Road	Richmond City	1950	AMCE	Not Eligible
127-6924	Commercial Building (Pennington Construction), 2102 Ruffin Road	Richmond City	1955	AMCE	Not Eligible
127-6925	House, 2306 Ruffin Road	Richmond City	1968	AMCE	Not Eligible
127-6926	House, 2308 Ruffin Road	Richmond City	1968	AMCE	Not Eligible
127-6927	House, 2402 Haden Avenue	Richmond City	1964	AMCE	Not Eligible
127-6928	House, 2404 Haden Avenue	Richmond City	1964	AMCE	Not Eligible
127-6929	House, 2406 Haden Avenue	Richmond City	1964	AMCE	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6930	House, 2408 Haden Avenue	Richmond City	1965	AMCE	Not Eligible
127-6931	House, 2410 Haden Avenue	Richmond City	1965	AMCE	Not Eligible
127-6932	House, 2412 Haden Avenue	Richmond City	1965	AMCE	Not Eligible
127-6933	House, 2401 Lamberts Avenue	Richmond City	1963	AMCE	Not Eligible
127-6934	House, 2403 Lamberts Avenue	Richmond City	1963	AMCE	Not Eligible
127-6935	House, 2405 Lamberts Avenue	Richmond City	1963	AMCE	Not Eligible
127-6936	House, 2407 Lamberts Avenue	Richmond City	1963	AMCE	Not Eligible
127-6937	House, 2409 Lamberts Avenue	Richmond City	1963	AMCE	Not Eligible
127-6938	House, 2411 Lamberts Avenue	Richmond City	1955	AMCE	Not Eligible
127-6939	House, 2408 Lamberts Avenue	Richmond City	ca. 1925	AMCE	Not Eligible
127-6940	House, 2412 Lamberts Road	Richmond City	1922	AMCE	Not Eligible
127-6941	House, 2409 Alexander Avenue	Richmond City	1949	AMCE	Not Eligible
127-6942	House, 2411 Alexander Avenue	Richmond City	1946	AMCE	Not Eligible
127-6943	House, 2413 Alexander Avenue	Richmond City	1946	AMCE	Not Eligible
127-6944	House, 2415 Alexander Avenue	Richmond City	1946	AMCE	Not Eligible
127-6945	House, 2417 Alexander Avenue	Richmond City	1946	AMCE	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6946	House, 2408 Alexander Avenue	Richmond City	1949	AMCE	Not Eligible
127-6947	House, 2412 Alexander Avenue	Richmond City	1938	AMCE	Not Eligible
127-6948	House, 3719 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6949	House, 3717 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6950	House, 3715 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6951	House, 3713 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6952	House, 3711 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6953	House, 3709 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6954	House, 3707 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6955	House, 3705 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6956	House, 3703 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6957	House, 3701 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6958	House, 3700 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6959	House, 3702 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6960	House, 3704 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6961	House, 3706 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible

SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	Segment	DC2RVA Project Team Recommendation
127-6962	House, 3708 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6963	House, 3710 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6964	House, 3712 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6965	House, 3714 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6966	House, 3716 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6967	House, 3718 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6968	House, 3720 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6969	House, 3722 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6970	House, 3724 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6971	House, 3726 Meridian Avenue	Richmond City	1964	AMCE	Not Eligible
127-6972	House, 2403 Bells Road	Richmond City	ca. 1965	AMCE	Not Eligible

127-6942	House, 2411 Alexander Avenue
127-6943	House, 2413 Alexander Avenue
127-6944	House, 2415 Alexander Avenue
127-6945	House, 2417 Alexander Avenue
127-6946	House, 2408 Alexander Avenue
127-6947	House, 2412 Alexander Avenue
127-6948	House, 3719 Meridian Avenue
127-6949	House, 3717 Meridian Avenue
127-6950	House, 3715 Meridian Avenue
127-6951	House, 3713 Meridian Avenue
127-6952	House, 3711 Meridian Avenue
127-6953	House, 3709 Meridian Avenue
127-6954	House, 3707 Meridian Avenue
127-6955	House, 3705 Meridian Avenue
127-6956	House, 3703 Meridian Avenue
127-6957	House, 3701 Meridian Avenue
127-6958	House, 3700 Meridian Avenue
127-6959	House, 3702 Meridian Avenue
127-6960	House, 3704 Meridian Avenue
127-6961	House, 3706 Meridian Avenue
127-6962	House, 3708 Meridian Avenue
127-6963	House, 3710 Meridian Avenue
127-6964	House, 3712 Meridian Avenue
127-6965	House, 3714 Meridian Avenue
127-6966	House, 3716 Meridian Avenue
127-6967	House, 3718 Meridian Avenue
127-6968	House, 3720 Meridian Avenue
127-6969	House, 3722 Meridian Avenue
127-6970	House, 3724 Meridian Avenue
127-6971	House, 3726 Meridian Avenue
127-6972	House, 2403 Bells Road


 Julie Langan, Director
 Virginia Department of Historic Resources
 Virginia State Historic Preservation Officer

22 Dec 16
 Date
 2014-0666



801 E. Main Street, Suite 1000
Richmond, VA 23219

October 21, 2016

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 18 (WAY to Centralia – A Line)
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 18/ WAY to Centralia – A Line (WACE) of the larger Project initiative. Segment 18/WACE includes the span between the A-line/S-line split just north of Boulevard in Richmond and the merge of the A-line and S-line in Chesterfield County north of the community of Centralia. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, WAY to Centralia – A Line (WACE) Segment, Chesterfield County and City of Richmond*. The report was authored by Adriana T. Lesiuk and Heather D. Staton with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets

all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 133 historic architectural resources within the WACE segment, 29 of which were previously recorded and 104 were newly recorded historic resources (See attached table for a full roster of recorded resources). The Cedarhurst Neighborhood Historic District (127-6629) was previously determined eligible for the NRHP by DHR staff, and it is recommended to retain that status. The Woodstock Historic District (127-6757) was previously surveyed but unevaluated and it is recommended that it is potentially eligible under Criterion C for Architecture and Community Planning. One newly identified resource, the Rolando Historic District (127-7036), is recommended as potentially eligible under Criterion C for Architecture and Community Planning. Another newly identified resource located within the Rolando Historic District is the Broad Rock House (127-6136-0001), and it is recommended as potentially eligible under Criterion C for Architecture and is non-contributing to the Rolando Historic District (127-6136).

Nine resources are recommended to be not individually eligible for the NRHP but they are contributing elements to the NRHP-eligible Cedarhurst Neighborhood Historic District (127-6629): 127-6372, 127-6373, 127-6374, 127-6375, 127-6396, 127-6397, 127-6398, 127-6399, and 127-6400). The remaining 106 resources are recommended not individually eligible for listing in the NRHP. One resource, the House at 351 W. 49th Street (127-6980), was not accessible during the time of survey; and therefore, an eligibility recommendation could not be made.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP, as recorded during the DC2RVA/Segment 18 study (DHR #2014-0666):

127-6629 Cedarhurst Neighborhood Historic District (Criteria A & C)

They further concur that the following resources are potentially eligible for the NRHP:

127-6757 Woodstock Historic District (Criterion C)
127-7036 Rolando Historic District (Criterion C)
127-7036-0001 Broad Rock House, 2011 S. Kinsley Avenue (Criterion C)

They concur that the following resources are eligible for the NRHP as contributing elements to the Cedarhurst Neighborhood Historic District (127-6629), but are not individually eligible for listing under Criteria A–C as architectural resources:

127-6372 Morgan House, 5238 Jahnke Road
127-6373 Torgerson House, 5228 Jahnke Road
127-6374 Bruce House, 5218 Jahnke Road
127-6375 Johnson House, 5208 Jahnke Road
127-6396 Coxon Heights House, 1057 Boroughbridge Road
127-6397 Muse House, 1051 Boroughbridge Road
127-6398 Bowles House, 1056 Boroughbridge Road
127-6399 Kidd House, 1055 Leicester Road
127-6400 Bullock House, 1047 Leicester Road

The following resource was inaccessible during the current study, and the DHR concurs that a revisit is required to assess eligibility:

127-6980 House, 351 W. 49th Street

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

020-0177 Drewery Bluff Post Office, 6810 Dalebrook Drive
020-0342 Branch Cemetery, 3700 Kingsland Road
020-5349 Centralia Railway Stationmaster's Residence, Clarke Residence, House, 4515 Centralia Road
020-5747 Gibson Industrial Inc./Industrial Building, 2804 Walmsley Blvd (Rt 647)
020-5748 House, 4906 Castlewood Road
020-5749 Church, 4909 Castlewood Road
020-5750 Seaboard Concrete, 2810 Cardwell Road/5000 Castlewood Road
020-5751 Atlantic Construction Fabrics Inc./Warehouse, 2831 Cardwell Road

020-5752	Industrial Building, 3008 Falling Creek Ave
020-5753	Industrial Building, 3012 Falling Creek Avenue
020-5754	Raven Machine Co./Industrial, 3015 Falling Creek Avenue
020-5755	House, 5200 Shady Lane
020-5756	House, 3029 Goolsby Avenue
020-5757	House, 3019 Goolsby Avenue
020-5758	House, 3040 Freedom Lane
020-5759	House, 3032 Freedom Lane
020-5760	House, 3024 Freedom Lane
020-5761	House, 3016 Freedom Lane
020-5762	House, 3138 Cogbill Road
020-5763	Parkdale Maisonelles Apartments, 3145 Parkdale Road
020-5764	Bensley Elementary School, 6600 Strathmore Road
020-5765	House, 6425 S. Beulah Road
020-5766	House, 6639 Dalebrook Drive
020-5767	House, 6663 Dalebrook Drive
020-5768	House, 6662 Dalebrook Drive
020-5769	House, 6800 Dalebrook Drive
020-5770	Duplex, 3410 Bluffside Drive
020-5771	House, 3401 Bluffside Drive
020-5772	House, 3421 Bluffside Drive
020-5773	House, 7010 Dalebrook Drive
020-5774	House, 7200 Dalebrook Drive
020-5775	House, 7210 Dalebrook Drive
020-5776	House, 3702 Kingsland Road
020-5777	House, 3530 Kingsland Road
020-5779	Falling Creek Historic District
127-0434	Hickory Hill Community Center/Hickory Hill School, 3000 Belt Boulevard
127-0852	Jefferson Davis Highway Area Historic District
127-6376	Nelson House, 1200 Jahnke Road
127-6377	Smith House, 1202 Jahnke Road
127-6378	Cardwell House, 1204 Jahnke Road
127-6379	Kellum House, 1206 Jahnke Road
127-6380	Glidewell House, 5100 Dorchester Road
127-6381	Perrin House, 5102 Dorchester Road
127-6382	Eckberg House, 5103 Dorchester Road
127-6383	Holmquist House, 5101 Dorchester Road
127-6392	Somerville House, 1205 Jahnke Road
127-6393	Struman House, 1201 Jahnke Road
127-6394	Jenkins House, 5206 Clarence St
127-6395	Augnst House, 5208 Clarence St
127-6515	Cemetery, 4909 Besset Avenue

127-6978	Four Paws Pet Resort/Commercial Building, 1915 N Hamilton St
127-6979	Forest View Volunteer Rescue Squad #1, 5327 Forest Hill Avenue
127-6981	Southside Builder Supply Corp. /Warehouse, 20 Westover Hills Boulevard
127-6982	American Paper and Chemical Company, 5000 Old Midlothian Turnpike
127-6983	Office, 4923 Old Midlothian Turnpike
127-6984	Riverside Auto Repair, 4919 Old Midlothian Turnpike
127-6985	Power Max Auto Repair and Maintenance, 4911 Old Midlothian Turnpike/2A E. Belt Boulevard
127-6986	Restaurant, 110 Belt Boulevard
127-6987	Service Station, 100 Belt Boulevard
127-6988	Title Max Loan, 20 Belt Boulevard
127-6989	Kloke Group, 10 Belt Boulevard
127-6990	Service Garage, 2 Belt Boulevard
127-6991	Southside Plaza, 4010 Hull Street
127-6992	House, 1400 Clarkson Court
127-6993	House, 1401 Clarkson Court
127-6994	American Legion Post 137, 4100 Sunlight Avenue
127-6995	Pat's Auto Repair, 1610 Broad Rock Blvd
127-6996	Strip Mall, 1732–1806 Broad Rock Boulevard
127-6997	James' Food Store, 1808 Broad Rock Boulevard
127-6998	Centro Automotive, 1801 Broad Rock Boulevard
127-6999	Store, 1807 Broad Rock Boulevard
127-7000	B&L Sales Services, 1809 Broad Rock Boulevard
127-7001	U.S. Army Reserve Area Maintenance Support Activity #90, 1741 Belt Boulevard
127-7002	Fatty's Auto, 1701 Broad Rock Boulevard
127-7003	Douglas Aquatics/Office, 1900 Belt Boulevard
127-7004	Commercial Building, 1800–1808 Belt Boulevard
127-7005	Stamie E. Lyttle Co./Industrial Building, 2300 Belt Boulevard
127-7006	S.A. Toler Construction Inc./Industrial Buildings, 2221 Belt Boulevard
127-7007	5 Star CDL Training/Industrial Building, 2201 E Belt Blvd
127-7008	Temple of God/Church, 2105 Belt Boulevard
127-7009	House, 2424 Hopkins Lane
127-7010	House, 2510 Hopkins Lane
127-7011	Cemetery, Hopkins Lane
127-7012	House, 2600 Belt Boulevard
127-7013	House, 2606 Belt Boulevard
127-7014	House, 2612 Belt Boulevard
127-7015	House, 2626 Belt Boulevard
127-7016	House, 2700 Belt Boulevard
127-7017	House, 2701 Belt Boulevard
127-7018	House, 2807 Belt Boulevard
127-7019	House, 2815 Belt Boulevard

- 127-7020 House, 3820 Terminal Avenue
- 127-7021 House, 3811 Terminal Avenue
- 127-7022 Crab Hut, 3601 Terminal Avenue
- 127-7023 House, 3300 Platinum Road
- 127-7024 House, 3310 Platinum Road
- 127-7025 House, 3500 Platinum Road
- 127-7026 House, 3500 Rosanell Lane
- 127-7027 Somerset Glen Apartment Complex, 462 Westover Hills Boulevard
- 127-7030 Deerbourne Historic District
- 127-7031 Brock Rock Historic District
- 127-7031-0001 House, 1441 Broad Rock Blvd
- 127-7032 Green Acres Historic District
- 127-7033 Amphill Heights Historic District
- 127-7033-0001 House, 4221 Banton Street
- 127-7034 Forest View Heights Historic District
- 127-7035 Forest View Historic District
- 127-7035-0001 House, 711 Hill Top Drive
- 127-7035-0002 House, 717 Hill Top Drive
- 127-7035-0003 House, 720 Hill Top Drive
- 127-7035-0004 House, 813 Hill Top Drive
- 127-7037 Woodstock Subdivision B Historic District
- 127-7038 McGuire Manor Historic District
- 127-7039 Oak View Mobile Home Park, 5000 Midlothian Turnpike
- 127-7040 Warehouse, 1600–1602 Belleville Street
- 127-7041 Westover Court Historic District
- 127-7042 Holmes Heights Historic District
- 127-7043 Westover Hills Historic District
- 127-7043-0001 House, 5222 Devonshire Road

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey or require further study.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
020-0177	Drewery Bluff Post Office, 6810 Dalebrook Drive	Chesterfield County	ca. 1920	Not Eligible
020-0342	Branch Cemetery, 3700 Kingsland Road	Chesterfield County	ca. 1800	Not Eligible
020-5349	Centralia Railway Stationmaster's Residence, Clarke Residence, House, 4515 Centralia Road	Chesterfield County	1917	Remains Not Eligible
020-5747	Gibson Industrial Inc./Industrial Building, 2804 Walmsley Blvd (Rt 647)	Chesterfield County	1959	Not Eligible
020-5748	House, 4906 Castlewood Road	Chesterfield County	1945	Not Eligible
020-5749	Church, 4909 Castlewood Road	Chesterfield County	1945	Not Eligible
020-5750	Seaboard Concrete, 2810 Cardwell Road/5000 Castlewood Road	Chesterfield County	pre-1968	Not Eligible
020-5751	Atlantic Construction Fabrics Inc./Warehouse, 2831 Cardwell Road	Chesterfield County	1963	Not Eligible
020-5752	Industrial Building, 3008 Falling Creek Ave	Chesterfield County	1965	Not Eligible
020-5753	Industrial Building, 3012 Falling Creek Avenue	Chesterfield County	1963	Not Eligible
020-5754	Raven Machine Co./Industrial, 3015 Falling Creek Avenue	Chesterfield County	1939	Not Eligible
020-5755	House, 5200 Shady Lane	Chesterfield County	1957	Not Eligible
020-5756	House, 3029 Goolsby Avenue	Chesterfield County	1967	Not Eligible
020-5757	House, 3019 Goolsby Avenue	Chesterfield County	1942	Not Eligible
020-5758	House, 3040 Freedom Lane	Chesterfield County	1943	Not Eligible
020-5759	House, 3032 Freedom Lane	Chesterfield County	1935	Not Eligible
020-5760	House, 3024 Freedom Lane	Chesterfield County	1945	Not Eligible
020-5761	House, 3016 Freedom Lane	Chesterfield County	1935	Not Eligible
020-5762	House, 3138 Cogbill Road	Chesterfield County	1960	Not Eligible
020-5763	Parkdale Maisonnelles Apartments, 3145 Parkdale Road	Chesterfield County	1955	Not Eligible
020-5764	Bensley Elementary School, 6600 Strathmore Road	Chesterfield County	1954	Not Eligible
020-5765	House, 6425 S. Beulah Road	Chesterfield County	1960	Not Eligible
020-5766	House, 6639 Dalebrook Drive	Chesterfield County	1952	Not Eligible
020-5767	House, 6663 Dalebrook Drive	Chesterfield County	1950	Not Eligible
020-5768	House, 6662 Dalebrook Drive	Chesterfield County	1948	Not Eligible
020-5769	House, 6800 Dalebrook Drive	Chesterfield County	1921	Not Eligible
020-5770	Duplex, 3410 Bluffside Drive	Chesterfield County	1922	Not Eligible
020-5771	House, 3401 Bluffside Drive	Chesterfield County	1890	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
020-5772	House, 3421 Bluffside Drive	Chesterfield County	1925	Not Eligible
020-5773	House, 7010 Dalebrook Drive	Chesterfield County	1897	Not Eligible
020-5774	House, 7200 Dalebrook Drive	Chesterfield County	1957	Not Eligible
020-5775	House, 7210 Dalebrook Drive	Chesterfield County	ca. 1900	Not Eligible
020-5776	House, 3702 Kingsland Road	Chesterfield County	ca. 1940	Not Eligible
020-5777	House, 3530 Kingsland Road	Chesterfield County	1955	Not Eligible
020-5779	Falling Creek Historic District	Chesterfield County	1945–1968	Not Eligible
127-0434	Hickory Hill Community Center/Hickory Hill School, 3000 Belt Boulevard	City of Richmond	ca. 1910	Not Eligible
127-0852	Jefferson Davis Highway Area Historic District	City of Richmond	post-1919	Not Eligible
127-6372	Morgan House, 5238 Jahnke Road	City of Richmond	1947	Remains Not Eligible; Contributing to Cedarhurst Neighborhood HD
127-6373	Torgerson House, 5228 Jahnke Road	City of Richmond	1947	Remains Not Eligible; Contributing to Cedarhurst Neighborhood HD
127-6374	Bruce House, 5218 Jahnke Road	City of Richmond	1947	Remains Not Eligible; Contributing to Cedarhurst Neighborhood HD
127-6375	Johnson House, 5208 Jahnke Road	City of Richmond	1947	Remains Not Eligible; Contributing to Cedarhurst Neighborhood HD
127-6376	Nelson House, 1200 Jahnke Road	City of Richmond	1943	Remains Not Eligible
127-6377	Smith House, 1202 Jahnke Road	City of Richmond	1943	Remains Not Eligible
127-6378	Cardwell House, 1204 Jahnke Road	City of Richmond Richmond	1943	Remains Not Eligible
127-6379	Kellum House, 1206 Jahnke Road	City of Richmond	1943	Remains Not Eligible
127-6380	Glidewell House, 5100 Dorchester Road	City of Richmond	1942	Remains Not Eligible
127-6381	Perrin House, 5102 Dorchester Road	City of Richmond	1942	Remains Not Eligible
127-6382	Eckberg House, 5103 Dorchester Road	City of Richmond	1942	Remains Not Eligible
127-6383	Holmquist House, 5101 Dorchester Road	City of Richmond	1942	Remains Not Eligible
127-6392	Somerville House, 1205 Jahnke Road	City of Richmond	1940	Remains Not Eligible
127-6393	Struman House, 1201 Jahnke Road	City of Richmond	1929	Remains Not Eligible
127-6394	Jenkins House, 5206 Clarence St	City of Richmond	1950	Remains Not Eligible
127-6395	Augnst House, 5208 Clarence St	City of Richmond	1920	Remains Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-6396	Coxon Heights House, 1057 Boroughbridge Road	City of Richmond	1954	Remains Not Eligible; Contributing to Cedarhurst HD
127-6397	Muse House, 1051 Boroughbridge Road	City of Richmond	1950	Remains Not Eligible; Contributing to Cedarhurst HD
127-6398	Bowles House, 1056 Boroughbridge Road	City of Richmond	1954	Remains Not Eligible; Contributing to Cedarhurst HD
127-6399	Kidd House, 1055 Leicester Road	City of Richmond	1949	Remains Not Eligible; Contributing to Cedarhurst HD
127-6400	Bullock House, 1047 Leicester Road	City of Richmond	1947	Remains Not Eligible; Contributing to Cedarhurst HD
127-6515	Cemetery, 4909 Besset Avenue	City of Richmond	ca. 1901	Not Eligible
127-6629	Cedarhurst Neighborhood Historic District	City of Richmond	1941–1968	Remains Eligible
127-6757	Woodstock Historic District	City of Richmond	ca. 1940	Potentially Eligible under Criterion C
127-6978	Four Paws Pet Resort/Commercial Building, 1915 N Hamilton St	City of Richmond	ca. 1910	Not Eligible
127-6979	Forest View Volunteer Rescue Squad #1, 5327 Forest Hill Avenue	City of Richmond	1964	Not Eligible
127-6980	House, 351 W. 49th Street	City of Richmond	1958	Not accessible; Further Survey Required
127-6981	Southside Builder Supply Corp. /Warehouse, 20 Westover Hills Boulevard	City of Richmond	ca. 1950	Not Eligible
127-6982	American Paper and Chemical Company, 5000 Old Midlothian Turnpike	City of Richmond	ca. 1965	Not Eligible
127-6983	Office, 4923 Old Midlothian Turnpike	City of Richmond	1960	Not Eligible
127-6984	Riverside Auto Repair, 4919 Old Midlothian Turnpike	City of Richmond	ca. 1960	Not Eligible
127-6985	Power Max Auto Repair and Maintenance, 4911 Old Midlothian Turnpike/2A E. Belt Boulevard	City of Richmond	ca. 1965	Not Eligible
127-6986	Restaurant, 110 Belt Boulevard	City of Richmond	1967	Not Eligible
127-6987	Service Station, 100 Belt Boulevard	City of Richmond	ca. 1950	Not Eligible
127-6988	Title Max Loan, 20 Belt Boulevard	City of Richmond	ca. 1965	Not Eligible
127-6989	Kloke Group, 10 Belt Boulevard	City of Richmond	ca. 1965	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-6990	Service Garage, 2 Belt Boulevard	City of Richmond	1959	Not Eligible
127-6991	Southside Plaza, 4010 Hull Street	City of Richmond	1953	Not Eligible
127-6992	House, 1400 Clarkson Court	City of Richmond	1968	Not Eligible
127-6993	House, 1401 Clarkson Court	City of Richmond	1966	Not Eligible
127-6994	American Legion Post 137, 4100 Sunlight Avenue	City of Richmond	1957	Not Eligible
127-6995	Pat's Auto Repair, 1610 Broad Rock Blvd	City of Richmond	1965	Not Eligible
127-6996	Strip Mall, 1732-1806 Broad Rock Boulevard	City of Richmond	ca. 1962	Not Eligible
127-6997	James' Food Store, 1808 Broad Rock Boulevard	City of Richmond	ca. 1962	Not Eligible
127-6998	Centro Automotive, 1801 Broad Rock Boulevard	City of Richmond	ca. 1955	Not Eligible
127-6999	Store, 1807 Broad Rock Boulevard	City of Richmond	ca. 1960	Not Eligible
127-7000	B&L Sales Services, 1809 Broad Rock Boulevard	City of Richmond	ca. 1960	Not Eligible
127-7001	U.S. Army Reserve Area Maintenance Support Activity #90, 1741 Belt Boulevard	City of Richmond	ca. 1965	Not Eligible
127-7002	Fatty's Auto, 1701 Broad Rock Boulevard	City of Richmond	ca. 1955	Not Eligible
127-7003	Douglas Aquatics/Office, 1900 Belt Boulevard	City of Richmond	1955	Not Eligible
127-7004	Commercial Building, 1800-1808 Belt Boulevard	City of Richmond	1940	Not Eligible
127-7005	Stamie E. Lyttle Co./Industrial Building, 2300 Belt Boulevard	City of Richmond	1953	Not Eligible
127-7006	S.A. Toler Construction Inc./Industrial Buildings, 2221 Belt Boulevard	City of Richmond	1959	Not Eligible
127-7007	5 Star CDL Training/Industrial Building, 2201 E Belt Blvd	City of Richmond	ca. 1965	Not Eligible
127-7008	Temple of God/Church, 2105 Belt Boulevard	City of Richmond	1958	Not Eligible
127-7009	House, 2424 Hopkins Lane	City of Richmond	1950	Not Eligible
127-7010	House, 2510 Hopkins Lane	City of Richmond	1955	Not Eligible
127-7011	Cemetery, Hopkins Lane	City of Richmond	1935	Not Eligible
127-7012	House, 2600 Belt Boulevard	City of Richmond	1949	Not Eligible
127-7013	House, 2606 Belt Boulevard	City of Richmond	1940	Not Eligible
127-7014	House, 2612 Belt Boulevard	City of Richmond	1946	Not Eligible
127-7015	House, 2626 Belt Boulevard	City of Richmond	1947	Not Eligible
127-7016	House, 2700 Belt Boulevard	City of Richmond	1900	Not Eligible
127-7017	House, 2701 Belt Boulevard	City of Richmond	1913	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7018	House, 2807 Belt Boulevard	City of Richmond	1930	Not Eligible
127-7019	House, 2815 Belt Boulevard	City of Richmond	1949	Not Eligible
127-7020	House, 3820 Terminal Avenue	City of Richmond	1946	Not Eligible
127-7021	House, 3811 Terminal Avenue	City of Richmond	1950	Not Eligible
127-7022	Crab Hut, 3601 Terminal Avenue	City of Richmond	ca. 1955	Not Eligible
127-7023	House, 3300 Platinum Road	City of Richmond	1930	Not Eligible
127-7024	House, 3310 Platinum Road	City of Richmond	1930	Not Eligible
127-7025	House, 3500 Platinum Road	City of Richmond	1930	Not Eligible
127-7026	House, 3500 Rosanell Lane	City of Richmond	1960	Not Eligible
127-7027	Somerset Glen Apartment Complex, 462 Westover Hills Boulevard	City of Richmond	1967	Not Eligible
127-7030	Deerbourne Historic District	City of Richmond	1963–1966	Not Eligible
127-7031	Brock Rock Historic District	City of Richmond	1948–1960	Not Eligible
127-7031-0001	House, 1441 Broad Rock Blvd	City of Richmond	1934	Not Eligible
127-7032	Green Acres Historic District	City of Richmond	1947–1968	Not Eligible
127-7033	Ampthill Heights Historic District	City of Richmond/ Chesterfield County	1939–1966	Not Eligible
127-7033-0001	House, 4221 Banton Street	City of Richmond	1939	Not Eligible
127-7034	Forest View Heights Historic District	City of Richmond	1941–1968	Not Eligible
127-7035	Forest View Historic District	City of Richmond	1926–1962	Not Eligible
127-7035-0001	House, 711 Hill Top Drive	City of Richmond	1924	Not Eligible
127-7035-0002	House, 717 Hill Top Drive	City of Richmond	1926	Not Eligible
127-7035-0003	House, 720 Hill Top Drive	City of Richmond	1930	Not Eligible
127-7035-0004	House, 813 Hill Top Drive	City of Richmond	1923	Not Eligible
127-7036	Rolando Historic District	City of Richmond	1946–1950	Potentially Eligible under Criterion C
127-7036-0001	Broad Rock House, 2011 S. Kinsley Avenue	City of Richmond	1770	Potentially Eligible under Criterion C; Non-Contributing to Rolando HD
127-7037	Woodstock Subdivision B Historic District	City of Richmond	1950–1960	Not Eligible
127-7038	McGuire Manor Historic District	City of Richmond	1953–1968	Not Eligible
127-7039	Oak View Mobile Home Park, 5000 Midlothian Turnpike	City of Richmond	ca. 1965	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey or require further study.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7040	Warehouse, 1600–1602 Belleville Street	City of Richmond	1964	Not Eligible
127-7041	Westover Court Historic District	City of Richmond	1942–1944	Not Eligible
127-7042	Holmes Heights Historic District	City of Richmond	1941–1950	Not Eligible
127-7043	Westover Hills Historic District	City of Richmond	1925–1965	Not Eligible
127-7043-0001	House, 5222 Devonshire Road	City of Richmond	1925	Not Eligible



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
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3 November 2016

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Architectural survey for SEHSR, Washington, DC to Richmond, Virginia, Segment 18
Chesterfield County and City of Richmond
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the architectural survey for Segment 18 (WAY to Centralia--A line) in the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The survey identified 133 architectural properties 48 years old or older within the project Area of Potential Effects (APE) for Segments 18. Of these 133 architectural properties, twenty-nine had been previously surveyed and 104 were newly documented by the consultant. One property, Cedarhurst Neighborhood Historic District (DHR Inventory No. 127-6629), was earlier determined eligible for listing in the National Register of Historic Places (NRHP) by DHR, and the consult recommends that this status not be changed. The DHR concurs with this assessment.

In addition to Cedarhurst Neighborhood Historic District the consultant recommends that the previously recorded but not evaluated Woodstock Historic District (DHR Inventory No. 127-6757) and the newly documented resource, Rolando Historic District (DHR Inventory No. 127-7036), warrant NRHP-listing under Criterion C for their architectural merit. The DHR does not agree with this assessment and believe that these two historic district lack architectural distinction and, therefore, should not be eligible for listing in the NRHP. The consultant also recommends that Broad Rock House (DHR Inventory No. 127-6136-0001) is worthy of NRHP listing under Criterion C. The DHR does concur with this recommendation. Additionally, the consultant recommends Westover Hills Historic District (DHR Inventory No. 127-7043) as not being eligible for listing in the NRHP. The DHR disagrees with this assessment and believes that Westover Hills Historic District is potentially eligible under Criterion C.

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

With respect to the remaining properties recorded for Segment 18, DHR concurs that the following are not eligible for listing in the NRHP; DHR Inventory Nos. 020-0177, 020-0342, 020-5349, 020-5747 through 020-5777 (inclusive), 020-5779, 127-0434, 127-0852, 127-6372 through 127-6383 (inclusive), 127-6323 through 127-6400 (inclusive), 127-6515, 127-6978, 127-6979, 127-6981 through 127-7027 (inclusive), 127-7030, 127-7031, 127-7031-0001, 127-7032, 127-7033, 127-7033-0001, 127-7034, 127-7035, 127-7035-0001 through 0004 (inclusive), 127-7037 through 127-7042 (inclusive), and 127-7043-0001. Finally, DHR Inventory No. 127-6980 was inaccessible to the surveyor and DHR agrees with the consultant that further information is needed in order to make an eligibility determination. However, if you want to assume NRHP-eligibility for this property the Section 106 process may proceed without additional survey.

It should be noted that while reviewing the architectural survey report and accompanying V-CRIS forms DHR noticed discrepancies in information provided in the report and what was on the V-CRIS forms. The conflicting information is noted below and we request that either the report or individual V-CRIS form be corrected, whichever is in error.

- 020-0177: Tables in report give construction date as c.1920, but the date give on V-CRIS form is c. 1900
- 020-5750: Tables in report give construction date as pre-1968, but the date give on V-CRIS form is c. 1963
- 020-5754: Tables in report give construction date as 1939, but the date give on V-CRIS form is 1935
- 020-5766: Tables in report give construction date as 1952, but the date give on V-CRIS form is 1950
- 020-5767: Tables in report give construction date as 1950, but the date give on V-CRIS form is 1948
- 020-5768: Tables in report give construction date as 1948, but the date give on V-CRIS form is 1940
- 127-6380: Tables in report give construction date as 1942, but the date give on V-CRIS form is c. 1943
- 127-6381: Tables in report give construction date as 1942, but the date give on V-CRIS form is c. 1943
- 127-7007: Tables in report give construction date as c. 1965, but the date give on V-CRIS form is c. 1958

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,



Marc Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT



801 E. Main Street, Suite 1000
Richmond, VA 23219

January 20, 2017

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Structures and Railroad Tracks
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate identification studies for structures located within the architectural Area of Potential Effects (APE) for Segments 1–20 (main line corridor). [Structures identification studies were not completed on the Fredericksburg or Ashland bypasses (Segments 21 and 22, respectively), as these areas were the subject of a Phase IA reconnaissance survey only.] Identification of structures was not included in the Segments 1–20 architectural technical reports as several structures span multiple segments. Similarly, there are three railroad systems that cross through several segments; these three rail systems are also included in this report.

Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. The report was authored by Kristine A. Chase with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, 126 structures were identified within the corridor's architectural APE. Of these, 32 are previously recorded and 94 newly recorded historic structures were identified. One previously recorded resource, the Virginia Central Railway Historic District (088-5364), was previously determined by DHR to be eligible for the NRHP. In addition, four previously recorded structures were determined by DHR to be potentially eligible for the NRHP: Chesapeake & Ohio Railroad, 007-5513; Mayo Bridge, northern segment of 14th Street Bridge, 127-5809; Southern Railway, 127-6792; and Chesapeake & Ohio Railroad, 127-6793. The DC2RVA Project Team recommends that these structures should retain their previous eligibility status.

In addition, as a result of the current survey, four structures are recommended potentially eligible for listing in the NRHP under Criteria A–C. These include two railroad historic districts (029-5724 and 500-0001) and two railroad bridges (111-0132-0025 and 500-0001-0022).

The remaining 117 structures are recommended to be not eligible for individual listing in the NRHP.

In addition to their individual eligibility recommendation, several structures within the DC2RVA corridor are located within the boundaries of potentially eligible/eligible/listed historic districts (n=99 or 78.5 percent). Of those, Dovetail recommends that 57 are contributing structures to their respective historic district(s) and 42 are noncontributing. (A table is attached showing the resource numbers, names and addresses of these resources.)

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP and is a contributing element to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II, as recorded during the DC2RVA/Structures study (DHR #2014-0666):

088-5364 Virginia Central Railway Historic District

They also concur that the following resources remain potentially eligible for the NRHP as individual resources:

127-6792 Southern Railway
127-6793 Chesapeake & Ohio Railroad

The further concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Doswell Historic District:

007-5513 Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad

They concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Manchester Warehouse and Industrial Historic District:

127-5809 Mayo Bridge, northern segment of 14th Street Bridge

They also concur that the following resource is potentially eligible for the NRHP as an individual resource:

500-0001 Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District,
Potomac River to Broad Street Station

They further concur that the following resource is potentially eligible for the NRHP as an individual resource and should remain listed on the Virginia Landmarks Register (VLR):

029-5724 Fort Belvoir Military Railroad Historic Corridor

They concur that the following resource is potentially eligible for the NRHP as an individual resource and contributes to the RF&P Railroad Historic District:

500-0001-0022 Bridge, CSX Tracks over Occoquan River

They also concur that the following resource is potentially eligible as an individual resource and contributes to the Fredericksburg Historic District and the RF&P Railroad Historic District:

111-0132-0025 Rappahannock River Railroad Bridge

They further concur that the following resources are not individually eligible but contribute to the RF&P Railroad Historic District:

042-0103 RF&P Railroad Trestle Piers and Bridge
042-0731 RF&P Railroad North Anna River Crossing
042-5767 Bridge, Ellets Crossing over CSX Tracks
089-0045 RF&P Railroad Bridge
089-0080 Bridge #6075, RF&P Tunnel Bridge
089-0194 RF&P Railroad Bridge
500-0001-0001 Bridge, CSX Tracks over White Oak Road
500-0001-0004 Bridge, CSX Tracks over Commonwealth Avenue
500-0001-0005 Bridge, CSX Tracks over King Street
500-0001-0008 Culvert, CSX Tracks over Hazel Run
500-0001-0016 Bridge, CSX Tracks over Newington Road
500-0001-0017 Bridge, CSX Tracks over Accotink Creek
500-0001-0018 Bridge, CSX Tracks over Pohick Creek
500-0001-0019 Culvert, CSX Tracks over stream, west of Lorton Market Street
500-0001-0023 Culvert, CSX Tracks, west of Dabney Road
500-0001-0024 Culvert, CSX Tracks over Marumsco Creek
500-0001-0025 Culvert, CSX Tracks over Marumsco Acres Lake
500-0001-0028 Bridge, CSX Tracks over Powell's Creek & Daniel K. Ludwig Drive
500-0001-0029 Bridge, CSX Tracks over Aquia Creek
500-0001-0030 Culvert, CSX Tracks over Accokeek Creek
500-0001-0031 Culvert, CSX Tracks over stream, west of Bexley Lane
500-0001-0032 Culvert, CSX Tracks over Claiborne Run
500-0001-0033 RF&P Fredericksburg Interlocking Tower
500-0001-0035 Culvert, CSX Tracks, south of Kings Dominion Boulevard
500-0001-0036 Culvert, CSX Tracks, south of Gwathemy Church Road
500-0001-0037 Bridge, CSX Tracks over Chickahominy River
500-0001-0038 Culvert, CSX Tracks over North Run
500-0001-0039 Culvert, CSX Tracks over Hungary Creek
500-0001-0050 Bridge, CSX Tracks over Farm Creek
500-0001-0051 Bridge, CSX Tracks over Deep Run
500-0001-0052 Railroad Bridge, East of Len Hart Lane
500-0001-0053 Railroad Bridge, South of Len Hart Lane
500-0001-0054 Railroad Bridge, East of Mont Trail
500-0001-0055 Railroad Bridge, North of Claiborne Crossing Road

- 500-0001-0056 Railroad Bridge, North of Stonewall Jackson Shrine
- 500-0001-0057 Bridge, CSX Tracks over Mattaponi River
- 500-0001-0058 Bridge, CSX Tracks over Polecat Creek

They concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Doswell Historic District:

- 500-0001-0012 Culvert, CSX Tracks, south of Doswell station

They also concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Taylorsville Road Historic District:

- 500-0001-0002 Bridge, CSX Tracks over Little River

They further concur that the following resource is not individually eligible but contributes to the Taylorsville Road Historic District:

- 042-5306 RF&P Bridge over Rt. 689

They concur that the following resources are not individually eligible but contribute to the Atlantic Coast Line (ACL) Railroad Historic District:

- 020-5780 Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive
- 020-5781 Bridge, CSX Tracks over Falling Creek and Cogbill Road
- 127-6251-0008 Bridge, CSX Tracks over Proctors Creek
- 127-6251-0009 Bridge, CSX Tracks over Kingsland Creek

They also concur that the following resource is not individually eligible but contributes to the Atlantic Coast Line Railroad Historic District and the Bellwood-Richmond Quartermaster Depot Historic District

- 020-5782 Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road

They further concur that the following resources are not individually eligible but contribute to the Seaboard Air Line (SAL) Railroad Historic District:

- 020-5624 SAL Railroad Bridge over Falling Creek
- 020-5625 Elliham Avenue Bridge over SAL
- 127-5149 Bridge #2835
- 127-6271-0014 Bridge, CSX Tracks over Proctors Creek

They concur that the following resource is not individually eligible but contributes to the C&O Railroad Historic District:

127-5662 Chesapeake & Ohio Viaduct on James River

They also concur that the following resource is not individually eligible but contributes to the Fredericksburg Historic District Extension:

111-0009-0017 Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad

They further concur that the following resource is not individually eligible but contributes to the George Washington Memorial Parkway (GWMP):

029-0218-0001 Bridge, GWMP exit ramp over Mount Vernon Trail

500-0001-0041 Bridge, CSX Tracks over GWMP

They concur that the following resource is not individually eligible but contributes to the Milford Historic District:

016-5173 Culvert, Colonial Road over Mattaponi Creek

Lastly, they concur that the following resources are not individually eligible and do not contribute to the eligibility of a historic district:

000-9805 Bridge, Airport Access Road over Route 1 & CSX Tracks

016-0007 Bridge, Route 684

016-0331 Ruther Glen Railroad Bridge, Route 652

016-5087 Bridge #1026 (west-bound), spanning CSX Railroad

016-5172 Culvert, Penola Road over stream

016-5174 Bridge, North I-95 over CSX Tracks

016-5175 Bridge, South I-95 over CSX Tracks

020-0096 Bridge #1021

029-0218-0002 Bridge, Aviation Circle over GWMP

029-0218-0003 Bridge, GWMP over Four Mile Run

029-6172 Bridge, I-95 over Eisenhower Avenue Connector

042-5768 Bridge, Route 1 over CSX Tracks

043-5844 Bridge, Purcell Road over Hungary Creek

043-5845 Culvert, Staples Mill Road over Upham Brook

043-5846 Bridge, Byrd Hill Road over Upham Brook

043-5847 Bridge, East Parham Road over CSX Tracks

043-5848 Bridge, Dumbarton Road over CSX Tracks

043-5849 Bridge, West I-64 over CSX Tracks

043-5850	Bridge, East I-64 over CSX Tracks
043-5851	Bridge, I-195/ over CSX Tracks
076-5206	Bridge, Railroad Avenue
089-5010	Bridge #6020
089-5602	Bridge, Thompson Avenue over Claiborne Run
089-5603	Bridge, Leeland Road over CSX Tracks
100-0161	RF&P Bridge, over Braddock Road
100-0162	Bridge, RF&P over Braddock Road
100-0163	Bridge, RF&P over Braddock Road
100-0164	Bridge, RF&P over Braddock Road
100-5338	Bridge, CSX Tracks over Holmes Run
127-0360	Fifth Street Bridge
127-0457-0086	Bridge, Abandoned railroad bridge over James River Creek
127-0457-0087	Bridge, Abandoned railroad bridge over James River Creek
127-0823	First Street Viaduct
127-6273	Bridge #2835
127-6732	Maury Street Interchange Bridge over SAL RR Corridor
127-7047	Bridge, Lombardy Street over CSX Tracks
127-7048	Bridge, South Belvidere Street -Chamberlayne Avenue over CSX Tracks and Brook Road
127-7049	Bridge, North Belvidere Street-Chamberlayne Avenue over CSX Tracks and Brook Road
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road
127-7052	Bridge, East Broad Street over I-95 North exit ramp
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street
127-7056	Bridge, Commerce Road over Goode Creek
127-7057	Culvert, Ruffin Road
127-7058	Bridge, CSX Tracks over Platinum Road
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek
127-7060	Bridge, Hopkins Road over stream
127-7061	Bridge, Midlothian Turnpike over CSX Tracks
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks
127-7064	Bridge, North Boulevard over CSX Tracks
500-0001-0013	Bridge, CSX Tracks over Holmes Run
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road
500-0001-0020	Culvert, CSX Tracks over Giles Run
500-0001-0021	Bridge, CSX Tracks over Route 1

- 500-0001-0026 Culvert, CSX Tracks over Farm Creek
- 500-0001-0027 Bridge, CSX Tracks over Neabsco Creek
- 500-0001-0034 Culvert, CSX Tracks, north of Woodford Road
- 500-0001-0040 RF&P Greendale Interlocking Tower, east of Compton Road
- 500-0001-0049 Bridge, CSX Tracks over Norfolk Southern Railroad

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

Cells highlighted in **red** denote resources that should retain their previous eligibility determination (potentially eligible for, eligible for, or listed in, the NRHP). Cells highlighted in **blue** denote resources recommended individually potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-9805	Bridge, Airport Access Road over Route 1 & CSX Tracks	Arlington County	1968, 2003	Not Eligible; Noncontributing to RF&P HD
007-5513	Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad	Hanover County	1836	Remains Individually Potentially Eligible; Contributing to Doswell HD
016-0007	Bridge, Route 684	Caroline County	post 1900	Not Eligible; Noncontributing to RF&P HD
016-0331	Ruther Glen Railroad Bridge, Route 652	Caroline County	1916	Not Extant; Not Eligible; Noncontributing to Ruther Glen-Chesterfield HD and RF&P HD
016-5087	Bridge #1026 (west-bound), spanning CSX Railroad	Caroline County	ca. 1953	Remains Not Eligible; Noncontributing to RF&P HD
016-5172	Culvert, Penola Road over stream	Caroline County	ca. 1940	Not Eligible; Noncontributing to Penola HD
016-5173	Culvert, Colonial Road over Mattaponi Creek	Caroline County	ca. 1940	Not Eligible; Contributing to Milford HD
016-5174	Bridge, North I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2000	Not Eligible; Noncontributing to RF&P HD
016-5175	Bridge, South I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2001	Not Eligible; Noncontributing to RF&P HD
020-0096	Bridge #1021	Chesterfield County	1931	Remains Not Eligible; Noncontributing to Drewry's Bluff HD and Petersburg II

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
020-5624	SAL Railroad Bridge over Falling Creek	Chesterfield County	ca. 1941	Not Individually Eligible; Contributing to the SAL RR HD
020-5625	Elliham Avenue Bridge over SAL	Chesterfield County	1965	Not Individually Eligible; Contributing to the SAL RR HD
020-5780	Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive	Chesterfield County	ca. 1940	Not Individually Eligible; Contributing to ACL RR HD
020-5781	Bridge, CSX Tracks over Falling Creek and Cogbill Road	Chesterfield County	1905	Not Individually Eligible; Contributing to ACL RR HD
020-5782	Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road	Chesterfield County	1951, 1961	Not Individually Eligible; Contributing to ACL RR HD and Bellwood-Richmond Quartermaster Depot HD
029-0218-0001	Bridge, GWMP exit ramp over Mount Vernon Trail	Arlington County	ca. 1930	Not Individually Eligible; Contributing to GWMP
029-0218-0002	Bridge, Aviation Circle over GWMP	Arlington County	ca. 1965	Not Eligible; Noncontributing to GWMP
029-0218-0003	Bridge, GWMP over Four Mile Run	Alexandria (Ind. City)	ca. 1932	Not Eligible; Noncontributing to GWMP
029-5724	Fort Belvoir Military Railroad Historic Corridor	Fairfax County	1918	Remains VLR Listed; Recommended Potentially Eligible
029-6172	Bridge, I-95 over Eisenhower Avenue Connector	Fairfax County	1963, 1977	Not Eligible
042-0103	R.F. & P. Railroad Trestle Piers and Bridge	Hanover County	1836, 1902, 1974	Not Individually Eligible; Contributing to RF&P HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-0731	RF&P Railroad North Anna River Crossing	Caroline/Hanover Counties	ca. 18440, 1903	Not Individually Eligible; Contributing to RF&P HD and Noncontributing to Battle of North Anna River
042-5306	RF&P Bridge over Rt. 689	Hanover County	1929	Not Individually Eligible; Contributing to Taylorsville Road HD
042-5767	Bridge, Ellets Crossing over CSX Tracks	Hanover County	1925	Not Individually Eligible; Contributing to RF&P HD
042-5768	Bridge, Route 1 over CSX Tracks	Hanover County	1968	Not Eligible; Noncontributing to RF&P HD
043-5844	Bridge, Purcell Road over Hungary Creek	Henrico County	ca. 1960	Not Eligible
043-5845	Culvert, Staples Mill Road over Upham Brook	Henrico County	1966	Not Eligible
043-5846	Bridge, Byrd Hill Road over Upham Brook	Henrico County	1962	Not Eligible
043-5847	Bridge, East Parham Road over CSX Tracks	Henrico County	1967	Not Eligible; Noncontributing to RF&P HD
043-5848	Bridge, Dumbarton Road over CSX Tracks	Henrico County	1966	Not Eligible; Noncontributing to RF&P HD
043-5849	Bridge, West I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5850	Bridge, East I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5851	Bridge, I-195/ over CSX Tracks	Henrico County	ca. 1970	Not Eligible; Noncontributing to RF&P HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
076-5206	Bridge, Railroad Avenue	Prince William County	1929	Remains Not Eligible; Noncontributing to RF&P HD
088-5364	Virginia Central Railway Historic District	Multiple	post 1853	Remains Individually Eligible, Contributing to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II
089-0045	RF&P Railroad Bridge	Stafford County	ca. 1863, 1872	Not Individually Eligible; Contributing to RF&P HD
089-0080	Bridge #6075, RF&P Tunnel Bridge	Stafford County	1904, 1931	Not Individually Eligible; Noncontributing to Battle of Fredericksburg II; Contributing to RF&P HD
089-0194	RF&P Railroad Bridge	Stafford County	ca. 1928	Not Individually Eligible; Contributing to RF&P HD
089-5010	Bridge #6020	Stafford County	1917, 2011	Not Eligible; Noncontributing to RF&P HD
089-5602	Bridge, Thompson Avenue over Claiborne Run	Fredericksburg (Ind. City)	ca. 1970	Not Eligible; Noncontributing to Battle of Fredericksburg I
089-5603	Bridge, Leeland Road over CSX Tracks	Stafford County	1967	Not Eligible; Noncontributing to RF&P HD
100-0161	RF&P Bridge, over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0162	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0163	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0164	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-5338	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible
111-0009-0017	Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad	Fredericksburg (Ind. City)	1949	Not Individually Eligible; Contributing to Fredericksburg HD Extension, Noncontributing to Virginia Central Railway, Battle of Fredericksburg I, Battle of Fredericksburg II
111-0132-0025	Rappahannock River Railroad Bridge	Fredericksburg (Ind. City)	1927	Potentially Individually Eligible; Contributing to Fredericksburg HD and RF&P HD; Noncontributing to Banks' Ford, Battle of Fredericksburg I and II
127-0360	Fifth Street Bridge	Richmond (Ind. City)	1932, 1996	Not Eligible
127-0457-0086	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0457-0087	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952, ca. 1990	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0823	First Street Viaduct	Richmond (Ind. City)	1933, 2000	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-5149	Bridge #2835	Richmond (Ind. City)	1958	Not Individually Eligible; Contributing to SAL RR HD; Noncontributing to Shockoe Valley & Tobacco Row HD and Haxall Canal HD
127-5662	Chesapeake & Ohio Viaduct on James River	Richmond (Ind. City)	1901	Not Individually Eligible; Contributing to C & O Railroad; Noncontributing to James River and Kanawha Canal HD
127-5809	Mayo Bridge, northern segment of 14 th Street Bridge	Richmond (Ind. City)	ca. 1910	Remains Individually Potentially Eligible; Contributing to Manchester Warehouse and Industrial HD
127-6251-0008	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1946	Not Individually Eligible; Contributing to ACL RR HD
127-6251-0009	Bridge, CSX Tracks over Kingsland Creek	Chesterfield County	1902,1926	Not Individually Eligible; Contributing to ACL RR HD
127-6271-0014	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1967	Not Individually Eligible; Contributing to SAL RR HD
127-6273	Bridge #2835	Richmond (Ind. City)	1958	Not Eligible
127-6732	Maury Street Interchange Bridge over SAL RR Corridor	Richmond (Ind. City)	1958	Not Eligible; Noncontributing to the SAL RR HD
127-6792	Southern Railway	Richmond (Ind. City)	ca. 1850	Remains Potentially Eligible
127-6793	Chesapeake & Ohio Railroad	Richmond (Ind. City)	pre 1851	Remains Potentially Eligible
127-7047	Bridge, Lombardy Street over CSX Tracks	Richmond (Ind. City)	1932	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7048	Bridge, South Belvidere Street - Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958	Not Eligible
127-7049	Bridge, North Belvidere Street- Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958, 2004	Not Eligible
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7052	Bridge, East Broad Street over I-95 North exit ramp	Richmond (Ind. City)	1958, 1977	Not Eligible
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)	Richmond (Ind. City)	1958	Not Eligible
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)	Richmond (Ind. City)	ca, 1958	Not Eligible
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street	Richmond (Ind. City)	1958	Not Eligible
127-7056	Bridge, Commerce Road over Goode Creek	Richmond (Ind. City)	1940	Not Eligible
127-7057	Culvert, Ruffin Road	Richmond (Ind. City)	ca. 1940	Not Eligible
127-7058	Bridge, CSX Tracks over Platinum Road	Richmond (Ind. City)	unknown	Not Eligible; Noncontributing to ACL RR HD
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek	Richmond (Ind. City)	1960, 1991	Not Eligible
127-7060	Bridge, Hopkins Road over stream	Richmond (Ind. City)	1912	Not Eligible
127-7061	Bridge, Midlothian Turnpike over CSX Tracks	Richmond (Ind. City)	1953	Not Eligible; Noncontributing to ACL RR HD
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard	Richmond (Ind. City)	1953	Not Eligible

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks	Richmond (Ind. City)	1962, CSX 1966	Not Eligible; Noncontributing to RF&P HD
127-7064	Bridge, North Boulevard over CSX Tracks	Richmond (Ind. City)	1943	Not Individually Eligible; Noncontributing to RF&P HD
500-0001	RF&P Railroad, Potomac River to Broad Street Station	Multiple	ca. 1837-1943	Potentially Eligible
500-0001-0001	Bridge, CSX Tracks over White Oak Road	Fredericksburg (Ind. City)	ca. 1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg II
500-0001-0002	Bridge, CSX Tracks over Little River	Hanover County	1923	Not Individually Eligible; Contributing to RF&P HD and Taylorsville Road HD
500-0001-0004	Bridge, CSX Tracks over Commonwealth Avenue	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0005	Bridge, CSX Tracks over King Street	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0008	Culvert, CSX Tracks over Hazel Run	Fredericksburg (Ind. City)	1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg I and Fredericksburg and Spotsylvania Battlefields National Military Park
500-0001-0012	Culvert, CSX Tracks, south of Doswell station	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD and Doswell HD; Noncontributing to North Anna Battlefield

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

Cells highlighted in **red** denote resources that should retain their previous eligibility determination (potentially eligible for, eligible for, or listed in, the NRHP). Cells highlighted in **blue** denote resources recommended individually potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0013	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible; Noncontributing to RF&P HD
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue	Alexandria (Ind. City)	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road	Fairfax County	ca. 1960	Not Eligible; Noncontributing to RF&P HD
500-0001-0016	Bridge, CSX Tracks over Newington Road	Fairfax County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0017	Bridge, CSX Tracks over Accotink Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0018	Bridge, CSX Tracks over Pohick Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0019	Culvert, CSX Tracks over stream, west of Lorton Market Street	Fairfax County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0020	Culvert, CSX Tracks over Giles Run	Fairfax County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0021	Bridge, CSX Tracks over Route 1	Fairfax County	1943	Not Eligible; Noncontributing to RF&P HD
500-0001-0022	Bridge, CSX Tracks over Occoquan River	Fairfax County	1915	Potentially Individually Eligible; Contributing to RF&P HD
500-0001-0023	Culvert, CSX Tracks, west of Dabney Road	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0024	Culvert, CSX Tracks over Marumsco Creek	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible for, eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended individually potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0025	Culvert, CSX Tracks over Marumsco Acres Lake	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0026	Culvert, CSX Tracks over Farm Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0027	Bridge, CSX Tracks over Neabsco Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0028	Bridge, CSX Tracks over Powells Creek & Daniel K. Ludwig Drive	Prince William County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0029	Bridge, CSX Tracks over Aquia Creek	Stafford County	1945	Not Eligible; Contributing to RF&P HD
500-0001-0030	Culvert, CSX Tracks over Accokeek Creek	Stafford County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0031	Culvert, CSX Tracks over stream, west of Bexley Lane	Stafford County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0032	Culvert, CSX Tracks over Claiborne Run	Stafford County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0033	RF&P Fredericksburg Interlocking Tower	Fredericksburg (Ind. City)	ca. 1910	Not Individually Eligible; Contributing to RF&P HD
500-0001-0034	Culvert, CSX Tracks, north of Woodford Road	Caroline County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0035	Culvert, CSX Tracks, south of Kings Dominion Boulevard	Hanover County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0036	Culvert, CSX Tracks, south of Gwathemy Church Road	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible for, eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended individually potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0037	Bridge, CSX Tracks over Chickahominy River	Hanover County	1911, 1929	Not Individually Eligible; Contributing to RF&P HD
500-0001-0038	Culvert, CSX Tracks over North Run	Henrico County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0039	Culvert, CSX Tracks over Hungary Creek	Henrico County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0040	RF&P Greendale Interlocking Tower, east of Compton Road	Henrico County	ca. 1945	Not Eligible; Noncontributing to RF&P HD
500-0001-0041	Bridge, CSX Tracks over GWMP	Arlington County	1930	Not Individually Eligible; Contributing to GWMP
500-0001-0049	Bridge, CSX Tracks over Norfolk Southern Railroad	Alexandria	1947	Not Eligible; Noncontributing to RF&P HD
500-0001-0050	Bridge, CSX Tracks over Farm Creek	Prince William County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0051	Bridge, CSX Tracks over Deep Run	Spotsylvania County	1943	Not Individually Eligible; Contributing to RF&P HD
500-0001-0052	Railroad Bridge, East of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0053	Railroad Bridge, South of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0054	Railroad Bridge, East of Mont Trail	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0055	Railroad Bridge, North of Claiborne Crossing Road	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible for, eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended individually potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0056	Railroad Bridge, North of Stonewall Jackson Shrine	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0057	Bridge, CSX Tracks over Mattaponi River	Caroline County	1903	Not Individually Eligible; Contributing to RF&P HD
500-0001-0058	Bridge, CSX Tracks over Polecat Creek	Caroline County	1909	Not Individually Eligible; Contributing to RF&P HD

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP and is a contributing element to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II, as recorded during the DC2RVA/Structures study (DHR #2014-0666):

088-5364 Virginia Central Railway Historic District

They also concur that the following resources remain potentially eligible for the NRHP as individual resources:

127-6792 Southern Railway
127-6793 Chesapeake & Ohio Railroad

The further concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Doswell Historic District:

007-5513 Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad

They concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Manchester Warehouse and Industrial Historic District:

127-5809 Mayo Bridge, northern segment of 14th Street Bridge

They also concur that the following resource is potentially eligible for the NRHP as an individual resource:

500-0001 Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District,
Potomac River to Broad Street Station

They further concur that the following resource is potentially eligible for the NRHP as an individual resource and should remain listed on the Virginia Landmarks Register (VLR):

029-5724 Fort Belvoir Military Railroad Historic Corridor

They concur that the following resource is potentially eligible for the NRHP as an individual resource and contributes to the RF&P Railroad Historic District:

500-0001-0022 Bridge, CSX Tracks over Occoquan River

They also concur that the following resource is potentially eligible as an individual resource and contributes to the Fredericksburg Historic District and the RF&P Railroad Historic District:

111-0132-0025 Rappahannock River Railroad Bridge

They further concur that the following resources are not individually eligible but contribute to the RF&P Railroad Historic District:

042-0103 RF&P Railroad Trestle Piers and Bridge
042-0731 RF&P Railroad North Anna River Crossing
042-5767 Bridge, Ellets Crossing over CSX Tracks
089-0045 RF&P Railroad Bridge
089-0080 Bridge #6075, RF&P Tunnel Bridge
089-0194 RF&P Railroad Bridge
500-0001-0001 Bridge, CSX Tracks over White Oak Road
500-0001-0004 Bridge, CSX Tracks over Commonwealth Avenue
500-0001-0005 Bridge, CSX Tracks over King Street
500-0001-0008 Culvert, CSX Tracks over Hazel Run
500-0001-0016 Bridge, CSX Tracks over Newington Road
500-0001-0017 Bridge, CSX Tracks over Accotink Creek
500-0001-0018 Bridge, CSX Tracks over Pohick Creek
500-0001-0019 Culvert, CSX Tracks over stream, west of Lorton Market Street
500-0001-0023 Culvert, CSX Tracks, west of Dabney Road
500-0001-0024 Culvert, CSX Tracks over Marumsco Creek
500-0001-0025 Culvert, CSX Tracks over Marumsco Acres Lake
500-0001-0028 Bridge, CSX Tracks over Powell's Creek & Daniel K. Ludwig Drive
500-0001-0029 Bridge, CSX Tracks over Aquia Creek
500-0001-0030 Culvert, CSX Tracks over Accokeek Creek
500-0001-0031 Culvert, CSX Tracks over stream, west of Bexley Lane
500-0001-0032 Culvert, CSX Tracks over Claiborne Run
500-0001-0033 RF&P Fredericksburg Interlocking Tower
500-0001-0035 Culvert, CSX Tracks, south of Kings Dominion Boulevard
500-0001-0036 Culvert, CSX Tracks, south of Gwathemy Church Road
500-0001-0037 Bridge, CSX Tracks over Chickahominy River
500-0001-0038 Culvert, CSX Tracks over North Run
500-0001-0039 Culvert, CSX Tracks over Hungary Creek
500-0001-0050 Bridge, CSX Tracks over Farm Creek
500-0001-0051 Bridge, CSX Tracks over Deep Run
500-0001-0052 Railroad Bridge, East of Len Hart Lane
500-0001-0053 Railroad Bridge, South of Len Hart Lane
500-0001-0054 Railroad Bridge, East of Mont Trail
500-0001-0055 Railroad Bridge, North of Claiborne Crossing Road

500-0001-0056 Railroad Bridge, North of Stonewall Jackson Shrine
500-0001-0057 Bridge, CSX Tracks over Mattaponi River
500-0001-0058 Bridge, CSX Tracks over Polecat Creek

They concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Doswell Historic District:

500-0001-0012 Culvert, CSX Tracks, south of Doswell station

They also concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Taylorsville Road Historic District:

500-0001-0002 Bridge, CSX Tracks over Little River

They further concur that the following resource is not individually eligible but contributes to the Taylorsville Road Historic District:

042-5306 RF&P Bridge over Rt. 689

They concur that the following resources are not individually eligible but contribute to the Atlantic Coast Line (ACL) Railroad Historic District:

020-5780 Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive
020-5781 Bridge, CSX Tracks over Falling Creek and Cogbill Road
127-6251-0008 Bridge, CSX Tracks over Proctors Creek
127-6251-0009 Bridge, CSX Tracks over Kingsland Creek

They also concur that the following resource is not individually eligible but contributes to the Atlantic Coast Line Railroad Historic District and the Bellwood-Richmond Quartermaster Depot Historic District

020-5782 Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road

They further concur that the following resources are not individually eligible but contribute to the Seaboard Air Line (SAL) Railroad Historic District:

020-5624 SAL Railroad Bridge over Falling Creek
020-5625 Elliham Avenue Bridge over SAL
127-5149 Bridge #2835
127-6271-0014 Bridge, CSX Tracks over Proctors Creek

They concur that the following resource is not individually eligible but contributes to the C&O Railroad Historic District:

127-5662 Chesapeake & Ohio Viaduct on James River

They also concur that the following resource is not individually eligible but contributes to the Fredericksburg Historic District Extension:

111-0009-0017 Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad

They further concur that the following resource is not individually eligible but contributes to the George Washington Memorial Parkway (GWMP):

029-0218-0001 Bridge, GWMP exit ramp over Mount Vernon Trail

500-0001-0041 Bridge, CSX Tracks over GWMP

They concur that the following resource is not individually eligible but contributes to the Milford Historic District:

016-5173 Culvert, Colonial Road over Mattaponi Creek

Lastly, they concur that the following resources are not individually eligible and do not contribute to the eligibility of a historic district:

000-9805 Bridge, Airport Access Road over Route 1 & CSX Tracks

016-0007 Bridge, Route 684

016-0331 Ruther Glen Railroad Bridge, Route 652

016-5087 Bridge #1026 (west-bound), spanning CSX Railroad

016-5172 Culvert, Penola Road over stream

016-5174 Bridge, North I-95 over CSX Tracks

016-5175 Bridge, South I-95 over CSX Tracks

020-0096 Bridge #1021

029-0218-0002 Bridge, Aviation Circle over GWMP

029-0218-0003 Bridge, GWMP over Four Mile Run

029-6172 Bridge, I-95 over Eisenhower Avenue Connector

042-5768 Bridge, Route 1 over CSX Tracks

043-5844 Bridge, Purcell Road over Hungary Creek

043-5845 Culvert, Staples Mill Road over Upham Brook

043-5846 Bridge, Byrd Hill Road over Upham Brook

043-5847 Bridge, East Parham Road over CSX Tracks

043-5848 Bridge, Dumbarton Road over CSX Tracks

043-5849 Bridge, West I-64 over CSX Tracks

043-5850	Bridge, East I-64 over CSX Tracks
043-5851	Bridge, I-195/ over CSX Tracks
076-5206	Bridge, Railroad Avenue
089-5010	Bridge #6020
089-5602	Bridge, Thompson Avenue over Claiborne Run
089-5603	Bridge, Leeland Road over CSX Tracks
100-0161	RF&P Bridge, over Braddock Road
100-0162	Bridge, RF&P over Braddock Road
100-0163	Bridge, RF&P over Braddock Road
100-0164	Bridge, RF&P over Braddock Road
100-5338	Bridge, CSX Tracks over Holmes Run
127-0360	Fifth Street Bridge
127-0457-0086	Bridge, Abandoned railroad bridge over James River Creek
127-0457-0087	Bridge, Abandoned railroad bridge over James River Creek
127-0823	First Street Viaduct
127-6273	Bridge #2835
127-6732	Maury Street Interchange Bridge over SAL RR Corridor
127-7047	Bridge, Lombardy Street over CSX Tracks
127-7048	Bridge, South Belvidere Street -Chamberlayne Avenue over CSX Tracks and Brook Road
127-7049	Bridge, North Belvidere Street-Chamberlayne Avenue over CSX Tracks and Brook Road
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road
127-7052	Bridge, East Broad Street over I-95 North exit ramp
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street
127-7056	Bridge, Commerce Road over Goode Creek
127-7057	Culvert, Ruffin Road
127-7058	Bridge, CSX Tracks over Platinum Road
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek
127-7060	Bridge, Hopkins Road over stream
127-7061	Bridge, Midlothian Turnpike over CSX Tracks
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks
127-7064	Bridge, North Boulevard over CSX Tracks
500-0001-0013	Bridge, CSX Tracks over Holmes Run
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road
500-0001-0020	Culvert, CSX Tracks over Giles Run
500-0001-0021	Bridge, CSX Tracks over Route 1

- 500-0001-0026 Culvert, CSX Tracks over Farm Creek
- 500-0001-0027 Bridge, CSX Tracks over Neabsco Creek
- 500-0001-0034 Culvert, CSX Tracks, north of Woodford Road
- 500-0001-0040 RF&P Greendale Interlocking Tower, east of Compton Road
- 500-0001-0049 Bridge, CSX Tracks over Norfolk Southern Railroad



Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

1 MARCH 2017

Date

2014-0666



801 E. Main St., Suite 1000
Richmond, VA 23219

January 20, 2017

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Cultural Resource Phase IA Reconnaissance Report/ Fredericksburg Bypass (FBBP)
Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond
Segment. DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond (DC2RVA) segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles. This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service (NPS), among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

The project Area of Potential Effects (APE) was approved by your agency on February 2, 2015, and the general approach to cultural resource studies has been the subject of numerous telephone calls, meetings, and emails. During our February 18, 2016 meeting, the DHR concurred that a Phase IA reconnaissance study of the two potential bypasses around Fredericksburg (Segment 21) and Ashland (Segment 22) would be a suitable first step to assessing cultural resources along the corridor given the preliminary nature of these alternatives. The report would present recommendations on future Phase IB identification studies should these alternatives be selected for the project.

This current submittal contains the results of our Phase IA cultural resource study on the Fredericksburg Bypass (FBBP). Enclosed you will find two copies of the report entitled *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. The report was authored by

Heather Dollins Staton, D. Brad Hatch, and Emily Calhoun, members of the DC2RVA project team, and meets the standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current study was designed to provide preliminary information on the APE and outline the potential for the area to contain National Register of Historic Places (NRHP)-eligible cultural resources for planning purposes. As such, this initial study included a background review to identify previously recorded resources within the project footprint and within 0.5 miles of the architectural APE, a historic map review, a vehicular and partial pedestrian reconnaissance of the APE and surrounding viewshed to inspect the FBBP segment in consideration for archaeological potential and to note above-ground resources over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date), the development of a list of architectural properties to be recorded during subsequent Phase IB, identification-level studies, and maps showing the areas where archaeological Phase IB identification-level survey would be needed.

In total, 135 above-ground resources over 48 years old were noted from the roadway during the vehicular survey (see Table 6-1 in the enclosed report). Of these, the DC2RVA Team identified five resources (016-5110, 088-0271, 088-0280, 088-5413, and 088-5481) that were included in the reconnaissance-level architectural surveys for other segments. As such, a revisit is not required as part of the current study. Of the remaining 130 resources, 7 are previously recorded and 122 are previously unrecorded. The Team recommends that all 130 of these resources should be the subject of a Phase IB identification-level study to render recommendations on potential NRHP eligibility.

The vast majority of the northern portion of the archaeological APE in Stafford County, northwest of Federal Drive, has been disturbed by construction related to the existing railroad alignment. Once the APE crosses Federal Drive, it remains along the current railroad alignment, but the rural nature of the area indicates that subsurface testing may be possible in some portions of the APE. North of the crossing with Kings Highway, the APE leaves the existing rail corridor and is defined by new alignment, most of which is completely testable with the exception of a portion located north of the Rappahannock River that crosses through a sand mine. As the project corridor enters Caroline and Spotsylvania counties, it is defined primarily by active agricultural fields and wooded parcels, the vast majority of which are testable. Two potential Civil War earthworks were noted within the project corridor in Caroline County. Both of these features are likely related to the winter of 1862–1863 Confederate encampments in the area and should be documented/recorded as part of Phase IB identification-level cultural resource investigations along the FBBP, as warranted. The APE remains generally testable until it rejoins the existing rail alignment in Spotsylvania County, at which point it is heavily disturbed by construction related to the existing rail line. In total, 263.1 acres of the overall archaeological APE were identified as



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Richmond, VA 23219

not disturbed and suitable for additional Phase IB survey to identify archaeological sites in the APE. Mapping depicting these areas can be found in Appendix C of the enclosed report.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



COMMONWEALTH of VIRGINIA

Department of Historic Resources

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Molly Joseph Ward
Secretary of Natural Resources

Julie V. Langan
Director

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3 February 2017

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Phase IA cultural resources survey for SEHSR, Washington, DC to Richmond, Virginia, Fredericksburg Bypass (Segment 21) Chesterfield County and City of Richmond VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the cultural resources Phase IA survey for Segment 21 (Fredericksburg Bypass) of the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The report "Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties" (January 2017) prepared by the DC2RVA Project Team includes background data to place each recorded resource within the proper historic context and documents the results of preliminary architectural and archaeological fieldwork. Although not reflected in the document's title it contains the results of an archives search for previously identified archaeological sites. The report also contains recommendations for further survey, both for architectural and archaeological resources, at the Phase IB level in the event that the Fredericksburg Bypass alternative is carried forward for additional environmental study.

The DHR concurs with the consultant's recommendation for additional architectural and archaeological survey.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma".

Marc Holma, Architectural Historian
Review and Compliance Division

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801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2017

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Cultural Resource Phase IA Reconnaissance Report/ Ashland Bypass (ASBP)
Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond
Segment. DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond (DC2RVA) segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles. This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service (NPS), among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

The project Area of Potential Effects (APE) was approved by your agency on February 2, 2015, and the general approach to cultural resource studies has been the subject of numerous telephone calls, meetings, and emails. During our February 18, 2016 meeting, the DHR concurred that a Phase IA reconnaissance study of the two potential bypasses around Fredericksburg (Segment 21) and Ashland (Segment 22) would be a suitable first step to assessing cultural resources along the corridor given the preliminary nature of these alternatives. The report would present recommendations on future Phase IB identification studies should these alternatives be selected for the project.

This current submittal contains the results of our Phase IA cultural resource study on the Ashland Bypass (ASBP). Enclosed you will find two copies of the report entitled *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Ashland Bypass (ASBP) Segment, Hanover County*. The report was authored by Heather Dollins Staton and Earl E. Proper,

members of the DC2RVA project team, and meets the standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resources' (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current study was designed to provide preliminary information on the APE and outline the potential for the area to contain National Register of Historic Places (NRHP)-eligible cultural resources for planning purposes. As such, this initial study included a background review to identify previously recorded resources within the project footprint and within 0.5 miles of the architectural APE, a historic map review, a vehicular and partial pedestrian reconnaissance of the APE and surrounding viewshed to inspect the ASBP segment in consideration for archaeological potential and to note above-ground resources over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date), the development of a list of architectural properties to be recorded during subsequent Phase IB identification-level studies, and maps showing the areas where archaeological Phase IB identification-level survey would be needed.

In total, 119 above-ground resources over 48 years old were noted from the roadway during the vehicular survey (see Table 6-1 in the enclosed report). Of these, the DC2RVA Team identified 17 resources (042-0340, 042-0342, 042-0556, 042-0777, 042-5048, 042-5731, 042-5732, 042-5733, 042-5734, 042-5745, 042-5746, 042-5749, 042-5751, 042-5752, 042-5767, 042-5768, and 500-0001/088-5413) that were included in the reconnaissance-level architectural surveys for other segments. As such, a revisit is not required as part of the current Phase IA study and they are not recommended for future Phase IB survey. One additional resource (Willow Springs, 042-5761) was determined not eligible for the NRHP in 2016; because of the recent determination, a revisit during the Phase IB survey is not necessary. Of the remaining 101 resources, 12 are previously recorded and 89 are unrecorded. Two of the previously recorded resources (Maplewood, 042-0051 and Montevideo, 042-0392) were determined eligible for the NRHP by DHR staff in 1994 and one previously recorded resource (Bridge #1003, 042-5014) was determined not eligible for the NRHP in 1998. These three resources should be revisited during the Phase IB survey to ensure that they retain characteristics exhibited during those previous eligibility determinations. The remaining nine previously recorded resources (042-0091, 042-0096, 042-0343, 042-0361, 042-0372, 042-0393, 042-0402, 042-0592, and 042-5760) have not been formally evaluated for the NRHP. In addition to the two resources recommended eligible and the one resource recommended not eligible by DHR staff, the Team recommends that those nine unevaluated resources and the 89 newly recorded resources should be surveyed as part of the Phase IB study.

The Phase IA archaeological survey included both the bypass corridor and six road crossing modification areas. In general, the APE is defined by agricultural fields and forested lots, with scattered rural home sites and small residential developments. Obvious disturbance within the ASBP segment APE is confined to portions of the six road improvement areas. Most of the agricultural fields and forested lots appear to

have the potential to contain archaeological sites. Therefore, as a result of the Phase IA archaeological reconnaissance survey, the Team is recommending that approximately 100.5 acres of the overall 162.1-acre ASBP segment requires Phase IB archaeological testing (62 percent). Mapping depicting these areas can be found in Appendix C of the enclosed report.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

3 February 2017

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Phase IA cultural resources survey for SEHSR, Washington, DC to Richmond, Virginia, Ashland Bypass (Segment 22)
Chesterfield County and City of Richmond
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the cultural resources Phase IA survey for Segment 22 (Ashland Bypass) of the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The report "Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Ashland Bypass (ASBP) Segment, Hanover County" (December 2016) prepared by the DC2RVA Project Team includes background data to place each recorded resource within the proper historic context and documents the results of preliminary architectural and archaeological fieldwork. The report also contains recommendations for further survey, both for architectural and archaeological resources, at the Phase IB level in the event that the Ashland Bypass alternative is carried forward for additional environmental study.

The DHR concurs with the consultant's recommendation for additional architectural and archaeological survey.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Holma".

Mark Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward
Secretary of Natural Resources

Julie V. Langan
Director

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www.dhr.virginia.gov

3 February 2017

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Phase IA cultural resources survey for SEHSR, Washington, DC to Richmond, Virginia, Fredericksburg Bypass (Segment 21) Chesterfield County and City of Richmond VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the cultural resources Phase IA survey for Segment 21 (Fredericksburg Bypass) of the Southeast High Speed Rail (SEHSR), Washington, DC to Richmond, Virginia (DC2RVA) corridor. The report "Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia, High Speed Rail Project, Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties" (January 2017) prepared by the DC2RVA Project Team includes background data to place each recorded resource within the proper historic context and documents the results of preliminary architectural and archaeological fieldwork. Although not reflected in the document's title it contains the results of an archives search for previously identified archaeological sites. The report also contains recommendations for further survey, both for architectural and archaeological resources, at the Phase IB level in the event that the Fredericksburg Bypass alternative is carried forward for additional environmental study.

The DHR concurs with the consultant's recommendation for additional architectural and archaeological survey.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma".

Marc Holma, Architectural Historian
Review and Compliance Division

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

C: Ms Emily Stock, DRPT

U-6 CONSULTING PARTY COORDINATION AND REPLIES

Pursuant to Section 106 of the National Historic Preservation Act, letters were sent to the agencies and organizations listed in Table U-1 inviting them to participate in the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project as consulting parties. Copies of these letters, along with all other consulting party correspondence, are included in this appendix.

Table U-1: Letters to Potential Consulting Parties

Agency Name	Agency Contact
ACL & SAL RR Historical Society	Joe Oates, President
American Battlefield Protection Program	Paul Hawke
Alexandria Archaeology	Francine W. Bromberg, City Archaeologist
Arlington County	Rebecca Ballo
Arlington Historical Society	John P. Richardson, President
Ashland Museum	President
Caroline County	Mike Finchum, Planning Director
Caroline Historical Society	Bernard Collins, President
Catawba Indian Tribe	Donald Rogers, Chief
Center for Neighborhood Revitalization	David Herring, Vice President
Central Virginia Battlefields Trust	Executive Director
Chesterfield Historical Society	Jim Evans, Acting 1 st Vice President
City of Alexandria Planning and Zoning	Michele Oaks, Urban Planner
City of Fredericksburg	Erik Nelson, Planner
City of Richmond	William Palmquist, Planning and Development Review
Civil War Preservation Trust	Jim Campi
Fairfax County Department of Planning and Zoning	Linda Cornish Blank

► *Continued.*

Table U-1: Letters to Potential Consulting Parties

Agency Name	Agency Contact
Hanover County	Claudia Cheely, Senior Planner II
Hanover County Historical Society, Inc.	Hugh Campbell, President
Henrico County Department of Planning	Rosemary Deemer
Henrico County Historical Society	Sarah Pace, President
Historic Alexandria Foundation	Morgan D. Delaney, President
Historic Fredericksburg Foundation, Inc.	Sean Maroney, Executive Director
Historic Prince William, Inc.	Jim Bish, President
Historic Richmond Foundation	Leslie Naranjo, Director of Preservation
Historical Society of Fairfax County, Virginia, Inc.	Steve Smith, President
Marine Corps Base Quantico	Kate Roberts
National Park Service—Captain John Smith Chesapeake National Historic Trail	Jonathan Doherty
National Park Service—Fredericksburg	Eric Mink, CRM Director
National Park Service—National Capital Region	Christopher Watts
National Park Service—Richmond	David Ruth, Superintendent
National Trust for Historic Preservation	Thomas J. Cassidy, Jr.
Prince William County Planning Office	Justin Patton, Archaeologist
Spotsylvania County Department of Planning	Wanda Parrish
Stafford County Department of Planning and Zoning	Kathy Baker, Assistant Director
Stafford County Historical Society	Rick MacGregor, President
Pamunkey Indian Tribe	Kevin Brown, Chief



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Paul Hawke
American Battlefield Protection Program
1849 C Street NW (2255)
Washington, DC 20240

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Hawke,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Joe Oates, President
ACL & SAL RR Historical Society
P.O. Box 490563
Leesburg, FL 34749-0563

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Oates,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

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Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

David Herring, VP
Center for Neighborhood Revitalization
23 W. Broad Street, Suite 100
Richmond, VA 23241

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Herring,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

John P. Richardson, President
Arlington Historical Society
P.O. Box 100402
Arlington, VA 22210

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Richardson,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

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Virginia Department of Rail and Public Transportation
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Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Francine W. Bromberg, City Archaeologist
Alexandria Archaeology
105 N. Union Street, #327
Alexandria, VA 22314

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Bromberg,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

President
Ashland Museum
P.O. Box 633
Ashland, VA 23005

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ashland Museum President,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

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Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Rebecca Ballo
Arlington County
2100 Clarendon Blvd, Suite 700
Arlington, VA 22201

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Ballo,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Mike Finchum, Planning Director
Caroline County
P.O. Box 424
233 West Broaddus Ave.
Bowling Green, VA 22427

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Finchum,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

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Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Jim Evans, Acting 1st Vice President
Chesterfield Historical Society
P.O. Box 40
Chester, VA 23832

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Evans,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



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Richmond, VA 23219

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CC: Emily Stock, DRPT
John Winkle, FRA
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Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Bernard Collins, President
Caroline Historical Society
P.O. Box 324
Bowling Green, VA 22427

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Collins,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Winkle, FRA
John Morton, HDR
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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Donald Rogers, Chief
Catawba Indian Tribe
996 Avenue of the Nations
Rock Hill, SC 29730

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Rogers,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Michele Oaks, Urban Planner
City of Alexandria
Planning and Zoning
301 King St, Room 2100
Alexandria, VA 22314

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Oaks,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Erik Nelson, Planner
City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22402

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Nelson,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

William Palmquist, Planning and Development Review
City of Richmond
900 East Broad Street, Room 510
Richmond, VA 23219

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Palmquist,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Richmond, VA 23219
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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Executive Director
Central Virginia Battlefields Trust
P.O. Box 3417
Fredericksburg, VA 22402

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Central Virginia Battlefields Trust Executive Director,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Richmond, VA 23219

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President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Jim Campi
Civil War Preservation Trust
1156 15th Street NW, Suite 900
Washington, DC 20005

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Campi,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Linda Cornish Blank
Fairfax County
Department of Planning and Zoning
12055 Government Center Parkway
Fairfax, VA 22035

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Blank,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Morgan D. Delaney, President
Historic Alexandria Foundation
218 North Lee Street
Suite 310
Alexandria, VA 22314

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Dr. Delaney,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Claudia Cheely, Senior Planner II
Hanover County
Hanover County Administration Building
7516 County Complex Road
Hanover, VA 23069

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Cheely,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Sarah Pace, President
Henrico County Historical Society
P.O. Box 27032
Hanover, VA 23273

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Pace,

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Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Hugh Campbell, President
Hanover County Historical Society, Inc.
P.O. Box 91
Hanover, VA 23069

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Campbell,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

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President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Rosemary Deemer
Henrico County
Department of Planning
P.O. Box 90775
Henrico, VA 23273

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Deemer,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Winkle, FRA
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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Sean Maroney, Executive Director
Historic Fredericksburg Foundation, Inc.
1200 Caroline St.
Fredericksburg, VA 22401

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Maroney,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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President, Dovetail Cultural Resource Group

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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Jim Bish, President
Historic Prince William, Inc.
P.O. Box 2086
Prince William, VA 22193

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Bish,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Leslie Naranjo, Director of Preservation
Historic Richmond Foundation
4 East Main St., Suite 1-C
Richmond, VA 23219

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Naranjo,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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President, Dovetail Cultural Resource Group

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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Steve Smith, President
Historical Society of Fairfax County, Virginia, Inc.
P.O. Box 415
Fairfax, VA 22030

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Smith,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Virginia Department of Rail and Public Transportation
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Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



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Richmond, VA 23219

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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Jonathan Doherty
National Park Service- Captain John Smith Chesapeake NHT
NPS – Chesapeake Bay Program Office
410 Severn Ave., Suite 314
Annapolis, MD 21403

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Doherty,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Eric Mink, CRM Director
National Park Service- Fredericksburg
120 Chatham Lane
Fredericksburg, Virginia 22405

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Mink,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Christopher Watts
National Park Service- National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Watts,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

David Ruth, Superintendent
National Park Service- Richmond
3215 E. Broad St.
Richmond, VA 23223

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Ruth,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Thomas J. Cassidy, Jr.
National Trust for Historic Preservation
The Watergate Office Building
2600 Virginia Avenue, Suite 1000
Washington, DC 20037

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Cassidy,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Justin Patton, Archaeologist
Prince William County
Prince William County Planning Office (DS940)
5 County Complex Court, Suite 210
Prince William, VA 22192

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Patton,

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Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Kate Roberts
Quantico Marine Corps Base
NREA Brand Bldg
3049 Bordelon Street
Quantico, VA 22134

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Roberts,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile". The signature is written in a cursive, flowing style.

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Rick MacGregor, President
Stafford County Historical Society
P.O. Box 1664
Stafford, VA 22555

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. MacGregor,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Wanda Parrish
Spotsylvania County
Department of Planning
9019 Old Battlefield Blvd.
Suite 320
Spotsylvania, VA 22553

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Parrish,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 6, 2015

Kathy Baker, Assistant Director
Stafford County
Department of Planning and Zoning
P.O. Box 339
Stafford, VA 22555

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Baker,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 22, 2015

Don Briggs
Potomac Heritage National Scenic Trail
Post Office Box B
Harper's Ferry, WV 25425

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Briggs,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

January 22, 2015

Joe DiBello
Washington-Rochambeau National Historic Trail
200 Chestnut Street, 3rd Floor
Philadelphia, PA 19106

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. DiBello

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

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As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

November 23, 2016

Cyane Crump, Executive Director;
Danielle Worthing, Preservation Specialist
Historic Richmond Foundation
4 East Main St., Suite 1-C
Richmond, VA 23219

RE: Resend/Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Crump and Ms. Worthing,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

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Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov



801 E. Main St., Suite 1000
Richmond, VA 23219

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,

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Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main St., Suite 1000
Richmond, VA 23219

December 22, 2016

Robert Nieweg
National Trust for Historic Preservation
The Watergate Office Building
2600 Virginia Avenue, Suite 1000
Washington, DC 20037

RE: Revised Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Mr. Nieweg,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are commencing environmental studies associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA (the lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As per regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, please provide a written request to this effect directed to:

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Phone: 804-786-1052
Email: Emily.Stock@drpt.virginia.gov

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties or the cultural resource survey specifically, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

Chief Bob Gray
Pamunkey Indian Tribe
331 Pocket Road,
Pamunkey Reservation
King William, VA 23086

APR 27 2017

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Gray,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA (the lead federal agency), and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. A cultural resources survey is underway.

As per regulations implementing Section 106 of the NHPA, we are identifying “consulting parties” with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Pamunkey Tribe is a federally recognized tribe and has previously demonstrated an interest in historic property issues in the general project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the ensuing cultural resource documents, please provide a written request to this effect directed to me.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources survey that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Kevin Brown, Chief
Pamunkey Indian Tribe
Pamunkey Reservation
331 Pocket Road
King William, VA 23086

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Brown,

The Virginia Department of Rail and Public Transportation (DRPT) is sending this package to your organization as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA).

The Federal Railroad Administration (FRA) and DRPT are continuing environmental studies associated with the Tier II Environmental Impact Statement for the DC2RVA project. The project area follows the existing CSX Transportation railroad, extending 123 miles from Arlington County to Chesterfield County.

The DC2RVA project is partially funded by the FRA (lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and traverses federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the DC2RVA project requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the NHPA, as amended.

Your group has elected to participate in the Section 106 process as a consulting party. As such, this package contains a synthesis of Identification-level (Phase I) cultural resource studies for above- and below-ground resources conducted to date. Copies of all ensuing technical reports and coordination documents can be found on the enclosed flash drive. A map showing the project corridor is included in both hard copy and electronic format. Reports are organized by type (Phase IA or Phase IB) and by geography/alternative.

Phase IA studies were completed for the bypass alternatives around Fredericksburg and Ashland, which do not follow the existing rail corridor. The method for Phase IA technical studies was developed based on the length, complexity, and the preliminary nature of the engineering concepts associated with the alternatives in these sections. A Phase IA reconnaissance includes a vehicular and pedestrian study, rather than a full identification-level survey. Each bypass alternative was the subject of a background review and limited field studies. Tables and maps were then produced based on the reconnaissance fieldwork to note the potential of each bypass to contain historic properties and make recommendations on ensuing cultural resource work should one or both of these alternatives be

selected for design and construction. This methodology was approved by the Virginia Department of Historic Resources (DHR), our State Historic Preservation Office (SHPO), in February 2016. The two bypass segments (Fredericksburg and Ashland) are presented in two separate reports with combined Phase IA archaeological and architectural results.

Phase IB surveys were developed for the remaining alternatives, noted as Segments 1–20 on the enclosed map and technical reports. These surveys covered the project Area of Potential Effects (APE) as determined by the project Limits of Disturbance (through August 2016 plans). These surveys included standard recordation of buildings, districts, structures, objects, and sites within the APE per DHR standards. To date, the team has recorded over 2,000 above-ground resources and more than 30 archaeological sites within the APE. Reports were crafted that included recommendations on potential eligibility for all recorded resources, and Virginia Cultural Resource Information System (VCRIS) packets were completed for each recorded resource and submitted to the DHR archives.

Due to the quantity of above-ground resources recorded as part of this project, numerous reports were produced to document the Phase IB survey of these resources. Reports per segment for buildings, objects, and districts were crafted to summarize the results. All structures and the rail corridors themselves were included in a stand-alone document as many structures and rails spanned several segments. For archaeology, one report was completed for the Phase IB survey of Segments 1 through 20.

As background, below is a summary timeline of DC2RVA cultural resources activities:

- Cultural resource studies commenced with initiation of the process with the DHR in December 2014.
- An APE was coordinated with the DHR, receiving DHR concurrence in February 2015.
- A reconnaissance study and predictive model for archaeological resources was completed in July 2015, and a copy of this document was sent to the DHR and consulting parties for review and comment in July 2015.
- Identification-level (Phase I) studies for above- and below-ground resources have been underway since that time.

We invite you to review the enclosed reports and coordination information and provide feedback. We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the cultural resource work, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Respectfully submitted,



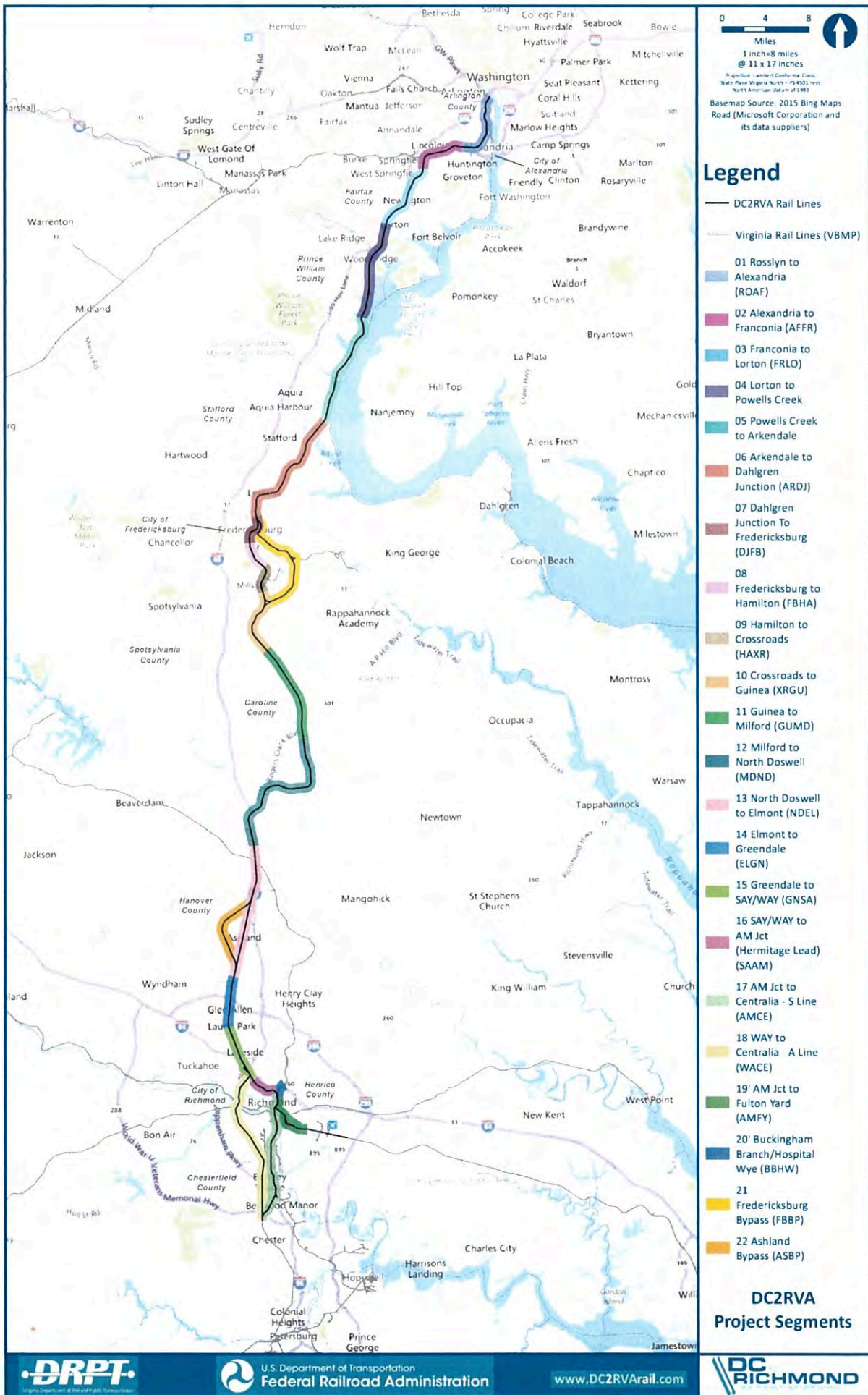
Kerri S. Barile, Ph.D.

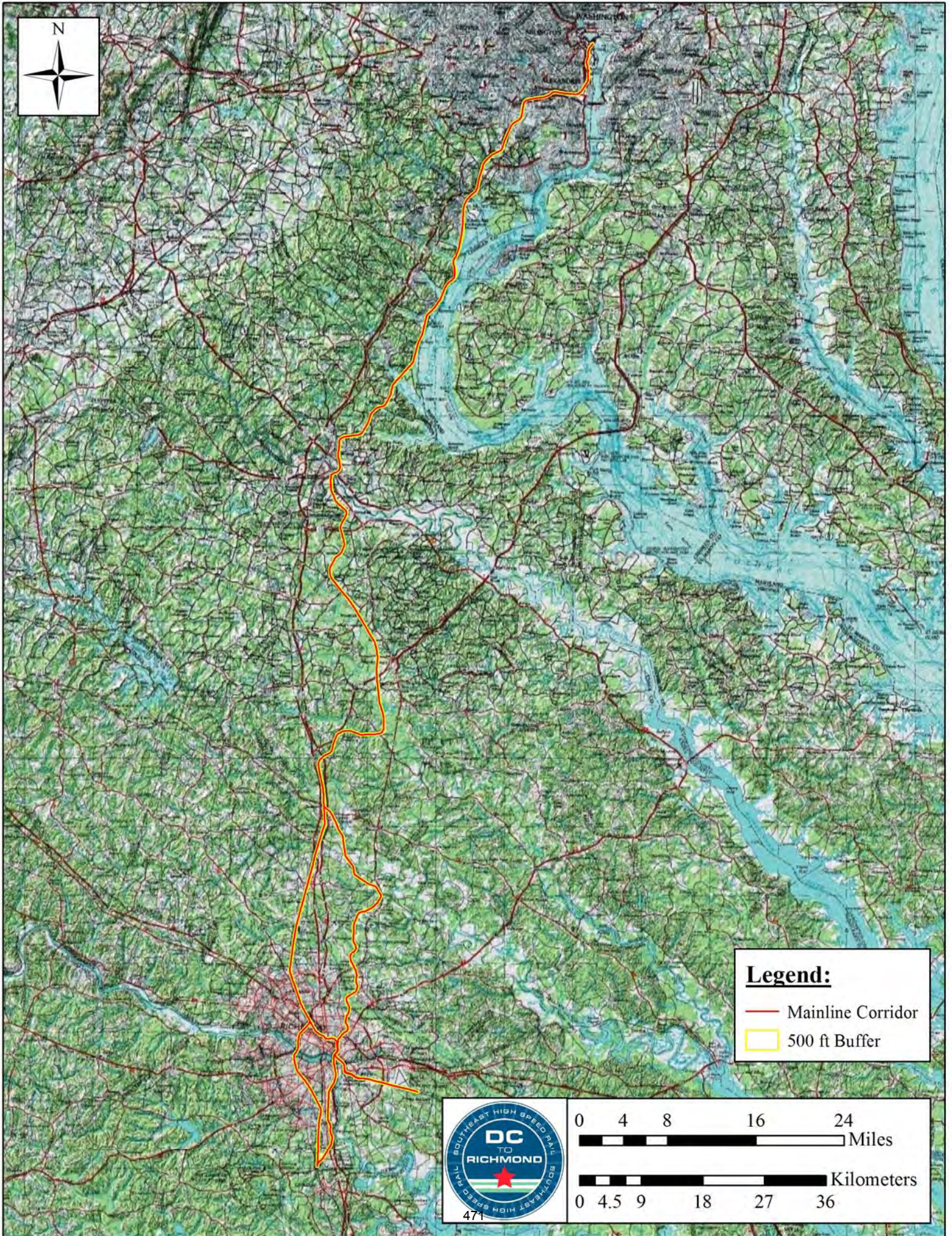
President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

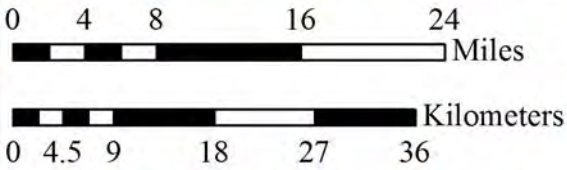
CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons





Legend:

- Mainline Corridor
- 500 ft Buffer





Kerri Barile <kbarile@dovetailcrg.com>

Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, D.C. to Richmond Segment

1 message

Francine Bromberg <Francine.Bromberg@alexandriava.gov>

Wed, Jan 21, 2015 at 2:19 PM

To: "Emily.Stock@drpt.virginia.gov" <Emily.Stock@drpt.virginia.gov>, "kbarile@dovetailcrg.com" <kbarile@dovetailcrg.com>

Cc: Lance Mallamo <Lance.Mallamo@alexandriava.gov>

Dear Ms. Stock and Ms. Barile:

I am writing on behalf of Alexandria Archaeology and the Office of Historic Alexandria with regard to the invitation for Consulting Party Status on the Southeast High Speed Rail Tier II Environmental Impact Statement for the Washington, D.C., to Richmond Segment. Our office has significant information on and interest in the historical and archaeological resources within the Alexandria corridor of this project. We definitely want to participate as a consulting party.

I appreciate your contacting us and look forward to hearing from you again as the project goes forward.

Sincerely,

Fran Bromberg

Francine Bromberg, City Archaeologist
Director, Alexandria Archaeology
Office of Historic Alexandria, City of Alexandria
105 N. Union Street
Alexandria, VA
[703.746.4399](tel:703.746.4399)



Kerri Barile <kbarile@dovetailcrg.com>

Consulting Party for Southeast High Speed Rail Project

1 message

Rebecca Ballo <Rballo@arlingtonva.us>

Wed, Jan 14, 2015 at 1:20 PM

To: "emily.stock@drpt.virginia.gov" <emily.stock@drpt.virginia.gov>, "kbarile@dovetailcrg.com" <kbarile@dovetailcrg.com>

Cc: Cynthia Liccese-Torres <Clliccese@arlingtonva.us>, Brian Stout <Bstout@arlingtonva.us>

Good afternoon,

I received your letter regarding 106 consultation for the Southeast High Speed Rail Project. Arlington County will be interested in participating as a consulting party for this undertaking. We look forward to learning more about the project and helping with the process.

Sincerely,

Rebecca Ballo, Preservation Planner

Department of Community Planning, Housing & Development

2100 Clarendon Boulevard, Ste. 700

Arlington, VA 22201

ph: [703-228-3812](tel:703-228-3812)

fax: [703-228-3834](tel:703-228-3834)



Please consider the environment before printing this email.



Kerri Barile <kbarile@dovetailcrg.com>

RE: Ashland Museum requests inclusion as a consulting party

1 message

Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov> Wed, Jan 21, 2015 at 11:08 AM
To: Jerry & Rosie Shalf <jrshalf@gmail.com>
Cc: "DC2RVAdocumentcontrol@hdrinc.com" <DC2RVAdocumentcontrol@hdrinc.com>, "Stephen.C.Walter@parsons.com" <Stephen.C.Walter@parsons.com>, "kbarile@dovetailcrg.com" <kbarile@dovetailcrg.com>

Ms. Shalf:

Thank you for electing to be a consulting party for the Washington, DC to Richmond, VA Southeast High Speed Rail Project. Kerri Barile of Dovetail, the DC2RVA cultural resources lead, will be in touch with you soon with further information.

Do you happen to have contact information for Mr. Wulf?

Best regards,

Emily Stock

Emily N. Stock, AICP

Manager of Rail Planning

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102

Richmond, VA 23219

desk 804-786-1052

cell 804-971-1381

www.DC2RVARail.com

From: Jerry & Rosie Shalf [mailto:jrshalf@gmail.com]

Sent: Wednesday, January 21, 2015 10:55 AM

To: Stock, Emily (DRPT)

Subject: Ashland Museum requests inclusion as a consulting party

Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact

Statement, Washington, DC to Richmond Segment.

As President of the Ashland Museum in Ashland, Virginia, I request that we be included as a consulting party to the High Speed Rail Tier II Environmental impact Statement. Your letter reached me after your deadline, so I am late in making this request, but I would still like to be included.

I hope that Tom Wulf, executive director of Ashland Main Street Association, is also included as well.

Thank you so much,

Rosanne Groat Shalf

President

Ashland Museum

PO Box 633, Ashland, VA 23005

home: [804-798-3783](tel:804-798-3783)

cell: [804-399-1849](tel:804-399-1849)



Kerri Barile <kbarile@dovetailcrg.com>

RE: Consulting Party Status/SE High Speed Rail Tier II Environmental Impact Statement

1 message

Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov> Tue, Feb 3, 2015 at 11:59 AM
To: "lzech@co.caroline.va.us" <lzech@co.caroline.va.us>, "mfinchum@co.caroline.va.us" <mfinchum@co.caroline.va.us>
Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, Kerri Barile <kbarile@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Ms. Zech and Mr. Finchum:

Thank you for electing to be a consulting party for the Washington, DC to Richmond, VA Southeast High Speed Rail Project. Kerri Barile of Dovetail will be in touch with you soon with further information.

Best regards,

Emily Stock

Emily N. Stock, AICP

Manager of Rail Planning

Virginia Department of Rail and Public Transportation


600 E. Main Street, Suite 2102

Richmond, VA 23219

desk 804-786-1052

cell 804-971-1381

www.DC2RVARail.com

 cid:image003.jpg@01D0364A.BC
2203D0

From: lzech@co.caroline.va.us [mailto:lzech@co.caroline.va.us]
Sent: Tuesday, February 03, 2015 11:05 AM
To: Stock, Emily (DRPT)
Subject: Consulting Party Status/SE High Speed Rail Tier II Environmental Impact Statement

Good Morning

In response to your letter of January 6, 2015, Caroline County would like to participate in the project studies for the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor.

Please forward all information to

Michael Finchum, Director

Caroline County Planning & Community Development

233 West Broaddus Avenue

Bowling Green, VA 22427

mfinchum@co.caroline.va.us

Regards,

Lisa L. Zech
Administrative Assistant/Planning Technician
Planning & Community Development
Caroline County
[804/633-4303, Ext. 1144](tel:8046334303)

Erik F. Nelson
Senior Planner/Deputy Director
Community Planning and Building



City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22404-7447
Telephone: 540-372-1179
Fax: 540-372-6412

January 12, 2015

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

Re: Southeast High Speed Rail – Consulting Party Request

Dear Ms. Stock:

Thank you for your letter of January 6, 2015, extending an invitation to participate as a consulting party during the Section 106 process related to the Tier II Environmental Impact Statement for the Washington D.C. to Richmond, VA segment of the Southeast High Speed Rail project. The City of Fredericksburg is very supportive of this project and hereby requests consulting party status for the related Section 106 process. Any materials related to the environmental study can be sent to me and I will coordinate with other City staff and respond, as appropriate.

Thank you for this opportunity. If you have any questions or if you think I can be of assistance, please do not hesitate to contact me.

Very truly yours,

Erik F. Nelson

CC: City Manager
Director of Planning



Kerri Barile <kbarile@dovetailcrg.com>

Re: consulting parties

1 message

Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov> Fri, Jan 16, 2015 at 2:07 PM
To: "Chen, Kimberly M. - PDR" <Kimberly.Chen@richmondgov.com>
Cc: Kerri Barile <kbarile@dovetailcrg.com>, Stephen Walter <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Yay - me too!!

I'm ccing this to our consulting team for the record.

Have a good weekend,
Emily Stock

Sent from my iPhone

On Jan 16, 2015, at 11:44 AM, "Chen, Kimberly M. - PDR" <Kimberly.Chen@Richmondgov.com> wrote:

Emily,

The City would like to be a consulting party for the Southeast High Speed Rail Tier II Environmental Impact Statement. Your letter was addressed to Will Palmquist, but as the City's Section 106 Review and Compliance Planner, I should be the point of contact. Contact information is below. Please, let me know if you need anything further from me.

Looking forward to working with you.

Kim

Kimberly M. Chen, Planner II
Planning and Preservation Division
Department of Planning and Development Review
City Hall, Room 510
900 East Broad Street
Richmond, Virginia 23219-1907
[804.646.6364](tel:804.646.6364)

Kimberly.chen@richmondgov.com

P.O. Box 3417
Fredericksburg, VA 22402
540. 374. 0900 TEL
www.cvbt.org



Central Virginia Battlefields Trust

January 14, 2015

Ms. Emily N. Stock
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Ms. Stock:

I have received your letter inviting Central Virginia Battlefields Trust to participate as a consulting party in studies for the proposed Southeast High Speed Rail corridor project. It is likely that such a corridor will pass near or even through historic properties which our organization has made extraordinary efforts to preserve, indeed within a literal stone's throw of the office where I now sit to compose this letter. Please keep us in the loop as your study progresses.

By the way, I see from your address that you are located in the old Eskimo Pie building on Main Street. My father used to have an office on the second floor there, facing 6th Street.

Thank you,

A handwritten signature in black ink, reading "Ben Brockenbrough". The signature is written in a cursive style with a long, sweeping tail that extends to the right.

Ben Brockenbrough
Chief Administrator



Kerri Barile <kbarile@dovetailcrg.com>

RE: FW: DC to Richmond SE High Speed Rail Project

1 message

Mark Coombs <mcoombs@civilwar.org>

Wed, Feb 11, 2015 at 11:40 AM

To: Kerri Barile <kbarile@dovetailcrg.com>, "Burch, Carey" <Carey.Burch@hdrinc.com>, Kathy Robertson <krobertson@civilwar.org>, Jim Campi <jcampi@civilwar.org>, Paul Coussan <pcoussan@civilwar.org>
Cc: "Eley, Megan" <Megan.Eley@hdrinc.com>, "Walter, Stephen C (Stephen.C.Walter@parsons.com)" <Stephen.C.Walter@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, Emily Calhoun <ecalhoun@dovetailcrg.com>, Heather Dollins <hdollins@dovetailcrg.com>

Kerri,

Excellent! Many thanks — for your e-mail as well as your attention to Slaughter Pen Farm and the Civil War-era resources writ large within the project area.

The Trust would indeed like to be officially included as a Section 106 consulting party.

We look forward to hearing from you further as the project progresses.

Yours and thanks again,

Mark

Mark P. Coombs

Manager, State and Local Relations | Civil War Trust
(p) 202.367.1861 x7224 (e) mcoombs@civilwar.org

CIVIL WAR TRUST | *Saving America's Civil War Battlefields* | Civilwar.org

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent: Wednesday, February 11, 2015 9:21 AM

To: Burch, Carey; Kathy Robertson; Jim Campi; Mark Coombs

Cc: Eley, Megan; Walter, Stephen C (Stephen.C.Walter@parsons.com); Morton, John; DC2RVAdocumentcontrol; Stock, Emily (DRPT); Emily Calhoun; Heather Dollins

Subject: Re: FW: DC to Richmond SE High Speed Rail Project

Good morning, Mark,

Thanks so much for your email! Emily Stock with the DRPT forwarded it to me so I can address your concerns. Dovetail is working on the cultural resource studies for the project. Since we're in Fredericksburg- smack in the middle of the project area and right near Slaughter Pen Farm- we definitely are aware of the resource and it's significance! It is on our radar and will be included in any study (above and below ground) where it falls within the project APE. This includes both direct and indirect effects. We will absolutely keep in touch regarding our work not only on Slaughter Pen Farm but any Civil War-era resource along the corridor.

We fully understand your concern and involvement with Civil War resources within the project area. We actually sent you all a Section 106 Consulting Party invite letter about a month ago. I've attached another copy here. Once you take a gander, feel free to reply to this email with a sentence mentioning that you elect to be a consulting party (I'm guessing you want to be!), and we can use that as our notice of formal acceptance.

In the meantime, if you want to chat at all about resources along the corridor or the process, definitely feel free to give me a call or shoot me an email ([540-899-9170](tel:540-899-9170); kbarile@dovetailcrg.com). The rest of my contact info is also in my signature below.

Thanks so much!

Kerri Barile

From: Mark Coombs [<mailto:mcoombs@civilwar.org>]
Sent: Tuesday, February 10, 2015 10:07 AM
To: Stock, Emily (DRPT)
Cc: Jim Campi; Kathy Robertson
Subject: DC to Richmond SE High Speed Rail Project

Dear Ms. Stock:

Thank you for your recent letters of 12/22/2014 and 1/23/2015 regarding the proposed Washington, D.C., to Richmond Southeast High Speed Rail project.

You explain therein that a survey team from Rice Associates has been tasked with setting markers for aerial surveys on and/or near the Civil War Trust's Slaughter Pen Farm property in Spotsylvania County as part of ongoing environmental studies related to the proposed rail project. You also state that "conducting environmental studies does not mean that improvement projects will occur on your property or that a decision on the improvements has been made."

Because of the historic significance of the Slaughter Pen Farm and surrounding properties that have the potential to be affected as a result of the proposed rail project, the Trust would greatly appreciate continuing to be included on all relevant correspondence in future, particularly if the project progresses. If possible, please submit such information directly to Kathy Robertson, Jim Campi and me via the following e-mail addresses: kr Robertson@civilwar.org, jcampi@civilwar.org and mcoombs@civilwar.org.

Alternatively, the mailing address of our Washington, D.C., office is as follows:

Civil War Trust
1156 15th St., NW
Suite 900
Washington, DC 20005

Finally, if this project currently or ultimately requires a Section 106 study and associated outreach, the Trust would be grateful for inclusion as an official consulting party.

Thank you again!

Sincerely,

Mark P. Coombs
Manager, State and Local Relations | Civil War Trust
(p) 202.367.1861 x7224 (e) mcoombs@civilwar.org

CIVIL WAR TRUST | *Saving America's Civil War Battlefields* | Civilwar.org

--

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group

300 Central Road, Suite 200
Fredericksburg, Virginia 22401

Phone: [540-899-9170](tel:540-899-9170)

Fax: [540-899-9137](tel:540-899-9137)

**** CHECK OUT OUR NEWLY REDESIGNED WEBSITE! GO TO: www.dovetailcrg.com**



DC2RVARail_ConsPtyInviteLtr_1.6.15_CWPT.pdf
139K



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC to Richmond SEHSR Tier II Env. Impact Statement

1 message

Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov> Tue, Feb 3, 2015 at 2:56 PM
To: "Cheely, Claudia" <cdcheely@hanovercounty.gov>
Cc: Kerri Barile <kbarile@dovetailcrg.com>, "Stephen.C.Walter@parsons.com" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Dear Ms. Cheely:

Thank you for electing to be a consulting party for the Washington, DC to Richmond, VA Southeast High Speed Rail Project. Kerri Barile of Dovetail will be in touch with you soon with further information and to respond to your request below.

Best regards,

Emily Stock

Emily N. Stock, AICP

Manager of Rail Planning

Virginia Department of Rail and Public Transportation


600 E. Main Street, Suite 2102

Richmond, VA 23219

desk 804-786-1052

cell 804-971-1381

www.DC2RVARail.com

 cid:image003.jpg@01D0364A.BC
2203D0

From: Cheely, Claudia [mailto:cdcheely@hanovercounty.gov]
Sent: Wednesday, January 28, 2015 4:46 PM
To: Stock, Emily (DRPT)
Subject: DC to Richmond SEHSR Tier II Env. Impact Statement

Ms. Stock,

I am in receipt of your invitation for consulting party status. If we could receive a copy of the report showing which historic sites and properties in Hanover County will be impacted by the proposed rail project, I can work with the Hanover County Historical Commission to review it and provide comments. I would like to know what your timeline is because the Historical Commission is a volunteer organization, and it will take us some time to coordinate such a review effort and for them to prepare comments.

Claudia D. Cheely

Senior Planner II

Hanover County Planning Department

P. O. Box 470

Hanover, VA 23069

[\(804\) 365-6171](tel:8043656171)



Historic Fredericksburg Foundation, Inc.

1200 Caroline Street • Fredericksburg, Virginia 22401-3702
Phone: (540) 371-4504 • Fax: (540) 371-4505
Email: office@hffi.org • Website: www.hffi.org

January 9, 2015

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, Virginia 23219
Phone: (804) 786-1052

RE: Invitation for Consulting Party Status for the Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment.

Dear Ms. Stock:

Thank you for your letter dated January 6, 2015, inviting the Historic Fredericksburg Foundation, Inc., to participate as a consulting party on the Southeast High Speed Rail project.

We accept the invitation and look forward to working with you.

If you require any additional information or response from me, please do not hesitate to call or email (540-371-4504; director@hffi.org).

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean P. Maroney". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Sean P. Maroney
Executive Director
Historic Fredericksburg Foundation, Inc.

"To preserve, protect and revitalize the distinctive historic environment and cultural resources of the Fredericksburg area."



Kerri Barile <kbarile@dovetailcrg.com>

FW: Consulting Party Status/ Southeast High Speed Rail Tier II Environmental Impact Statement, Washington DC to Richmond Segment

1 message

Danielle Worthing <DWorthing@historichrichmond.com>
To: "kbarile@dovetailcrg.com" <kbarile@dovetailcrg.com>

Mon, Nov 28, 2016 at 2:18 PM

Thank you for resending the invitation. Below is my confirmation letter. Thank you.

Danielle Worthing
Preservation Specialist

[Historic Richmond](#)
[Building on history](#)
4 East Main St., Suite 1C
Richmond, Virginia 23219
tel: 804.643.7407
fax: 804.788.4244
dworthing@historichrichmond.com
HistoricRichmond.com

Follow us on [Facebook](#), [Twitter](#), [Instagram](#), and [YouTube](#).

From: Danielle Worthing
Sent: Monday, November 28, 2016 2:16 PM
To: 'emily.stock@drpt.virginia.gov' <emily.stock@drpt.virginia.gov>
Cc: Cyane Crump (crrump@HistoricRichmond.com) <crrump@HistoricRichmond.com>; 'kbarlie@dovetailcrg.com' <kbarlie@dovetailcrg.com>
Subject: Consulting Party Status/ Southeast High Speed Rail Tier II Environmental Impact Statement, Washington DC to Richmond Segment

Dear Ms. Stock,

Thank you for including Historic Richmond in the Section 106 process associated with the Tier II Environmental Impact Statement for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor. I am writing to confirm our interest to participate in the project studies as a consulting party. We look forward to working together on this project.

Thank you,

Danielle



Danielle Worthing

Preservation Specialist

Historic Richmond

Building on history

4 East Main St., Suite 1C

Richmond, Virginia 23219


tel: 804.643.7407

fax: 804.788.4244

dworthing@historichrichmond.com

HistoricRichmond.com

Follow us on [Facebook](#), [Twitter](#), [Instagram](#), and [YouTube](#).

 Invitation for consulting party status_November 23 2016.pdf
1028K



Kerri Barile <kbarile@dovetailcrg.com>

Invitation for Section 106 Consulting Party Status on DC to Richmond high speed rail

1 message

Jagunic, Matthew <matt_jagunic@nps.gov>

Thu, Jan 22, 2015 at 1:40 PM

To: emily.stock@drpt.virginia.gov, kbarile@dovetailcrg.com

Cc: Jonathan Doherty <jonathan_doherty@nps.gov>, Charles Hunt <charles_hunt@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Mary Morrison <mary_morrison@nps.gov>, John Davy <john_davy@nps.gov>

Emily and Kerri,

Please accept this email as an acceptance of your invitation to participate as a consulting party for the Section 106 review process of the DC to Richmond high speed rail project.

As noted in our response to the 11/14/14 environmental notice, the Captain John Smith Chesapeake National Historic Trail and Star-Spangled Banner National Historic Trail, managed by the NPS Chesapeake Bay Office (NPS CHBA), appear to be within close proximity to the schematic layout indicating the potential route of the proposed rail corridor. In some instances it appears that the proposed route may cross the trail at the Rappahannock and Potomac rivers along the 123-mile segment of this review.

<http://www.dc2rvrail.com/>

Two additional national trails managed out of other NPS offices, the Potomac Heritage National Scenic Trail and the Washington Rochambeau Revolutionary Route National Historic Trail, also appear to be in close proximity to the project. We would encourage you to reach out those trail superintendents, Don Briggs and Joe DiBello.


Our office would be happy to provide you with additional information on trail resources, trail corridor boundaries and trail partners in the area that may be useful in both the Section 106 and Section 4(f) review process. Please let us know what we can do to help as you work to establish the APE for the project.

We look forward to participating in the review process and thank you for your invitation.

Matt

--

Matt Jagunic
Outdoor Recreation Planner
National Park Service
Chesapeake Bay Office
410 Severn Avenue, Suite 314
Annapolis, MD 21403
[410.260.2482](tel:410.260.2482) (o)

 **2015-01-06 Invitation for Consulting Party.pdf**
5339K



Kerri Barile <kbarile@dovetailcrg.com>

Re: Southeast High Speed Rail project

1 message

Briggs, Don <don_briggs@nps.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>

Wed, Mar 4, 2015 at 12:12 PM

Good talking with you, thanks for the clarification, and please include me/my office as a consulting party.
Best,
Don

Donald E. Briggs, Superintendent
[Potomac Heritage National Scenic Trail](#) | [National Park Service](#)
304-535-4016 o | 304-582-3016 c

www.nps.gov/pohe | <http://www.facebook.com/PoHeNST>

Mailing address if needed:

P.O. Box B
Harpers Ferry WV 25425

Deliveries:

252 McDowell Street, Room 101
Harpers Ferry WV 25425



On Sat, Feb 28, 2015 at 3:34 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Mr. Briggs,

I hope all is well. Emily Stock with the DRPT asked me to reach out to you to discuss consulting party status for the SEHSR project. I apologize that I haven't given you a call yet- was one of those weeks! I am also out of the office on Monday at meetings. By chance will you be available Tuesday afternoon or any time Wednesday for me to give you a call to share more about the project? I can call you whenever is convenient.

Thanks so much,
Kerri

--

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, Virginia 22401
Phone: [540-899-9170](tel:540-899-9170)
Fax: [540-899-9137](tel:540-899-9137)



In Reply Refer to:

**United States Department of the Interior
NATIONAL PARK SERVICE**

**RICHMOND NATIONAL BATTLEFIELD PARK
MAGGIE L. WALKER NATIONAL HISTORIC SITE
3215 EAST BROAD STREET
RICHMOND, VIRGINIA 23223-7517**



January 14, 2015

Emily N. Stock, AICP
Virginia Dept. of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, Virginia 23219

Dear Ms. Stock:

This is in answer to your letter of January 6, in which you explained the current status of the Washington to Richmond piece of the Southeast High Speed Rail project, and offered an opportunity to be a consulting party for historic properties.

Thank you for the invitation. Please add Richmond National Battlefield Park as a consulting party.

Sincerely,

David Ruth
Superintendent



Kerri Barile <kbarile@dovetailcrg.com>

RE: Shockoe Bottom & an expanded Main Street Station for high-speed rail

1 message

Robert Nieweg <RNieweg@savingplaces.org>
To: Kerri Barile <kbarile@dovetailcrg.com>

Tue, Jan 3, 2017 at 12:55 PM

Hello, Kerri. Thank you for our conference call and the maps you have shared. The National Trust for Historic Preservation requests the opportunity to participate as a Consulting Party in the review process under Section 106 of the National Historic Preservation Act for this undertaking. In addition, the National Trust requests the opportunity to comment on any documents prepared under the National Environmental Policy Act and Section 4(f) of the Department of Transportation Act. Please send any notices of meetings and documents for review and comment to my address at the Watergate Office Building. We appreciate your consideration, and we look forward to consulting with you as the review process goes forward. Regards, -- Rob Nieweg

Rob Nieweg | Senior Field Director & Attorney
P 202.588.6107

NATIONAL TRUST FOR HISTORIC PRESERVATION
Washington Field Office

The Watergate Office Building

2600 Virginia Avenue NW Suite 1100 Washington, DC 20037

www.PreservationNation.org

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Thursday, December 22, 2016 1:09 PM
To: Robert Nieweg <RNieweg@savingplaces.org>
Cc: Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; Sharee Williamson <SWilliamson@savingplaces.org>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Morton, John <John.Morton@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Homer, Pierce <PHomer@moffattnichol.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>
Subject: Re: Shockoe Bottom & an expanded Main Street Station for high-speed rail

Hi Rob and Sharee,

Thank you again for our call yesterday!

I've attached here a revised plan for the Main Street Station area. This plan matches the description that Carey Burch gave over the phone- the platforms that do not extend to the north and only one parking deck. These are the current

494

working designs for this area, although they are very preliminary.

Also attached is a revised consulting party invite letter with today's date so that we can keep track of the invitations. So we're all on the "up and up", would you mind replying to this email and requesting to be a consulting party? We will then save it for our files. As I mentioned, we are putting together a full slate of documents to send to the consulting parties related to cultural resource studies. Much more information will be heading your way. In the meantime, if you would like anything specific, just let me know.

Thanks!

Kerri, Emily, Randy, and the DC2RVA Team

On Tue, Dec 20, 2016 at 4:47 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hi all,

In advance of our call tomorrow, I've attached some mapping here. Note that these are all preliminary and are working drafts for conversation purposes. It sounded like the focus of our call would be sites near Main Street Station so I have focused on those. I can provide more info after our chat tomorrow too.

Talk to you all at 11:30 tomorrow,

Kerri

On Fri, Dec 16, 2016 at 8:58 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Terrific! Let's say 11:30 on the 21st. I will send a formal invite.

We will chat more on the 21st but we are not at the PA stage yet in the process for the DC to Richmond segment of the high speed rail process. We've completed reconnaissance studies and identification-level surveys and are currently working on evaluation-level studies. We have had numerous dialogues with the DHR on this work as well as super preliminary thoughts on effect.

That said, Main Street Station area is actually the overlap point for the DC to Richmond segment and the Richmond to Raleigh segment of the larger high speed initiative. The Richmond to Raleigh segment is much further along, and an MOA is actually being signed as I type. More information on this one can also be shared.

I will follow this email up shortly with more info on data that has been disseminated and will be disseminated to consulting parties, and I will pass a few items along in advance of our call.

Thanks so much!

Kerri

On Fri, Dec 16, 2016 at 8:47 AM, Robert Nieweg <RNieweg@savingplaces.org> wrote:



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-7615 FAX (703) 792-4401
Internet www.pwcgov.org

PLANNING
OFFICE

Christopher M. Price, AICP
Director of Planning

February 11, 2015

Emily N. Stock, AICP
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

Re: Request for Consulting Party Status
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Stock:

I received your letter inquiring if Prince William County would like to be identified as a consulting party under Section 106 of the National Historic Preservation Act of 1966, as amended, for the above referenced project. Accordingly, we request consulting party status as the project has potential to adversely affect historic properties.

Please direct all correspondence to me at the address listed below. My email address is jspatton@pwcgov.org

Justin S. Patton, RPA
County Archaeologist
Prince William County Planning Office (DS940)
5 County Complex Court, Suite 210
Prince William, VA 22192
O - 703.792.5729; F - 703.792.4401

Sincerely,

Justin S. Patton, RPA
County Archaeologist

PRML2015-20177

cc: Chris Price
David McGettigan
Tom Blaser
Ric Canizales



Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Consulting Parties

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, May 22, 2015 at 9:36 AM
 To: paul_hawke@nps.gov, matt_jagunic@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, david_ruth@nps.gov, Kate Roberts <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, "Briggs, Don" <don_briggs@nps.gov>, Francine.Bromberg@alexandriava.gov, Rebecca Ballo <rballo@arlingtonva.us>, mfinchum@co.caroline.va.us, Erik Nelson <enelson@fredericksburgva.gov>, Kimberly.chen@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, jrshalf@gmail.com, chiefadministrator@cvbt.org, Jim Campi <jcampi@civilwar.org>, Sean Maroney <director@hffi.org>
 Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, Emily Calhoun <ecalhoun@dovetailcrg.com>, Heather Staton <hdollins@dovetailcrg.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>

Hello all,

Thank you very much for requesting to be a consulting party for the Southeast High Speed Rail (SEHSR) Washington, DC to Richmond, Virginia project, also known as DC2RVA. I wanted to touch base with you to say hello and also to give you an update on progress related to the cultural resource studies associated with the undertaking.

Cultural resource consultation on this project commenced last fall through a series of communications with the DHR. Our primary contact at the agency is Marc Holma, who was also the contact for SEHSR Richmond to Raleigh. This will facilitate a smooth project. In working with Marc, the FRA, DRPT and their project team have formally initiated the project and submitted a recommendation on project APE. This was approved in February 2015.

Architectural identification studies commenced immediately after, starting in Fredericksburg and working north. We will then work south from Fredericksburg to reach the southern project terminus. Ongoing architectural studies include background review, fieldwork, authoring reports, and compiling VCRIS packets. We will be completing our first report on architectural studies within the coming weeks. This document will be one of 20 architectural identification reports that we are producing, wherein each report contains the results from one specific geographic area.

Concurrently, we have been working to produce an archaeological probability model on the entire 123-mile corridor. This document includes a background review, archival/historic map inspection, and a review of numerous site metrics. A draft report has been produced and is currently in internal review. Once the probability model has been submitted to, and approved by, the DHR, archaeological fieldwork will begin. As with the architectural studies, we will be doing the fieldwork by geographic area and producing 20 archaeological reports to correspond to each surveyed segment along the line.

As consulting parties, I wanted to not only provide you with a brief update on our activities, but also discuss report dissemination amongst your groups. As you can see, we will be producing numerous documents for this study...and this doesn't even include the thousands of VCRIS packets! We would like to get you copies of applicable reports for your comments concurrently with DHR review to assure your participation in the process. Due to its all-encompassing nature (all 123 miles!), each consulting party will receive the archaeological probability model. After that, we will send groups applicable area-specific reports unless otherwise requested. Also, to facilitate review and save many trees, we will be getting these documents to you electronically through Dropbox. This way, you can download them and peruse them as you wish. If anyone would prefer to receive the reports on CD or in hard copy format, please let me know and I can definitely accommodate this.

Again, thank you very much for your interest in the DC2RVA project, and we look forward to working with you all as the work progresses!

Have a great holiday weekend!
 Kerri

—
 Kerri S. Barile, Ph.D., RPA
 President
 Dovetail Cultural Resource Group

2/24/2017

Dovetail Cultural Resource Group Mail - DC2RVA/Consulting Parties

300 Central Road, Suite 200
Fredericksburg, Virginia 22401
Phone: [540-899-9170](tel:540-899-9170)
Fax: [540-899-9137](tel:540-899-9137)

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Rail/Archaeological Predictive Model Report

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Jul 30, 2015 at 5:03 PM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Kate Roberts <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, kbdobro@aol.com, Erik Nelson <enelson@fredericksburgva.gov>, david_ruth@nps.gov, Rebeccah Ballo <rballo@arlingtonva.us>, Kimberly.chen@richmondgov.com, Francine.Bromberg@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, matt_jagunic@nps.gov, chiefadministrator@cvbt.org, Sean Maroney <director@hffi.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>
Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Hynes, Elizabeth" <Elizabeth.Hynes@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, Emily Calhoun <ecalhoun@dovetailcrg.com>, Heather Dollins <hdollins@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Hello all,

Thank you again for your interest in cultural resource studies associated with the DC to Richmond Segment of the Southeast High Speed Rail line. The project archaeological background review and predictive model report has been completed. It was just submitted to the DHR for their review, and we want to provide you as consulting parties the opportunity to review the report and provide comments. Because the document is so large (over 60MB), I have uploaded it to Dropbox. I will have Dropbox send an invite to you all shortly with a file location so you can download the report. Be on the lookout for an email from "Dropbox" with this link.

Comments can be sent to me at this email address (kbarile@dovetailcrg.com) or to Emily Stock with the DHR (emily.stock@drpt.virginia.gov). Hard copies of comments can also be mailed to me at the address below. Please submit your comments by Friday, August 28th.

We deeply appreciate your involvement in this project! Let me know if you have any questions on this document in particular, or the project in general.

Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA | President

Office - 540.899.9170 | Fax- 540.899.9137

kbarile@dovetailcrg.com



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Fredericksburg, Virginia Wilmington, Delaware

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Rail/Archaeological Predictive Model comments

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Aug 28, 2015 at 12:07 PM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Kate Roberts <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, kbdobro@aol.com, Erik Nelson <enelson@fredericksburgva.gov>, dave_ruth@nps.gov, Rebecca Ballo <rballo@arlingtonva.us>, Kimberly.chen@richmondgov.com, Francine.Bromberg@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, "Jagunic, Matthew" <matt_jagunic@nps.gov>, chiefadministrator@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pw.gov>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, Emily Taggart <taggart99q@yahoo.com>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Hynes, Elizabeth" <Elizabeth.Hynes@parsons.com>, Emily Calhoun <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, Curtis McCoy <cmccoy@dovetailcrg.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Hello DC2RVA Rail consulting parties!

Just a quick reminder that your comments on the archaeological predictive model are due today. You can email them right to me (kbarile@dovetailcrg.com). We are synthesizing all comments and sending them to the agencies.

Thank you and have a great weekend!

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Archaeological Predictive Model comments

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Sat, Aug 29, 2015 at 12:01 PM

To: "Patton, Justin S." <jspatton@pwcgov.org>

Cc: "paul_hawke@nps.gov" <paul_hawke@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Christopher_Watts@nps.gov" <Christopher_Watts@nps.gov>, Kate Roberts <catherine.roberts@usmc.mil>, "joe_dibello@nps.gov" <joe_dibello@nps.gov>, "kdbobro@aol.com" <kdbobro@aol.com>, Erik Nelson <enelson@fredericksburgva.gov>, "dave_ruth@nps.gov" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Kimberly.chen@richmondgov.com" <Kimberly.chen@richmondgov.com>, "Francine.Bromberg@alexandriava.gov" <Francine.Bromberg@alexandriava.gov>, Rosie SHALF <jrshalf@gmail.com>, "Jagunic, Matthew" <matt_jagunic@nps.gov>, "chiefadministrator@cvbt.org" <chiefadministrator@cvbt.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, Emily Taggart <taggart99q@yahoo.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Hynes, Elizabeth" <Elizabeth.Hynes@parsons.com>, Emily Calhoun <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, Curtis McCoy <cmccoy@dovetailcrg.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Hey all,

I apologize. It sounds like a few folks did not get the Dropbox invite. I sent it a few minutes after the email mentioning it would arrive so if you have not received it by now, it is lost in the ethernet somewhere!

Please try this link to access the report if you have not done so already: https://www.dropbox.com/s/50ttgvzyrby6enh/DC2RVA_AE%20BR%20and%20Predictive%20Model_v2.0_071415_full.pdf?dl=0

If you cannot access it, let me know and we will get it to you another way.

Given that some folks had difficulty accessing the file, we will extend our consulting party comment period one week, so comments are due by COB on Friday, September 4th.

Thanks so much!
Kerri and team

On Fri, Aug 28, 2015 at 3:50 PM, Patton, Justin S. <jspatton@pwcgov.org> wrote:

Hi Kerri,

I just checked and I didn't receive a dropbox link either. Can you resend? Sorry for not responding checking and earlier.

Thanks,

Jus'An

Justin S. Patton, RPA

County Archaeologist

Prince William County Planning Office (DS940)

5 County Complex Court, Suite 210

Prince William, VA 22192

O - 703.792.5729; F - 703.792.4401

Please consider the environment before printing this email.

From : Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent: Friday, August 28, 2015 12:08 PM

To: paul_hawke@nps.gov; Eric Mink; Christopher_Watts@nps.gov; Kate Roberts; joe_dibello@nps.gov; kbdobro@aol.com; Erik Nelson; dave_ruth@nps.gov; Rebecca Ballo; Kimberly.chen@richmondgov.com; Francine.Bromberg@alexandriava.gov; Rosie SHALF; Jagunic, Matthew; chiefadministrator@cvbt.org; Jim Campi; Mark Coombs; Patton, Justin S.; Michael Finchum; Cheely, Claudia; Briggs, Don; Emily Taggart
Cc: DC2RVAdocumentcontrol; Morton, John; Burch, Carey; Walter, Stephen C; Hynes, Elizabeth; Emily Calhoun; Heather Staton; Curtis McCoy; Stock, Emily (DRPT)
Subject: DC2RVA Rail/Archaeological Predictive Model comments

Hello DC2RVA Rail consulting parties!

Just a quick reminder that your comments on the archaeological predictive model are due today. You can email them right to me (kbarile@dovetailcrg.com). We are synthesizing all comments and sending them to the agencies.

Thank you and have a great weekend!

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Consulting Party Update

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Feb 23, 2017 at 9:26 AM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, kbdobro@aol.com, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Francine.Bromberg@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, "Jagunic, Matthew" <matt_jagunic@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com

Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "randall.brown@dot.gov" <randall.brown@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@hr.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, Heather Staton <hstaton@dovetailcrg.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>

Hello all,

I hope this warm February is treating you well!

As you all know, over the past two years, the Federal Railroad Administration, Virginia Department of Rail and Public Transportation, and their consulting team have been completing environmental studies associated with the DC to Richmond segment of the Southeast High Speed Rail project (DC2RVA). Because of federal involvement in the project, the undertaking is required to comply with Section 106 of the National Historic Preservation Act of 1966. Your organizations have elected to be consulting parties in the Section 106 process.

I have sent several emails over the past few years with general project updates, and a copy of the archaeological reconnaissance study/predictive model was emailed to you for comments in the summer of 2015. Since that time, we have been continuing cultural resource surveys to identify buildings, districts, structures, objects and sites in the project Area of Potential Effects. These studies have resulted in the identification of over 2,000 above-ground resources and dozens of archaeological sites. The information gathered from these surveys resulted in the production of 17 technical reports and thousands of Virginia Cultural Resource Information System (VCRIS) packets, all of which were submitted to the Virginia Department of Historic Resources (DHR) for review.

We recently received concurrence on the last of these technical reports. As such, copies of the reports and DHR correspondence for each report will soon be sent your way for your comments. Because of the massive amount of data that has been amassed (over 4GB!), we will be sending you a flash drive that contains all of this information. Be on the lookout for this documentation via US mail in the next few weeks.

I want to thank you all again for your continued participation in the DC2RVA project! If you have any questions, the cultural resource team is always free to chat. We can be reached at 540-899-9170 or by email (Kerri Barile= kbarile@dovetailcrg.com; Heather Staton= hstaton@dovetailcrg.com; Emily Calhoun= ecalhoun@dovetailcrg.com). Questions on the larger DC2RVA project can be addressed to Emily Stock (804-786-1052; Emily.Stock@drpt.virginia.gov).

Best,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - [540.899.9170](tel:540.899.9170) | Cell- [540.623.5106](tel:540.623.5106) | Fax- [540.899.9137](tel:540.899.9137)
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Kerri Barile <kbarile@dovetailcrg.com>

Update on Upcoming Materials/DC2RVA Consulting Parties

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Tue, Mar 28, 2017 at 12:04 PM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, kbdobro@aol.com, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Francine.Bromberg@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, "Jagunic, Matthew" <matt_jagunic@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historichrichmond.com, betsy@hodgesgraphicdeisgn.com, ashlandmuseum@comcast.net, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>
 Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "randall.brown@dot.gov" <randall.brown@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, Heather Staton <hstaton@dovetailcrg.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello!

On February 23rd, I sent you an email with a quick update on the DC2RVA segment of the Southeast High Speed Rail project. In that email (see below), I mentioned sending you a flashdrive with the Phase I/identification-level technical reports associated with our cultural resource survey of the project area. I just wanted to touch base to let you know that the package is under review by the DRPT and will be sent out upon their approval. I will email you in advance of when it goes out so you know when to expect it. The flashdrive package will contain all of our identification reports and associated DHR correspondence. As most of you know, this is just the first step in the cultural resource assessment process and is designed to identify and record resources in the project's area of potential effects. These Phase I reports do not contain any assessment of potential impacts. Upcoming analyses, to be presented in future technical reports and the Draft EIS, include evaluating these resources for their National Register of Historic Places potential, assessing project effects on eligible resources, and proposing mitigation measures for adverse effects where warranted.

More will follow shortly. In the meantime, we're happy to answer any questions! Please contact me at the email and phone number listed below or Emily Stock at the DRPT (Emily.Stock@drpt.virginia.gov; 804-786-1052).

Thanks!

Kerri

On Thu, Feb 23, 2017 at 9:26 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello all,

I hope this warm February is treating you well!

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/consulting party packages

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Fri, Apr 14, 2017 at 5:08 PM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, rgray58@hughes.net, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, eleanor.breen@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, "Jagunic, Matthew" <matt_jagunic@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com
 Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Hello all,

Happy Friday! I'm pleased to let you all know that the packages containing the digital copies of the cultural resource Phase I technical reports have gone out in the mail. You should receive them next week. If you have any questions on the document or the project in general, feel free to reach out to me or Emily Stock at the DRPT. She is cc'd here.

Thank you again for your participation in the process, and we hope you have a terrific weekend!
 Kerri and the DC2RVA Gang

--

Kerri S. Barile, Ph.D., RPA | President
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kbarile@dovetailcrg.com



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Knowing the Past — Building the Future
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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Rail/ Phase I report review deadline

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, May 17, 2017 at 5:09 PM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, Robert Gray <rgray58@hughes.net>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, eleanor.breen@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, "Jagunic, Matthew" <matt_jagunic@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pwcg.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hi all,

Quickly following up on the Phase I/Reconnaissance reports sent to you all in April for your review. Technically, the 30-day clock is up this week but we fully understand that we gave you a lot of data and that some may need to run the information by additional staff in your offices. For this reason, we have extended the comment deadline to Wednesday, May 31st.

We also fully recognize that some consulting parties may not be as familiar with the Section 106 process as others. It is quite the squirrely beast! The documents we sent you are our reports on our identification-level findings and include elements that are required by the DHR for these types of reports Evaluation-level studies, assessment of impacts, and other research is ongoing and will be presented at a future date. If you would like to discuss the process at all or these documents in particular, feel free to shoot me an email or give me a call. If you would like information about the larger project, I can certainly pass you on to those in the know.

Thanks so much,
Kerri

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com



300 Central Road, Suite 200, Fredericksburg, Virginia 22401
721 Philadelphia Pike, Wilmington, Delaware 19809

Knowing the Past — Building the Future
www.dovetailcrg.com



Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/ Phase I report review deadline

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Jun 1, 2017 at 2:33 PM

To: paul_hawke@nps.gov, Eric Mink <eric_mink@nps.gov>, Christopher_Watts@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, joe_dibello@nps.gov, Robert Gray <rgray58@hughes.net>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, eleanor.breen@alexandriava.gov, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, "Jagunic, Matthew" <matt_jagunic@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com

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Hello all,

We had one consulting party request another extension. As approved by the FRA and DRPT, we will be extending the deadline one final time. The new deadline for comments is June 19th. We encourage you to ask any questions on the materials should you have questions.

Best
Kerri

On Wed, May 17, 2017 at 5:09 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

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Kerri S. Barile, Ph.D., RPA | President
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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Paul Hawke
American Battlefield Protection Program
1849 C Street NW (2255)
Washington, DC 20240

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Hawke,

The Virginia Department of Rail and Public Transportation (DRPT) is sending this package to your organization as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA).

The Federal Railroad Administration (FRA) and DRPT are continuing environmental studies associated with the Tier II Environmental Impact Statement for the DC2RVA project. The project area follows the existing CSX Transportation railroad, extending 123 miles from Arlington County to Chesterfield County.

The DC2RVA project is partially funded by the FRA (lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and traverses federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the DC2RVA project requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the NHPA, as amended.

Your group has elected to participate in the Section 106 process as a consulting party. As such, this package contains a synthesis of Identification-level (Phase I) cultural resource studies for above- and below-ground resources conducted to date. Copies of all ensuing technical reports and coordination documents can be found on the enclosed flash drive. A map showing the project corridor is included in both hard copy and electronic format. Reports are organized by type (Phase IA or Phase IB) and by geography/alternative.

Phase IA studies were completed for the bypass alternatives around Fredericksburg and Ashland, which do not follow the existing rail corridor. The method for Phase IA technical studies was developed based on the length, complexity, and the preliminary nature of the engineering concepts associated with the alternatives in these sections. A Phase IA reconnaissance includes a vehicular and pedestrian study, rather than a full identification-level survey. Each bypass alternative was the subject of a background review and limited field studies. Tables and maps were then produced based on the reconnaissance fieldwork to note the potential of each bypass to contain historic properties and make recommendations on ensuing cultural resource work should one or both of these alternatives be selected for design and construction. This methodology was approved by the Virginia Department of

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Due to the quantity of above-ground resources recorded as part of this project, numerous reports were produced to document the Phase IB survey of these resources. Reports per segment for buildings, objects, and districts were crafted to summarize the results. All structures and the rail corridors themselves were included in a stand-alone document as many structures and rails spanned several segments. For archaeology, one report was completed for the Phase IB survey of Segments 1 through 20.

As background, below is a summary timeline of DC2RVA cultural resources activities:

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We invite you to review the enclosed reports and coordination information and provide feedback. We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the cultural resource work, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Respectfully submitted,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Francine W. Bromberg, City Archaeologist
Alexandria Archaeology
105 N. Union Street, #327
Alexandria, VA 22314

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Bromberg,

The Virginia Department of Rail and Public Transportation (DRPT) is sending this package to your organization as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA).

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Respectfully submitted,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Rebecca Ballo
Arlington County
2100 Clarendon Boulevard, Suite 700
Arlington, VA 22201

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Ballo,

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Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Rosanne Groat Shalf
Betsy Hodges
Ashland Museum
P.O. Box 633
Ashland, VA 23005

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Shalf and Ms. Hodges,

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Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
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Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Mike Finchum, Planning Director
Caroline County
233 West Broaddus Avenue
Bowling Green, VA 22427

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Finchum,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Jim Campi
Civil War Preservation Trust
1156 15th Street NW, Suite 900
Washington, DC 20005

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Campi,

The Virginia Department of Rail and Public Transportation (DRPT) is sending this package to your organization as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA).

The Federal Railroad Administration (FRA) and DRPT are continuing environmental studies associated with the Tier II Environmental Impact Statement for the DC2RVA project. The project area follows the existing CSX Transportation railroad, extending 123 miles from Arlington County to Chesterfield County.

The DC2RVA project is partially funded by the FRA (lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and traverses federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the DC2RVA project requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the NHPA, as amended.

Your group has elected to participate in the Section 106 process as a consulting party. As such, this package contains a synthesis of Identification-level (Phase I) cultural resource studies for above- and below-ground resources conducted to date. Copies of all ensuing technical reports and coordination documents can be found on the enclosed flash drive. A map showing the project corridor is included in both hard copy and electronic format. Reports are organized by type (Phase IA or Phase IB) and by geography/alternative.

Phase IA studies were completed for the bypass alternatives around Fredericksburg and Ashland, which do not follow the existing rail corridor. The method for Phase IA technical studies was developed based on the length, complexity, and the preliminary nature of the engineering concepts associated with the alternatives in these sections. A Phase IA reconnaissance includes a vehicular and pedestrian study, rather than a full identification-level survey. Each bypass alternative was the subject of a background review and limited field studies. Tables and maps were then produced based on the reconnaissance fieldwork to note the potential of each bypass to contain historic properties and make recommendations on ensuing cultural resource work should one or both of these alternatives be selected for design and construction. This methodology was approved by the Virginia Department of

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As background, below is a summary timeline of DC2RVA cultural resources activities:

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We invite you to review the enclosed reports and coordination information and provide feedback. We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the cultural resource work, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Submitted respectfully,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Ben Brockenbrough
Central Virginia Battlefields Trust
P.O. Box 3417
Fredericksburg, VA 22402

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Brockenbrough,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Eric Nelson
Kate Schwartz
City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22402

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Nelson and Ms. Schwartz,

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Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Claudia Cheely, Senior Planner II
Hanover County
Hanover County Administration Building
7516 County Complex Road
Hanover, VA 23069

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Cheely,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

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Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Scott Walker, President
Historic Fredericksburg Foundation, Inc.
1200 Caroline Street
Fredericksburg, VA 22401

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Walker,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

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Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Cyane Crump, Executive Director
Danielle Worthing, Preservation Specialist
Historic Richmond Foundation
4 East Main Street, Suite 1-C
Richmond, VA 23219

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Crump and Ms. Worthing,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Robert Nieweg
Sharee Williamson
National Trust for Historic Preservation
The Watergate Office Building
2600 Virginia Avenue, Suite 1000
Washington, DC 20037

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Nieweg and Ms. Williamson,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Matt Jagunic

National Park Service – Captain John Smith Chesapeake National Historic Trail
NPS – Chesapeake Bay Program Office
410 Severn Avenue, Suite 314
Annapolis, MD 21403

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Jagunic,

The Virginia Department of Rail and Public Transportation (DRPT) is sending this package to your organization as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA).

The Federal Railroad Administration (FRA) and DRPT are continuing environmental studies associated with the Tier II Environmental Impact Statement for the DC2RVA project. The project area follows the existing CSX Transportation railroad, extending 123 miles from Arlington County to Chesterfield County.

The DC2RVA project is partially funded by the FRA (lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and traverses federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the DC2RVA project requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the NHPA, as amended.

Your group has elected to participate in the Section 106 process as a consulting party. As such, this package contains a synthesis of Identification-level (Phase I) cultural resource studies for above- and below-ground resources conducted to date. Copies of all ensuing technical reports and coordination documents can be found on the enclosed flash drive. A map showing the project corridor is included in both hard copy and electronic format. Reports are organized by type (Phase IA or Phase IB) and by geography/alternative.

Phase IA studies were completed for the bypass alternatives around Fredericksburg and Ashland, which do not follow the existing rail corridor. The method for Phase IA technical studies was developed based on the length, complexity, and the preliminary nature of the engineering concepts associated with the alternatives in these sections. A Phase IA reconnaissance includes a vehicular and pedestrian study, rather than a full identification-level survey. Each bypass alternative was the subject of a background review and limited field studies. Tables and maps were then produced based on the reconnaissance fieldwork to note the potential of each bypass to contain historic properties and make recommendations on ensuing cultural resource work should one or both of these alternatives be

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As background, below is a summary timeline of DC2RVA cultural resources activities:

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We invite you to review the enclosed reports and coordination information and provide feedback. We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the cultural resource work, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Respectfully submitted,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Eric Mink, Cultural Resource Management Director
National Park Service – Fredericksburg
120 Chatham Lane
Fredericksburg, VA 22405

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Mink,

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Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Christopher Watts
National Park Service – National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Watts,

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Kerri S. Barile, Ph.D.

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801 E. Main Street, Suite 1000
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CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
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Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Joe DiBello
National Park Service
Washington-Rochambeau National Historic Trail
200 Chestnut Street, 3rd Floor
Philadelphia, PA 19106

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. DiBello,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Don Briggs
National Park Service – Potomac Heritage National Scenic Trail
NPS – Post Office Box B
Harper's Ferry, WV 25425

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Briggs,

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Kerri S. Barile, Ph.D.

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801 E. Main Street, Suite 1000
Richmond, VA 23219

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Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

David Ruth, Superintendent
National Park Service – Richmond
3215 E. Broad Street
Richmond, VA 23223

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Ruth,

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801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Kevin Brown, Chief
Pamunkey Indian Tribe
Pamunkey Reservation
331 Pocket Road
King William, VA 23086

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

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801 E. Main Street, Suite 1000
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April 14, 2017

Justin Patton, Archaeologist
Prince William County
Prince William County Planning Office (DS940)
5 County Complex Court, Suite 210
Prince William, VA 22192

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Patton,

The Virginia Department of Rail and Public Transportation (DRPT) is sending this package to your organization as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA).

The Federal Railroad Administration (FRA) and DRPT are continuing environmental studies associated with the Tier II Environmental Impact Statement for the DC2RVA project. The project area follows the existing CSX Transportation railroad, extending 123 miles from Arlington County to Chesterfield County.

The DC2RVA project is partially funded by the FRA (lead federal agency), requires permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and traverses federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of several federal entities, the DC2RVA project requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the NHPA, as amended.

Your group has elected to participate in the Section 106 process as a consulting party. As such, this package contains a synthesis of Identification-level (Phase I) cultural resource studies for above- and below-ground resources conducted to date. Copies of all ensuing technical reports and coordination documents can be found on the enclosed flash drive. A map showing the project corridor is included in both hard copy and electronic format. Reports are organized by type (Phase IA or Phase IB) and by geography/alternative.

Phase IA studies were completed for the bypass alternatives around Fredericksburg and Ashland, which do not follow the existing rail corridor. The method for Phase IA technical studies was developed based on the length, complexity, and the preliminary nature of the engineering concepts associated with the alternatives in these sections. A Phase IA reconnaissance includes a vehicular and pedestrian study, rather than a full identification-level survey. Each bypass alternative was the subject of a background review and limited field studies. Tables and maps were then produced based on the reconnaissance fieldwork to note the potential of each bypass to contain historic properties and make recommendations on ensuing cultural resource work should one or both of these alternatives be

selected for design and construction. This methodology was approved by the Virginia Department of Historic Resources (DHR), our State Historic Preservation Office (SHPO), in February 2016. The two bypass segments (Fredericksburg and Ashland) are presented in two separate reports with combined Phase IA archaeological and architectural results.

Phase IB surveys were developed for the remaining alternatives, noted as Segments 1–20 on the enclosed map and technical reports. These surveys covered the project Area of Potential Effects (APE) as determined by the project Limits of Disturbance (through August 2016 plans). These surveys included standard recordation of buildings, districts, structures, objects, and sites within the APE per DHR standards. To date, the team has recorded over 2,000 above-ground resources and more than 30 archaeological sites within the APE. Reports were crafted that included recommendations on potential eligibility for all recorded resources, and Virginia Cultural Resource Information System (VCRIS) packets were completed for each recorded resource and submitted to the DHR archives.

Due to the quantity of above-ground resources recorded as part of this project, numerous reports were produced to document the Phase IB survey of these resources. Reports per segment for buildings, objects, and districts were crafted to summarize the results. All structures and the rail corridors themselves were included in a stand-alone document as many structures and rails spanned several segments. For archaeology, one report was completed for the Phase IB survey of Segments 1 through 20.

As background, below is a summary timeline of DC2RVA cultural resources activities:

- Cultural resource studies commenced with initiation of the process with the DHR in December 2014.
- An APE was coordinated with the DHR, receiving DHR concurrence in February 2015.
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- Identification-level (Phase I) studies for above- and below-ground resources have been underway since that time.

We invite you to review the enclosed reports and coordination information and provide feedback. We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the cultural resource work, please feel free to contact me at 540-899-9170 or kbarile@dovetailcrg.com.

Respectfully submitted,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Kate Roberts
Quantico Marine Corps Base
NREA Brand Building
3049 Bordelon Street
Quantico, VA 22134

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Roberts,

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Respectfully submitted,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Kimberly M. Chen, Planner II
City of Richmond Planning and Development
900 E. Broad Street, Room 510
Richmond, VA 23219

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Ms. Chen,

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Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



801 E. Main Street, Suite 1000
Richmond, VA 23219

April 14, 2017

Josh Farrar, Town Manager
Nora Amos, Planning and Community Development
Town of Ashland
101 Thompson Street, P.O. Box 1600
Ashland, VA 23005

RE: Consulting Party Project Update and Cultural Resource Identification-Level Reports
Southeast High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Mr. Farrar,

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Respectfully submitted,



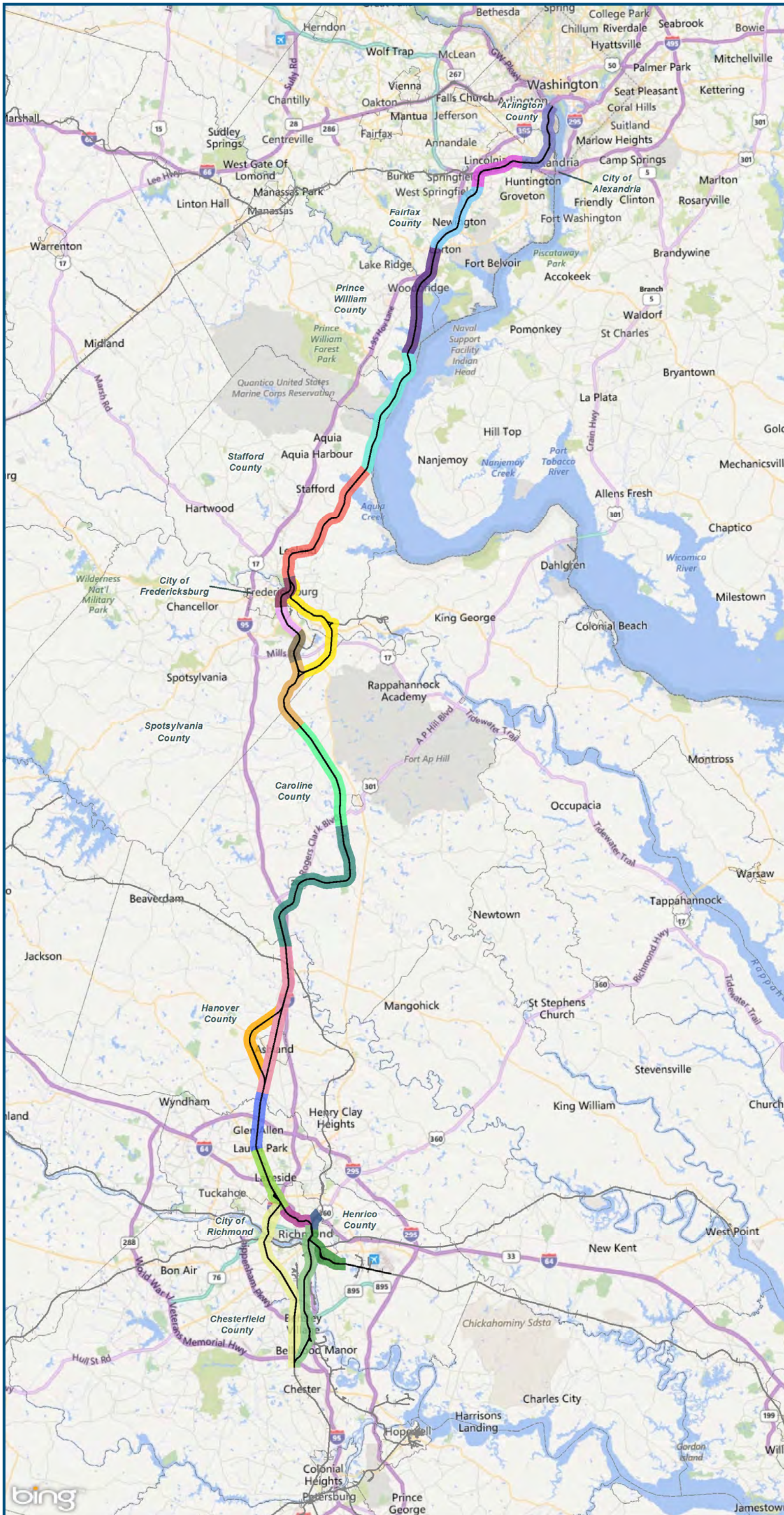
Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Marc Holma, DHR
Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons



0 4 8
Miles
1 inch=8 miles
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: 2015 Bing Maps
Road (Microsoft Corporation and
its data suppliers)

Legend

- DC2RVA Rail Lines
- Virginia Rail Lines (VBMP)
- 01 Rosslyn to Alexandria (ROAF)
- 02 Alexandria to Franconia (AFFR)
- 03 Franconia to Lorton (FRLO)
- 04 Lorton to Powells Creek
- 05 Powells Creek to Arkendale
- 06 Arkendale to Dahlgren Junction (ARDJ)
- 07 Dahlgren Junction To Fredericksburg (DJFB)
- 08 Fredericksburg to Hamilton (FBHA)
- 09 Hamilton to Crossroads (HAXR)
- 10 Crossroads to Guinea (XRGU)
- 11 Guinea to Milford (GUMD)
- 12 Milford to North Doswell (MDND)
- 13 North Doswell to Elmont (NDEL)
- 14 Elmont to Greendale (ELGN)
- 15 Greendale to SAY/WAY (GNSA)
- 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
- 17 AM Jct to Centralia - S Line (AMCE)
- 18 WAY to Centralia - A Line (WACE)
- 19' AM Jct to Fulton Yard (AMFY)
- 20' Buckingham Branch/Hospital Wye (BBHW)
- 21 Fredericksburg Bypass (FBBP)
- 22 Ashland Bypass (ASBP)

DC2RVA Project Segments

\\cslmain\gis_data\GIS\Projects\011545_VADepotRailPublicTransportation\0239056_RAPS-4\Dev-Concept\Eng\map_docs\mxd\Corridor_Views\DC2RVA_ProjectSegments_11x17_20160218.mxd | Last Updated: 02.18.2016



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Archaeological Predictive Model comments

1 message

Rebeccah Ballo <Rballo@arlingtonva.us>
To: Kerri Barile <kbarile@dovetailcrg.com>

Fri, Aug 28, 2015 at 12:10 PM

Hi Kerri,

Thanks for the reminder! I meant to say a few weeks back that I have no comments on the model. I think it looks good. Have a great weekend!

Rebeccah Ballo, Preservation Planner

Department of Community Planning, Housing & Development

2100 Clarendon Boulevard, Ste. 700

Arlington, VA 22201

ph: 703-228-3812

fax: 703-228-3834



Please consider the environment before printing this email.

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent: Friday, August 28, 2015 12:08 PM

To: paul_hawke@nps.gov; Eric Mink <eric_mink@nps.gov>; Christopher_Watts@nps.gov; Kate Roberts <catherine.roberts@usmc.mil>; joe_dibello@nps.gov; kbdobro@aol.com; Erik Nelson <enelson@fredericksburgva.gov>; dave_ruth@nps.gov; Rebeccah Ballo <Rballo@arlingtonva.us>; Kimberly.chen@richmondgov.com; Francine.Bromberg@alexandriava.gov; Rosie SHALF <jrshalf@gmail.com>; Jagunic, Matthew <matt_jagunic@nps.gov>; chiefadministrator@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Patton, Justin S. <jspatton@pwcgov.org>; Michael Finchum <mfinchum@co.caroline.va.us>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Briggs, Don <don_briggs@nps.gov>; Emily Taggart <taggart99q@yahoo.com>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Morton, John <John.Morton@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Hynes, Elizabeth <Elizabeth.Hynes@parsons.com>; Emily Calhoun <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Curtis McCoy <cmccoy@dovetailcrg.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>

Subject: DC2RVA Rail/Archaeological Predictive Model comments

Hello DC2RVA Rail consulting parties!

Just a quick reminder that your comments on the archaeological predictive model are due today. You can email them right to me (kbarile@dovetailcrg.com). We are synthesizing all comments and sending them to the agencies.

Thank you and have a great weekend!

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

Office - [540.899.9170](tel:540.899.9170) | Fax- [540.899.9137](tel:540.899.9137)
kbarile@dovetailcrg.com



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Fredericksburg, Virginia Wilmington, Delaware
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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Archaeological Predictive Model comments

1 message

Francine Bromberg <Francine.Bromberg@alexandriava.gov>

Sat, Aug 29, 2015 at 12:23 PM

To: Kerri Barile <kbarile@dovetailcrg.com>

Cc: Garrett Fesler <Garrett.Fesler@alexandriava.gov>, Benjamin Skolnik <Benjamin.Skolnik@alexandriava.gov>

Kerri—

Thanks for giving me the opportunity to comment on the report. I do think that the predictive modeling is very helpful for identifying locations of Native American sites and also for sites of the earliest periods of historic settlement, especially because of the need for water and certain soil types. However, I have one concern for that I know relates to the historical periods in Alexandria and may also be relevant to other areas. While I recognize the desire for a way to whittle down the acreage where testing is to be done, I think that there should also be a consideration of known areas of archaeological potential. In Alexandria, we have developed a Master Plan based on map overlays (from plat/deed records, Civil War maps and later 19th-century maps, etc.) that show where historical sites from the 18th and 19th century are likely. While I have not had time to look at the rail corridor to see if it intersects potential sites, this is certainly something that should be done prior to determining whether or not there are places in Alexandria that should be tested, and again, this undoubtedly applies to other locations as well. It seems to me that just looking at previously identified sites and not using the information on an available layer (or from historical maps and other sources in other jurisdictions) that shows locations of potential historical house sites, for example, could lead to the exclusion of areas of significance from the testing strategy. In addition, paved sections in some urban areas contain some significant buried resources; for example, the Moore-McLean Sugar House was discovered just below the surface of a parking lot in Alexandria.

I recommend adding a layer, wherever possible, that shows the locations of known historic structures from maps and aerial photos for the 19th and early 20th centuries, and then comparing these locations to the high potential areas identified in your model. This process could be an interesting first test of the potential areas identified for testing in the predictive model. It would go a long way toward addressing my concern and should be done for Alexandria before eliminating the entire city from any testing associated with the rail line development.

Please feel free to contact me to discuss this further. I look forward to hearing from you.

Best regards,

Fran

Francine Bromberg

City Archaeologist

Director, Alexandria Archaeology

105 N. Union Street, Suite 327

Alexanria, VA 22314

Phone: 703.746.4399

From : Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent : Friday, August 28, 2015 4:06 PM

To : Patton, Justin S.

Cc : paul_hawke@nps.gov; Eric Mink; Christopher_Watts@nps.gov; Kate Roberts; joe_dibello@nps.gov; kbdobro@aol.com; Erik Nelson; dave_ruth@nps.gov; Rebeccah Ballo; Kimberly.chen@richmondgov.com; Francine Bromberg; Rosie SHALF; Jagunic, Matthew; chiefadministrator@cvbt.org; Jim Campi; Mark Coombs; Michael Finchum; Cheely, Claudia; Briggs, Don; Emily Taggart; DC2RVAdocumentcontrol; Morton, John; Burch, Carey; Walter, Stephen C; Hynes, Elizabeth; Emily Calhoun; Heather Staton; Curtis McCoy; Stock, Emily (DRPT)

Subject : Re: DC2RVA Rail/Archaeological Predictive Model comments

Sorry all! I think most received it but it sounds like one or two did not. I will resend it tomorrow. Thanks!

On Friday, August 28, 2015, Patton, Justin S. <jspatton@pwcgov.org> wrote:

> HI Kerri,

>

>

>

> I just checked and I didn't receive a dropbox link either. Can you resend? Sorry for not responding checking and earlier.

>

>

>

> Thanks,

>

>

>

> Justin

>

>

>

> Justin S. Patton, RPA

>

> County Archaeologist

>

> Prince William County Planning Office (DS940)

>

> 5 County Complex Court, Suite 210

>

> Prince William, VA 22192

>

> O - 703.792.5729; F - 703.792.4401

>

>

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> Please consider the environment before printing this email.

>

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>

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 > Cc: DC2RVAdocumentcontrol; Morton, John; Burch, Carey; Walter, Stephen C; Hynes, Elizabeth; Emily Calhoun; Heather Staton; Curtis McCoy; Stock, Emily (DRPT)
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 > kbarile@dovetailcrg.com

> </mail/u/0/s/?view=att&th=14f75dc6a2442c44&attid=0.1&disp=emb&zw&atsh=1>

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Kerri Barile <kbarile@dovetailcrg.com>

comments on DC2RVA Rail/Archaeological Predictive Model Report

1 message

Erik Nelson <enelson@fredericksburgva.gov>

Mon, Aug 3, 2015 at 4:49 PM

To: "emily.stock@drpt.virginia.gov" <emily.stock@drpt.virginia.gov>, Kerri Barile <kbarile@dovetailcrg.com>

Emily, Kerri,

Thank you for the opportunity to comment. The report is very thorough and clearly organized. Nicely done.

I have one comment related to the resources you had available to work from, which will not affect your conclusions, but which you should know about in the event someone challenges the integrity of what you used. Specifically, the Civil War Sites Advisory Commission has botched up its evaluation of Salem Church. As noted above, this will not impact any conclusions in your report, but the core battle area shown on their map is based on a misread of the historic record for May 4, 1863, the day after the Salem Church battle. The CWSAC has properly linked the Salem Church battle (May 3) and Banks Ford (May 4), but without a clear understanding of where the May 4 fighting took place. They show an area where they note "several Union assaults were repulsed," but in fact that area is where a Confederate assault was repulsed. Further, there was considerably more fighting in the area outside of what they show as the core battle area. I tried to bring this discrepancy to the attention of the American Battlefield Protection Program staff, but they were not very interested.

None of this has anything to do with the DC2RVA report, except that you should know that the Salem Church reference, in Table 3-1, is inaccurate. Any environmental review for VDOT projects in the I-95 corridor, on the other hand, should probably be aware of this discrepancy.

Thanks again.

Erik F. Nelson

Senior Planner

City of Fredericksburg

[540 372-1179](tel:5403721179)



COUNTY OF PRINCE WILLIAM

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(703) 792-7615 FAX (703) 792-4401
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PLANNING
OFFICE

Christopher M. Price, AICP
Director of Planning

September 3, 2015

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, Virginia 22401

Re: Southeast High Speed Rail Corridor
Archaeological Background Review and Predictive Model

Dear Ms. Barile:

I completed review of the report titled "Archaeological Background Review and Predictive Model, Washington, D.C. to Richmond, Southeast High Speed Rail Corridor (Barile et al 2015)" and I offer the following comments. The proposed Area of Potential Effect (APE) for direct effects, particularly for Segment 3 and 4 of the project that is in Prince William County, is contained within the existing CSX right-of-way. We concur with the APE for direct effects for this study and understand that future studies may be necessary when engineering and design work progress. Areas within the APE were previously evaluated and no studies are recommended. There was no discussion of indirect effects in the document and we reserve comment for a future date.

The project should be aware that Prince William County now owns Cockpit Point (076-0302) and the land immediately west, across the railroad right of way, on the opposite side of the tracks from Cockpit Point. This is located in Segment 4 of the project, Powells Creek to Arkendale. Additionally, we noted that this current study did not include the reports titled "Cockpit Point Battlefield Management Plan (Seibel et al 2014) and Cockpit Point Battlefield Study (Seibel et al 2014)." We will forward copies of these reports to your attention shortly.

If you have any questions regarding this review please call me at 703-792-5729 or email me at jspatton@pwcgov.org.

Sincerely,



Justin S. Patton, RPA

PRML2016-00279

cc: Brendon Hanafin



June 9, 2017

Dr. Kerri Barile
President
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Dear Dr. Barile,

This letter serves as Alexandria Archaeology's (Office of Historic Alexandria, City of Alexandria) response to the Cultural Resource Identification-Level Reports Southeast High Speed Rail Tier II Environmental Impact Statement Washington, DC to Richmond Segment. Alexandria Archaeology elected to participate in the Section 106 process as a consulting party.

We concur with the recommendations of the Phase IB Archaeological Survey as they pertain to previously recorded sites 44AX0028 and 44AX0207. We recommend the following wording for 44AX0028 because we question whether it is possible to know if the canal is entirely destroyed by modern development without testing. "It is recommended that site 44AX0028 remains unevaluated for the NRHP. Based on previous archaeological study, field study, and predictive modeling, within the archaeological APE, the canal is predicted to be impacted by modern development, and as such any portion of the site 44AX0028 within the APE does not contribute to the site's overall eligibility."

Thank you for the opportunity to comment on this project and we will continue to participate as a consulting party.

Sincerely,

Eleanor Breen, PhD, RPA
Acting City Archaeologist
eleanor.breen@alexandriava.gov



Showcasing the rich historical and cultural heritage of our town of Ashland, Virginia

May 30, 2017

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Cultural Resource Identification – Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Kerri,

On behalf of the Ashland Museum, as consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeastern High Speed Rail corridor (DC2RVA), we would like to submit the following comments in response to your letter of April 14, 2017.

We have reviewed the package of information you provided containing a synthesis of identification-level (Phase I) cultural resource studies for above and below ground resources conducted to date.

Phase IA Studies of the Bypass Alternative around Ashland

We understand that the Phase IA technical studies were based on preliminary engineering and reconnaissance fieldwork rather than a full identification level study of the potential bypass to contain historic properties. While we have not studied this alignment to the level of our review of the developed area of the Town, there are significant historic and architectural features which may be overlooked given the time constraints of this part of your study.

Phase IB Survey of Remaining Ashland Alternatives noted as Segment 13

We understand the studies of the project Area of Potential Effects (APE) are determined by project Limits of Disturbance (through August 2016 Plans). These surveys included “standard recordation of buildings, districts, structures, objects and sites within the APE per DHR (Department of Historic Resources) standards.” We would like to comment as follows:

- **The 1982 DHR Survey of Ashland for the nomination of the Ashland Historic District was flawed and incomplete in its identification of historic resources.**
- There were addresses that did not exist (110 S. Railroad Ave. is perhaps 210 S. Railroad Ave.), some misspelled street names (St. James Street is really James Street), and some mistakes in the dates of some of the buildings. And, in the

architectural history world at that time, there was almost no interest in garages, barns, and other secondary buildings. Since then, the members of the Ashland Museum have researched some of the houses, found interesting facts about the owners, and corrected the dates. Some of those buildings might even be eligible for individual listing under criteria A or B of the DHR's standards when DHR can evaluate our research.

- In the spring of 2017, we are going to have an updated survey of the original district, which will allow us to include more buildings in the district for three reasons. First, the dates of the contributing members in the original survey were mid-19th century to 1932—50 years from 1982. Now the dates are going to be up to 1967. Second, while we will not necessarily accept any building that is 50 years old, we will look at the best examples of unmodified Craftsman bungalows and other Craftsman style buildings, ranch or rambler style homes, and Art Deco architecture. Ashland Theatre (1948) and McArdle Insurance Building (1940s) are two that might be included. Third, there are a number of barns, garages or carriage houses, and other service buildings that will be considered for inclusion in the updated survey, where we can verify age and if the construction has not been substantially modified.
- In 2018, the Town in cooperation with the Ashland Museum will be expanding the district boundaries to include some structures on Thompson, Henry Clay, Howard, Racecourse, Berkley, Henry and other areas of town that contain significant buildings relating to the town history or that have interesting architecture. That would allow us to include Craftsmen commercial buildings such as Bryant's grocery, Jake Speer's gas station, and the Craftsmen bungalows on Thompson Street, for example. It might also include the Sears House on Berkeley Street and the Colman Hotel, now called the Elks Home on Henry Street and the Gandy School, a fine example of Prairie Style architecture. They tell part of our African-American story.
- **The Area of Potential Effects (APE) does not fully reflect the devastating impacts the acquisition of expanded right of way and the construction of a third rail would have on the Ashland Historic District which is intended by the Virginia Department of Historic Resources and the National Department of Historic Places to be protected.**
 - The Town of Ashland community and the Randolph-Macon College campus would be irreparably split up the middle by the construction of a third rail destroying the integrity of both as viable entities.
 - In the business district, a substantial number of historic and architecturally significant buildings along Railroad Avenue/Center Street would be significantly damaged. The business buildings are only about 30 or 40 feet from the center line of the railroad right of way. If a third rail is put through Ashland, the facades would have to be sheared off on whichever side of the street the third rail comes. At the very least the sidewalks that are extensions of the restaurants and shops today, would be reduced to 3 feet wide, barely enough room to walk single file. Ashland would lose its turn of the century business district.
 - In the residential area, the homes on Center Street, while not so close to the road, would have no way to access the fronts of their properties. Ashland would lose the streetscapes that show our best antebellum and High Victorian architecture, which happen to be some of the best examples in Virginia and the nation.

- As Nancy Hugo states, the mature trees along Center Street are in many cases as old as the historic homes that they shade and their loss would irreparably change the streetscape and the ecological balance of the town.

We appreciate the opportunity to review the package of reports and information you provided. And we very much appreciate your efforts to discuss the resources identified and the process for their review. We hope that you will agree with our assessment that the construction of a third rail through the heart of the Ashland Historic District will have a devastating impact on the landscape and the historic and archeological resources of state and national significance.

Sincerely,

Rosanne Groat Shalf

Betsy Hodges

Attachments: Letter from Nancy Hugo

Letter from Theodore Sheckels

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

cc: Gareth Prior, Town of Ashland
Nora Amos, Town of Ashland
Ellen Wulf, Ashland Museum
Alphine Jefferson, Hanover County Black Heritage Society
Robert Lindgren, Randolph-Macon College
Paul Davies, Randolph-Macon College



NANCY ROSS HUGO

11208 GWATHMEY CHURCH RD., ASHLAND, VA 23005
(804) 798-6364 nhugo@earthlink.net

May 22, 2017

Dr. Kerri Barile, PhD
DC to Richmond Southeast High Speed Rail
801 East Main Street, Suite 1000
Richmond, Virginia 23219

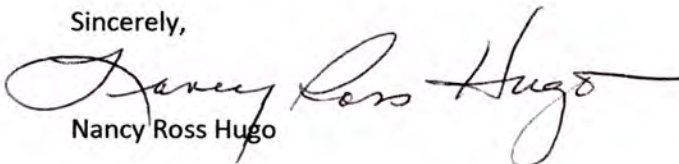
Re: Phase 1 A Cultural Resources Survey for SEHSR, Washington D. C. to Richmond, Virginia,
Ashland Bypass (Segment 22)
VDHR File No. 2014-0666

Dear Dr. Barile:

As an early (1982) member of Ashland, Virginia's streetscape committee, a resident of the Ashland community for over 40 years, and an advocate for trees in my professional and personal life, I would like to add information to what you may have already gathered regarding the impact of a third railway line along Center Street through the town of Ashland. I feel sure you have already collected, or will collect, information about our historic homes, thriving businesses, and college campus, which would all be negatively affected by such a project, but you may not have received information about the mature trees that line Center Street and of their value to our town.

Our entire town is rich in mature trees, but those along Center Street are particularly important in shading the sidewalks that run along our central thoroughfare and in anchoring the plantings that define our streetscape. Many of them—mature white oaks, red oaks, and willow oaks—are as old as the historic homes they shade (some are probably older), and their loss would irreparably change not only the way visitors and residents experience our town but the ecological balance of our town. As I am sure you know, towns and cities all over Virginia are striving to achieve the kind of tree canopy Ashland already has, and it would be a tragedy to deliberately destroy something Ashland has worked so hard to achieve. Please take a ride through Ashland to see not only these old trees, but new ones coming on in promise (evidence of our community's continuing commitment to trees). Please note, too, that in some areas Ashland has used expensive paving materials for sidewalks and parking areas in an effort to protect tree roots and better distribute water. We have spent tax dollars to protect these resources. A third rail through Ashland would destroy a significant percentage of these living landmarks. Please don't let that happen.

Sincerely,


Nancy Ross Hugo



May 30, 2017

To Whom It May Concern:

As a faculty member at Randolph-Macon College for thirty-six years, I find the prospect of high-speed rail service through the campus a cause for considerable concern. There are many ways in which such service could have a deleterious effect on the College. I wish, in this letter, to focus on one: the effect on both the oldest building on our campus and the many events that are staged there.

The building is Washington-Franklin Hall. It was built by students back in the 1870s under the leadership of Jordan Wheat Lambert. His great granddaughter, Mrs. Paul Mellon, gave the College a generous gift in the 1980s to restore the building. In its restored state, it is a gem sitting within a stone's throw (literally) of the CSX tracks running through town.

Mrs. Mellon did not want the building to be "a museum," so it now houses an academic department, and classes are held throughout the day on both of its floors. The first floor rooms possess a nineteenth-century elegance; thus, they are the sites of many College special events. Our social and service Greek-letter organizations, for example, often use these rooms for ceremonies. Those rooms also possess a formality, which has made them a frequent site for judicial hearings focused on student academic or social behavior.

The building was built by the College's rival "literary" societies, Washington and Franklin. Back then, colleges and universities frequently had one or more such societies, and their usual role was to host intramural and intercollegiate debating. The University of Virginia, for example, had the Jefferson and the Washington, and they met in the University's rotunda. At R-MC, the Washington Society eventually became a true literary society, frequently sponsoring readings by nationally-renown writers and lectures on literature and culture. When possible, these events have been held in Washington-Franklin Hall. The Franklin Society remained a debating society. Since 1980, I have directed its activities. We compete intercollegiately, but we also host events on campus. Washington-Franklin Hall is always involved when we host, for it is one of the grandest examples of an old debating hall in the nation.

We host an annual intercollegiate tournament, we host the touring British and Japanese debaters, and we now host the Virginia High School League's debate championship (originally hosted by U.Va.'s two societies). The rumble of train traffic already is heard in the debating hall when we stage these events. Closer train traffic or faster train traffic would turn a rumble into a genuine disturbance.

I'm not a civil engineer: I don't know what effect the traffic might have on the historic building, but I do fear that the traffic would bring everything inside to a halt.

Wash-Frank Hall, let me stress, is not just an historic building. It is a building that functions both daily and on special occasions. High-speed rail could well have a pronounced negative effect on this structure and its use. It is unfortunate that CSX tracks pass through the middle of a town—and a college campus, but they do. The railroad was central to both the town's and the college's development; thus, structures are close to it, not back thousands of feet. I would hope that those planning high-speed rail would recognize both the proximity of structures and the commercial, residential, and educational uses to which they are put in making plans.

Sincerely,

A handwritten signature in black ink that reads "Theodore F. Sheckels". The signature is written in a cursive style with a long, sweeping underline.

Theodore F. Sheckels, Ph.D.
Professor of English & Communication Studies
Chair, Department of Communication Studies

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0007	Hanover Bank Building, 104 N. Railroad Avenue	Ashland	c. 1919	Not Eligible, Contributes to Ashland Historic District

GIS # **DC2RVA:** Not eligible, but it does contribute to the district.
7870-71-2693

Ashland Museum Comments: The former Hanover Bank Building was built in 1919 to replace the Bank's small frame structure at the same location. The style is the only Beaux Arts Structure in the town. The National Register nomination form states: "Its two-story temple front has paired columns, frieze, and pediment, while brick pilasters with cast-concrete capitals define the ends of the structure." *Because it is an example of a small town version of Beaux Arts in Virginia, we ask that you evaluate it as potentially eligible under Criteria A & C.*

166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Ashland	c. 1923	Potentially Eligible Under A & C; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Potentially Eligible Under C; Contributes to Ashland Historic District
7870-71-4742

Ashland Museum Comments: This information is to bolster criterion A and C. Built by W. Duncan Lee, Ashland native son and Richmond architect, *the Ashland Station is significant nationally under Criterion A because it is an example of segregated and "separate but equal" architecture.* It was featured in the Smithsonian 1980s exhibit "Field to Factory: the Black Migration North from 1915 to 1940," *so it should be considered as potentially eligible under Criterion A.* Ashland Station is also an exceptional example regionally of Dutch Colonial Revival public architecture, so it should be considered potentially eligible under Criterion C.

166-0001-0011	House, 206 N. Center Street	Ashland	c. 1870	Not Eligible; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District.
7870-73-2227

Ashland Museum Comments: 206 N. Center Street was built during or shortly after the Civil War. William James was a "Strong Republican"—a Southern Union Sympathizer—lived there beginning about 1867. After the Civil War, James was appointed Collector of the Revenue for the Richmond area. In 1867, James and former slave and African-American church leader Burwell Toler were elected delegates for District 5, which included Hanover County, to the 1867 Virginia Constitutional Convention that eventually extended the vote to all males citizens. It also established a state school system. James' daughter Jennie James and her new husband Ira Ayers Jr. moved to Ashland to join her parents when Ayers was appointed to head the Ashland office of the Freedmen's Bureau during Reconstruction about 1867. Ayers proved to be a sympathetic administrator for the poor black and white families in the area, helping to feed and clothe many and also encouraging blacks to register for election and to establish schools, which they did. The school at Ashland's Shiloh Baptist Church was the first. *This house should be considered potentially eligible under Criterion A.* We believe the house was renovated, or updated around the turn of the century to include Colonial Revival columns. The interior grand center staircase has statuettes holding lights. The interior is largely original. *It may be eligible under Criterion C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0015	Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street	Ashland	c. 1895	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # **DC2RVA:** Potentially Eligible Under A & C; Contributes to Ashland Historic District.

Ashland Museum Comments: This was built in the 1880s, and it was the home of Robert Emory Blackwell, when he was president of Randolph-Macon College (R-MC). Blackwell was an R-MC student, an R-MC Professor, and finally president of R-MC from 1902 to 1938. During that time he was an early advocate of racial integration in the schools of the South. In 1919 he founded the Virginia Commission on Interracial Cooperation. In one address, he publicly predicted, "There are people in this audience who will live to see the day when Southern state universities will admit colored students for graduate work."¹ *The house is a good example of Queen Anne style architecture. It should be marked potentially eligible under Criteria A & C.*

¹ Russa Moton, "Evaluations of President Blackwell," *Randolph-Macon College Bulletin*, vol 10 (April 1939): p. 27.

166-0001-0027 to 166-0001-0042 Historic Downtown Business District Overall Significance

DC2RVA: All but one of the buildings in the downtown business district are contributing but none are potentially eligible for individual listing.

Ashland Museum Comments: We will address the individual stores, but in addition, the entire group on both sides of the track in the 100 block of S. Railroad Avenue is essential to the integrity of the historic district as a whole. Depending upon which side of the tracks the proposed third rail would go, the fronts of the buildings may be sheared off, or at the very least the right-of-way (ROW) will come within three feet of the building facades and will give pedestrians a three-foot sidewalk to sidle down in order to enter a store. That would effectively kill commerce on that side of the street. It would also destroy the integrity of the business district's historical 1870s to 1920s streetscape. Most of the west side of the street was reconstructed after the Great Fire of 1893. It had developed in the decade after the Civil War as a business district with primarily frame buildings. The buildings after 1893 were all brick. The facades have not changed since 1900, except the last building constructed on the block. D.B. Cox Department Store (now the Iron Horse Restaurant)at 100 Railroad Ave. was built 1913. The sole survivor of the fire was the 1870 Puryear Grocery Store (now Caboose Wine and Cheese). The east side of Railroad Avenue contains a mix of styles of buildings, including the mid-20th century McArdle Art Deco building at 101 England St., the 1922 Cross Brothers building, and the late 1860s-70s building (now Shear Power Salon and Jezebel's). All of those buildings should be considered as contributing to the district, but *all of them together constitute an early-20th century example of a small-town business district that has changed little and should be considered potentially eligible under Criterion A.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0027	Commercial Building (Smile of Virginia), 105 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District

GIS # **DC2RVA:** Not eligible, but it does contribute to the district.
7870-71-5430

The address, date and current occupant above for DHR Number 166-0001-0027 is incorrect. For this DHR Number, the address is 101 England St. It is a commercial building, but it was built ca. 1925. Current occupant is McArdle & Associates Insurance.

Ashland Museum Comments: Agree.

166-0001-0030	Cross Brothers Grocery, 107 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0033	Commercial Building (Cross Brothers Grocery), 109 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District

GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District.
7870-71-5324

Ashland Historic District 2017 Survey Update Evaluation: The building at 107 S. Railroad Ave. should be considered contributing.

Ashland Museum Comments: Cross Brothers occupied a smaller building here from 1912, when it was first founded, to 1922, when they rebuilt and enlarged. The new building was two-stories with an external stairway on the south side. You can see it on the 1922 photo and the 1929 Sanborn map. At some point there was an A&P Grocery Store to the north (seen in the 1922 picture, below left) and then later A&P moved to the south (1930s-40s picture, below right) of the Cross Brothers building. Cross Brothers bought the A&P building to the south and combined it with their own building, enclosing what used to be the stairs. That became the single story annex of the Cross Brothers Building. *Because of its age and that the original portion of the building has not been substantially altered, it should be considered contributing.*



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0035	Commercial Building (Hometown Realty), 111 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District

GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District.
7870-71-5330

Ashland Historic District 2017 Survey Update Evaluation: According to local histories, the core of this building was built ca. 1900 with a mid-20th century storefront alteration. This alteration dates to within the historic district's period of significance and does not damage the building's integrity of design. This building is *recommended as a contributing resource to the Ashland Historic District.*

Ashland Museum Comments: This building appears as part of the general store at 113 S. Railroad Ave. in the 1908 Sanborn Insurance Map. In the 1921 Sanborn map is a separate building, still adjacent 113 S. Railroad Ave. and is listed as a cobbler shop. It remained a separate store through the 1941 map. *Because of its age, it should be considered a contributing resource.*

166-0001-0036	Commercial Building, 113 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District.
7870-71-4278

Ashland Historic District 2017 Survey Update Evaluation: "As it reflects the history of this area and retains its integrity, it is recommended to remain a contributing resource within this district."

Ashland Museum Comments: The Louis Delarue family came to Ashland shortly after the Civil War and purchased a general store assessed at \$1,500 on the corner of Robinson and Railroad Avenue in 1878. There had been a store there from at least 1863. The tax records for this period are spotty. It is hard to say whether this is the same building as the 1863 building because it was added to and subdivided several times. Regardless, it predates all of the buildings on either side of the tracks in the 100 block of S. Railroad Avenue. The 1908 Sanborn Insurance map shows it with a front porch. This building, with its arched windows and stucco trim has been a consistent part of the Historic Downtown Business District from at least 1878 and probably earlier. *Because of its distinctive architecture and age and continued use as a commercial building, this should be considered as contributing to the district and potentially eligible under Criterion C.*

166-0001-0040	Store, 307 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0041	House, 403 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District

GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District.
7870-70-4807

(307 S. RR) **Ashland Museum Comments:** Both 307 S. Railroad Ave. and 403 S. Center St. are examples of a home/business structure. The dwelling at 403 S. Center St. was built in 1858. Amos N. Lonsberry purchased it after the Civil War and he added the storefront in 1871 for his bakery. The structure at 307 Railroad Ave. could have been built as early as 1871 and as late as 1899. This kind of building was not uncommon in small towns before 1900, but it is uncommon now. *Both of these buildings should be considered potentially eligible under Criterion A as well.* While 307 S. Railroad Ave. is still used as both a commercial establishment and apartments, the entire 403 S. Center St. building is now a residence.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0055	House, 702 S. Center Street	Ashland	c. 1850	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # **DC2RVA:** Potentially Eligible Under C; Contributes to Ashland Historic District
7870-71-4278

Ashland Historic District 2017 Survey Update Evaluation: Potentially Eligible Under C—"outstanding example of Second Empire-styled architecture."

Ashland Museum Comments: Should be eligible under C.

166-0001-0058	House, 706 S. Center Street	Ashland	c. 1868	Not Eligible; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District
7779-69-8956

Ashland Historic District 2017 Survey Update Evaluation: "The resource is one of a few examples of Second Empire style in the Ashland Historic District; however, replacement windows and siding have negatively impacted its historic integrity [*This is wrong. See correction below.*] and better examples are found elsewhere in town. For these reasons it is recommended not eligible for individual listing in the NRHP under Criterion C. It has no known association with any events or individuals of historical significance and is therefore recommended not eligible for the NRHP under Criteria A and B."

Ashland Museum Comments: The renovation did not add siding or put in replacement windows. In a 2017 renovation, super low-profile storm windows were installed to protect the original window. Built in 1858, this house was modified with a mansard roof and other changes in 1870 by Sarah Elmira Royster Shelton. She was a widow when she bought it and moved there with her daughter and son-in-law. In early 2017 it was renovated. It retains original siding, windows, and window and door frame surrounds inside and out. Because it is one of the better examples of Second Empire architecture in the town, it should be considered as potentially eligible under Criterion C. It had been a boarding house when previously evaluated so it was not in good shape. Sarah Shelton herself has national and regional significance because she was the inspiration for "Tamerlane," Edgar Allen Poe's first major work. She and Poe were childhood sweethearts in Richmond. When Poe went away to UVA for his education, her parents intercepted their letters and both thought the other had forgotten their promises to each other. When Poe returned home and found that his Elmira had wed wealthy Alexander Shelton, he was heart-broken and he wrote "Tamerlane," about a lover who was abandoned by his sweetheart. After many years, both widowed, they came together again and considered marriage, but first Poe had to go on a business trip to Baltimore where he died. Because of this association, this house should be designated as potentially eligible under Criterion B.²

Date of construction is listed incorrectly. The house was built in 1858, not 1868.

² Agnes Bondurant, *Poe's Richmond* (Richmond: Poe Associates, 1978), pp 224-227; Kenneth Silverman, *Edgar A. Poe: Mournful and Never-ending Remembrance* (New York: Harper Collins Publishers, 1991), pp 30-40. "To One in Paradise" and "The Ballad" also may pertain to Sarah Elmira Shelton.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0060	House, 708 S. Center Street	Ashland	c. 1894	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # **DC2RVA:** Potentially Eligible Under C; Contributes to Ashland Historic District
7779-69-8842

Ashland Historic District 2017 Survey Update Evaluation: "outstanding example of a Colonial Revival-styled dwelling with Free Classic elements in this historic community (VHLC 1982). Minor modifications appear to have been made to this resource since it was constructed, including a few small rear additions, but these alterations do not appear to have negatively impacted its historic integrity. As the best example of this style within the Ashland Historic District, this property is recommended potentially eligible for individually listing on the NRHP under Criterion C.

Ashland Museum Comments: Architect was Julian Powers Fox, a respected Richmond architect. He built this house for his brother Flemming Fox. *As an example of Dutch Colonial Revival architecture and one designed by Julian Powers Fox, it should be listed as potentially eligible under Criterion C.*

166-0001-0077	House, 1005 S. Center Street	Ashland	c. 1890	Potentially Eligible Under C; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Potentially Eligible Under C; Contributes to Ashland Historic District
7779-68-9418

Ashland Historic District 2017 Survey Update Evaluation: "It is not known if this house was designed by an architect, but it possesses characteristics of the Queen Anne style while its form suggests an earlier construction date. Further, the property's spatial organization reflects more of a rural setting like that attributed to the town during its time as a mid- to late-19th-century resort community. Therefore, this property is recommended for further study and is potentially eligible for listing on the NRHP under Criterion C at the local level."

Ashland Museum Comments: Assessor says this house was built just after the Civil War in 1867. *Should be potentially eligible under Criterion C.*

166-0001-0232	Commercial Building, 103–109 England Street	Ashland	c. 1950	Not Eligible, Contributes to Ashland Historic District
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GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District.
7870-71-5430

(103) **Ashland Historic District 2017 Survey Update Evaluation:** According to local histories, these commercial buildings were built in 1925. They are examples of early twentieth century Commercial Style with red tile false shed roofs. The storefronts have been altered, including the addition of Permastone to 103 England Street. This resource retains its integrity of form, design, location, setting, association, and feeling. This building is recommended as a contributing resource to the Ashland Historic District as an example of a vernacular mid-nineteenth century dwelling under Criterion C of the NRHP

7870-71-5491
(107)
7870-71-6412
(109)

Ashland Museum Comments: Agree.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0002	Randolph-Macon College Historic District	Ashland	late 19th c. - early 20th c.	Listed VLR & NRHP; Contributes to Ashland Historic District

GIS # **DC2RVA:** Listed VLR & NRHP; Contributes to Ashland Historic District

Dates are listed above are incorrect. Correct dates are 1872-1879. The Randolph-Macon College Historic District continues to be a separate historic district.

Ashland Historic District 2017 Survey Update Evaluation: Potentially Eligible Under A & C; Contributes to R-MC Historic District

Ashland Museum Comments: This is additional information to bolster the criteria A&C. First, the lawn of the R-MC Historic District with very old oak and maple trees, reflects the ambiance of a mid-19th century college campus. Today it is used for college gatherings because it is shaded and can hold a large number of people. To cut into that lawn would damage the ambiance and curtail the use. As for the individual buildings, they are all contributing to their district, but because of their history and the people associated with them, they should be considered individually under Criteria A, B, and C to be potentially eligible.

Washington Franklin Literary Societies Hall, 1872, Italianate with Bonnet Roof. B.F. Price, Alexandria Architect. Significant under Criterion B because Jordan Wheat Lambert, who was president of the Franklin Literary Society, and leader in the construction of the building, went on to found Lambert Pharmaceuticals and along with Lister he created Listerine. Lambert's parents had employed Price to build their home in Alexandria. Significant under Criterion A to larger education history because it is an example of early to mid-19th century college literary society activity on many US college campuses. Most have dissolved, but Washington Franklin Literary Societies Hall is still used by the two societies for lectures and debates. In addition, it is also offices and lecture halls of the history department.

Duncan Memorial Chapel. William West, Richmond Architect. 1879. Ecclesiastic Gothic style.

Pace Lecture Hall. 1876. Italianate style. Originally one first floor room was dedicated to chemistry labs, unusual for small colleges at the time.

These properties should be considered potentially eligible under criterion A, B, and C.

166-0036; 166-0001-0063	MacMurdo House, 713 S. Center Street	Ashland	c. 1858	Potentially Eligible Under B and C; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Potentially Eligible Under B and C; Contributes to Ashland Historic District
7779-79-1601

Ashland Historic District 2017 Survey Update Evaluation: Recommended under B & C "constructed for RF&P Treasurer, Waldrop Macmurdo, who also had his office built across the railroad for his convenience (Lancaster 1953). This house has been identified as one of very few Greek Revival-styled dwellings in the historic district (VHLC 1982). Therefore, this property is recommended for further study and is considered potentially eligible for listing on the NRHP under B&C."

Ashland Museum Comments: As the home of C. Waldrop Macmurdo, an early Treasurer of the RF&P, it should be potentially eligible under Criterion B. As a fine example of an un-modified Greek Revival-styled dwelling, it should be potentially eligible under Criterion C.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0037; 166-0001-0073	Hugo House , 904 S. Center Street	Ashland	c. 1886	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # **DC2RVA:** Potentially Eligible Under A, B, and C; Contributes to Ashland Historic District
7779-68-6848

Ashland Museum Comments: Lila Vance Lefebvre, headmistress of Edgeworth French Finishing School in Baltimore, bought newly constructed 904 S. Center St. for her stepdaughter Mary's husband, William Isaacs, and his daughters after Mary had died. Her granddaughter, Lila Lefebvre Isaacs, was soon courted by John Skelton Williams, the creator and president of Seaboard Air Line Railway and later an undersecretary of the Treasury and Comptroller of the Currency under the Wilson administration. Their wedding took place in the S. Center Street house and in the midst of the festivities the couple walked across the lawn and boarded a train to Washington for their honeymoon.³ *As the home of the wife of John Skelton Williams, this property should be eligible under Criterion A.* The tin house in the back yard is where acetylene gas was made and then piped into the house for lighting. A tank of calcium carbide was kept in the tin house along with a tank of water. The water was allowed to drip on the carbide to create the gas. Holes for the pipes are still visible.⁴ The dwelling, as an extraordinary example of Queen Anne style architecture, and the gas house in the yard, as an example of an early domestic acetylene gas apparatus, should be potentially eligible under Criterion A and C.

³ Interview with John Skelton Williams Jr. by Rosanne Groat Shalf.

⁴ Interview with Clifford Fleet of Richmond by Rosanne Groat Shalf.

166-0039; 166-0001-0082	Blair House, 1014 S. Center Street	Ashland	c. 1888	Not Eligible; Contributes to Ashland Historic District
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GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District
7779-68-3016

Ashland Museum Comments: Built in 1890 in the Queen Anne or Eastlake style, this house has undergone changes and subsequent renovations that restored the changes. When the Hendrixsons purchased it in 2007, the previous owners had removed the southern wrap-around portion of the porch because it had rotted. Using a photo of the original house, they restored the wrap-around porch, adding a turret roof. There have been sensitive rear additions, but otherwise the original house is much the same. *Because it is such a fine example of Eastlake, this should be considered potentially eligible under Criterion C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0040; 166-0001-0044	Hanover Arts Center (Ashland Baptist Church), 500 S. Center Street	Ashland	c. 1858	Not Eligible; Contributes to Ashland Historic District

GIS # **DC2RVA:** Not Eligible; Contributes to Ashland Historic District
7870-60-9649

& **Ashland Museum Comments:** he former Ashland Baptist Church, built in 1859, was the first of the protestant congregations to break free of the shared building called the Free Church or Union Church. It was the only congregation to build before the Civil War. It was a Greek Revival, board and batten church with a large cupola (sold after the war to pay the preacher) and very tall, stately windows. Remarkably, that portion of the church remains largely untouched inside and out. The turn-of-the-century additions include a columned porch to make it look Colonial Revival, two side wings and a room between for offices, and a 1957 Sunday School addition in the rear that does not affect the original building. During the Civil War, it was a major hospital for wounded soldiers. We know this from diaries, the R.T James' Burial Book from the 1860s, and oral histories passed down the generations. For those reasons, *it should be considered potentially eligible under Criterion A and C.* In 1967, the congregation outgrew the church and sold the building to a non-profit group to run as an arts and community center. The Hanover Arts and Activities Center (The Center) has faithfully cared for the building since that time. The long lawn in front of the building and the oaks and maples gracing it are integral to the property. It is used as a community gathering place that holds hundreds of people for the Ashland Railroad Run in April, the annual 4th of July celebration, Ashland Train Day in November, Beer Festival in the fall, and Light Up The Tracks celebration in December. To help keep The Center financially viable, the lawn and the former sanctuary are used on weekends for weddings and reunions. This is the Center's primary source of funds to run its programs in theatre and art. It would be wrong to cut into that landscape and remove a community gathering space and also terminating The Center's ability to finance its programs.

166-5041	Priddy House, 107 Stebbins Street	Ashland	c. 1926	Potentially Eligible Under C
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GIS # **DC2RVA:** Potentially Eligible Under C
7870-60-6458

Ashland Museum Comments: Built in the 1920s by town Mayor Newton Priddy, this is an unusually fine example of Craftsman Bungalow. The brick is rumored to be "silo brick." *Should be potentially eligible by criterion C.*

166-5072	Randolph-Macon College Historic District Expansion	Ashland	early 20th c. - mid-20th c.	Potentially Eligible Under Criteria A and C
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GIS # **DC2RVA:** Potentially Eligible Under Criteria A and C; [Contributes to Ashland Historic District]
7870-60-6458

Ashland Historic District 2017 Survey Update Evaluation: The large brick structures at Randolph-Macon College including Thomas Branch Hall, Mary Branch Dormitory, and Peele Hall (not located in the Randolph-Macon College Complex; National Register of Historic Places) are good examples of the institutional interpretation of the Georgian Revival.

Ashland Museum Comments: Agree.

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5073	Berkleytown Historic District	Ashland	1900–1965	Potentially Eligible Under A

DC2RVA: Potentially Eligible Under A

166-5073-0010	House, Dabney Funeral Home, 600 B Street	Ashland	c. 1955	Potentially Eligible Under A; Contributes to Berkleytown Historic District
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GIS # **DC2RVA:** Potentially Eligible Under A; Contributes to Berkleytown Historic District
7870-84-8796

Ashland Museum Comments: In the 2018 expansion of the historic district this property will likely be included.

The Dabney family has a long history as funeral directors in the Ashland African-American community. F.E. Dabney founded this funeral home in the 1952 and after his death it passed on to his son F.E. Dabney Jr. As an example of the mid-century African American Funeral business, it should be considered potentially eligible under Criterion A.

166-5073-	Commercial Building, 612 Henry Street Coleman Hotel	Ashland	1938-39	Not recognized by DC2RVA
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GIS # **DC2RVA:** Not recognized by DC2RVA, No recommendation
7870-84-8796

Ashland Museum Comments: In 1925-26, African-Americans Mildred and John Coleman built Coleman's Hotel, the only hotel available for African American travelers to the Ashland area. They operated it until 1938 until they sold it to the trustees of the South Anna Lodge No 874 of Improved Benevolent Protective Order of Elks of the World. It still carries the name of Elks Lodge locally, but today it is an apartment building. We believe that it *should be considered potentially eligible under Criteria A and C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

Race Course Addition

Ashland Historic District 2017 Survey Update Evaluation: This neighborhood is known as the Race Course Addition because it was the location of the antebellum Ashland Race Course and was developed after 1870. According to the survey "The area located within the L-shaped area formed by Racecourse and ... James Street includes a handsome grouping of late-19th century and early-20th century houses. Among these are some of the best examples of the Eastlake style found in Virginia. Set on large well-shaded yards, 316 St. James [**correct street name is James St., not St. James**], 402 Duncan, and 207 Howard streets are among the exceptional examples of the Eastlake design. 402 displays decorative shingle siding, match-stick weather-boarding in the gable end, and a single-story porch with decorative brackets and spindle frieze."

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0111	House, 402 Duncan Street	Ashland	1891	Not recognized by DC2RVA

GIS # **DC2RVA:** Not recognized by DC2RVA, No recommendation
7779-69-2300

Ashland Historic District 2017 Survey Update Evaluation: "According to Hanover County property assessment records, this dwelling was built in 1891. It is an Eastlake style dwelling with complex plan and roofline, multiple exterior wall surfaces, decorative brackets in the gables, and porch with spindle frieze, and several projecting bays. It maintains its integrity of form, design, materials, location, setting, association, and feeling. This building is recommended as a contributing resource to the Ashland Historic District as an example of a late nineteenth century Eastlake house under Criterion C of the NRHP. It is not known to be associated with significant events or persons, and as an architectural resource is not recommended eligible under Criterion D."

Ashland Museum Comments: While this house is just outside the 500' border of the rail ROW, the high speed rail would certainly be in view. The James Chenery family rented the house and then purchased the house in 1902. They rented part of the house to the Moore family who then bought it when the Chenerys sold in 1925. Christopher and William L. Chenery grew up here. Chris Chenery was the owner of Triple Crown winner Secretariat, and William Chenery was the well-respected author and editor of *Collier's* magazine in New York from 1925-31. Will Chenery wrote *So It Seemed*, an autobiography that in the first chapters describes R-MC and Ashland at the turn of the century, talking about discrimination in the South. *It should be potentially eligible under Criteria A and B. It is a fine example of Eastlake Architecture and should be considered potentially eligible under Criterion C.*

Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
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Buildings in the Downtown Ashland Business District Missing from DC2RVA Table 6-1

166-0001-0239	Commercial Building, 205-209 England St Ashland Theatre	Ashland	1947	Not recognized by DC2RVA
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GIS # **DC2RVA:** Not recognized by DC2RVA, No recommendation
7870-71-9371

Ashland Museum Comments: Ashland Theatre was built by the D.H. Covington. In segregated Virginia, it was a white-only theatre until the 1970s. It remained an active theatre until the 1980s and then was used sporadically until it was donated to the Town of Ashland. A board of citizens are now joining with the Town to renovate it. In the 1982 nomination of the district, the Theatre was considered non-contributing because it thought to be built in the 1950s. With the 2017 Survey Update, it will be considered contributing. The Art Deco Ashland Theatre is an icon of Ashland, with the tall neon "Ashland" sign and the marquee. Therefore it might be considered contributing under A and C.

166-0001-0240	Commercial Building, 211 England Street U.S. Post Office	Ashland	1938-39	Not recognized by DC2RVA
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GIS # **DC2RVA:** Not recognized by DC2RVA, No recommendation
7870-81-0352

Ashland Museum Comments: In the original DHR 1982 Survey, this was assumed to be 1950s, but it was in fact built in 1938-39. So with the 2017 update, it will be considered contributing. It is an example of a WPA-era construction and design and should be also potentially eligible under Criteria A and C.

166-0001-0261	Commercial Building, 203 England Street Loving Ford	Ashland	1929	Not recognized by DC2RVA
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GIS # **DC2RVA:** Not recognized by DC2RVA, No recommendation
7870-71-8373

Ashland Museum Comments: The original portion of the Loving Ford Building was built between 1921 and 1929. In the 1982 nomination of the district, this building was considered non-contributing because they thought it was built in the 1950s. The Ford building should have been considered contributing then, but with the 2017 Survey Update, it will be considered contributing.

Table Notes: Cells highlighted in red denote those recommended to remain listed, eligible, or potentially eligible for the NRHP, while those cells in blue denote resources recommended potentially eligible as part of the current survey.

Ashland Museum Notes: Cells highlighted in green are additional properties the Ashland Museum is recommending be listed, eligible or potentially eligible as part of the current DC2RVA survey.



Showcasing the rich historical and cultural heritage of our town of Ashland, Virginia

June 19, 2017

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Cultural Resource Identification - Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Kerri:

The Ashland Museum is taking advantage of your extension until June 19 to make additional comments.

The attachment is a summary list of the parcels the Ashland Museum commented on without the detail included in the May 30 letter/email. At this time, we are recommending a few additional properties from your Identified Resources list be considered as potentially eligible. The list does not include our comments, but those can be forwarded to you in a separate document if you would like.

Please contact us with any questions.

Sincerely,

Rosanne Groat Shalf

Betsy Hodges

Attachment: June 19, 2017 - Summary of Ashland Museum Comments on Identified Resources and Additional Updates

cc: Gareth Prior, Town of Ashland
Nora Amos, Town of Ashland
Ellen Wulf, Ashland Museum
Alphine Jefferson, Hanover County Black Heritage Society
Paul Davies, Randolph-Macon College

June 19, 2017 – Summary of Ashland Museum Comments on Identified Resources and Additional Updates

1. *The following parcels are ones that DC2RVA has previously recommended for consideration as potentially eligible for individual listing. The Ashland Museum concurred in the letter and email to Dr. Barile on 5/30/17.*

166-0001-0008, Ashland Station Depot, 112 N. Railroad Ave., 1923

166-0001-0015, 310 N. Center St., 1895, Business Office, R-MC (Blackwell House)

166-0001-0055, 702 S. Center St., 1850s

166-0001-0060, 708 S. Center St., 1894

166-0001-0077, 1005 S. Center St., 1890

Randolph-Macon College Historic District/Randolph-Macon College Historic Campus District/ Randolph-Macon College Complex Historic District

166-0002, Washington Franklin Hall, Duncan Memorial Chapel, Pace Lecture Hall

correct dates are Washington Franklin Hall – 1872, Pace Lecture Hall – 1876, Duncan Memorial Chapel – 1879

166-0036 and 166-0001-0063, 713 S. Center St., MacMurdo House, 1858

166-0037; 166-0001-0073, 904 S. Center St., 1886

166-5041, 107 Stebbins St., 1926

166-5072, Other R-MC Buildings, early- to mid-20th century, they are within the Ashland Historic District but not in R-MC Historic District,

166-0001-0084, 114 College Ave., Thomas Branch Building, 1904

166-0001-0243, Henry St., Peele Hall, 1922

166-0001-0244, Henry St.. Mary Branch Residence Hall, 1906

166-5073, Berkleytown Historic District 1900-1965

166-5073-0010, 600 B St., Dabney Funeral Home, 1952

2. *The following parcels are ones that are on DC2RVA's list of Identified Resources, but are not listed as potentially eligible for individual listing. The Ashland Museum recommends that they are added to the list of potentially eligible. These were included in the letter and email to Dr. Barile on 5/30/17.*

166-0001-0007, 104 N. Railroad Ave., Hanover National Bank Building, 1919

166-0001-0011, 206 N. Center Street, Ayers House, *correct date is 1866-70, columns added c. 1900*

166-0001-0007 to 0042, parcels on both sides of the track in the 100 block of S. Railroad Avenue – Historic Downtown District as a group, 1860s to 1925

166-0001-0036, 113 S. Railroad Ave., *correct date is 1870s or earlier*

166-0001-0040, 307 S. Railroad Ave., *correct date is pre-1900*

166-0001-0041, 403 S. Center St., *correct dates are 1858 (house), 1871 (shop)*

166-0001-0058, 706 S. Center St. *correct date is 1858/mansard roof added c. 1870*

166-0039, 166-0001-0082, 1014 S. Center St., 1888

166-0040; 166-0001-0044, 500 S. Center St., Hanover Arts and Activities Center/ Ashland Baptist Church, 1859

3. *These parcels were not on DC2RVA's list of identified resources or were not evaluated. The Ashland Museum included them in the letter and email to Dr. Barile on 5/30/17 as potentially eligible. Although they fall just outside of the 500' rail ROW, they were included based on Dr. Barile's criterion that the high speed rail is certainly in view of the property.*

166-0001-0111, 402 Duncan St., House, 1891

166-0001-0240, 211 England St., USPO, *correct date is 1938-39*

166-0001-0261, 203 England Street, Commercial Building (Ford motor), 1921-29,

Berkleytown Historic District additions

166-5073, 612 Henry St., Coleman Hotel (Elk's Lodges), 1925-26

4. The following parcels are on DC2RVA's list of Identified Resources and the Ashland Museum concurs with the recommendation as a contributing resource. These were listed in the letter and email to Dr. Barile on 5/30/17.

166-0001-0027, 105 S. Railroad Ave., Correction: this DHR number is for 101 England St., built 1925, which is a part of the Historic Downtown.

166-0001-0030, 107 S. Railroad Ave., Cross Brothers Grocery, Correction: date is 1922, and 166-0001-0033, 109 S. Railroad Ave. former A&P, added to Cross Brothers Grocery.

166-0001-0035, 111 S. Railroad Ave., (Hometown Realty) c. 1900

166-0001-0232, 103-109 England St., Correction: date is 1925.

5. The following parcel is on DC2RVA's list of Identified Resources and the Ashland Museum concurs with the recommendation, but corrections are noted. This was not listed in the letter and email to Dr. Barile on 5/30/17.

166-0001-0083, 1017 S. Center St., Correction: date is 1888-1889.

6. The following parcels are additional ones that were not on DC2RVA's list of potentially eligible and were not previously noted by the Museum, but ones that the Ashland Museum would like to add to those deemed potentially eligible.

166-0001-0013, 304 N. Center St., 1858 with 1925 renovation, Rhodeen, home of St. George Tucker, clerk of the Virginia Senate, Richard Bierne, editor of State newspaper, Mary Bierne prominent horticulturist.

166-0001-0017, 312 N. Center St., 1850s, owned by George Nolley, prominent Methodist minister, and son Olin, who was a builder/designer of many homes in Ashland, active around 1900-30

166-0001-0049, 600 S. Center St., 1850s with post Civil War Italianate details added, home of the Stebbins family

166-0001-0050, 601 S. Center St., 1850s, W. W. Bennett home and farm, R-MC President

166-0001-0051, 603 S. Center St., 1850s

166-0001-0052, 604 S. Center St., 1850s, Vernacular I-house

166-0001-0069, 804 S. Center St., 1870s, Vernacular I-house

166-0001-0070, 805 S. Center St., 1880s, Eastlake/ Stick Style

166-0001-0071, 807 S. Center St., Vernacular I-house, 1870

166-0001-0072, 901 S. Center St., 1910s, Queen Anne, recently renovated,

166-0001-0074, 905 S. Center St., Colonial Revival, c. 1900

166-0001-0081, 1013 S. Center St., Colonial Revival, c. 1900

166-0001-0110, 400 Duncan St., Architect-designed Craftsman home

166-0001-0186, 203 Race Course St., Transitional Queen Anne/Colonial Revival, c. 1900

166-0001-0211, 203 Virginia St., 1850s, Vernacular antebellum

166-0001-0213, 300 Virginia St., 1850s, Vernacular antebellum, 1870s Italianate decoration added

166-0001-0214, 301 Virginia St., 1850s, Vernacular antebellum, 1870s Italianate decoration added

166-0001-0215, 302 Virginia St., 1850s, Vernacular antebellum, 1870s Italianate decoration added

166-0001-0216, 303 Virginia St., 1850s, Vernacular antebellum

166-0001-0218, 401 Virginia St., 1870-80s, Ashland Presbyterian Church

No DHR #, 1009 S. Center St., 1910-20, "Telcourt" built by Luck Family on England Street east of Rt 1, moved to this location in 2010

Berkleytown Historic District additions

166-5073-, Franklin Jackson home, 1880s

166-5073-, corner of Berkley and Henry Streets, John M. Gandy School, 1948, mid-century modern, good example of the Prairie School Style or Chicago School Style influenced by Frank Lloyd Wright and the Bauhaus Movement.



May 17, 2017

Dr. Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group/DC2RVA Project Team
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: DC to Richmond Southeast High Speed Rail Project – Section 106 Review

Dear Dr. Barile:

The Hanover County Historical Commission has reviewed the various studies on the DC to Richmond Southeast High Speed Rail Project and its possible routes through Hanover County and the Town of Ashland. They concur with the methodology of the studies and it appears that the studies have identified the historical and archaeological resources in the pathways of the possible routes, though the Commission cannot confirm that all resources have been identified. They noticed for some sites, the writers of the studies have included information provided by property owners, and the Commission recognized that some of that information was not accurate. They agree with the Dovetail Cultural Resource Group/DC2RVA Project Team's recommendations for further studies that will:

- Carry out the additional 1,900+ shovel tests needed along the possible rail routes and report the results of those tests identifying additional archaeological resources; and,
- Determine the National Trust eligibility status for all historic resources in the pathway of the possible rail locations or buffers, including the 122+ new reconnaissance levels surveys identified in the subject studies, and all existing reconnaissance level surveys of historic resources for which eligibility is not yet determined.

The Commission determined that the above information is necessary to better provide more accurate information on the historic resources in the pathway of the possible rail routes through Hanover County and the Town of Ashland. In addition, the listed information is necessary for the Commission to provide any meaningful comments regarding the possible negative impacts to the historic resources in Hanover County and the Town of Ashland.

Dr. Kerri S. Barile, Ph.D.
May 17, 2017
Page Two

Therefore, in order to provide comments on the impacts of the possible rail routes, the Hanover County Historical Commission recommends that the above listed studies be completed and provided to all consulting parties for further review and comment.

Sincerely,



Claudia D. Cheely
Senior Planner II
Staff Liaison to the Hanover County Historical Commission

cc: Frank Harksen, Deputy County Administrator
Marc Holma, Virginia Department of Historic Resources



Historic Fredericksburg Foundation, Inc.

1200 Caroline Street • Fredericksburg, Virginia 22401-3702
office@hffi.org • www.hffi.org
(540) 371-4504

May 30, 2017

Kerri Barile, President
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

RE: Archaeological and Architectural Identification-Level Reports for Segments 6, 7, 8, and the Structures and Railroad Tracks, Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment, VDHR File No. 2014-0666.

Dear Ms. Barile:

Thank you for sharing information on the upcoming Southeast High Speed Rail project that proposes to improve upon existing transportation services in our region. HFFI is in support of these proposed rail improvements and believe this project to be essential to the growing transportation needs of our community. Furthermore, we appreciate the opportunity to share our thoughts on the multiple cultural resource survey reports that your company has produced to identify historic resources in our region, and are pleased to see attention being given to these valuable assets of our collective heritage.

As it is our mission to preserve, protect, and revitalize the distinctive historic environment and cultural resources of the Fredericksburg area, HFFI concurs with the professional findings of Dovetail's Phase IB archaeological survey report and the architectural survey reports detailing Segments 6, 7, and 8—extending from Stafford County into Spotsylvania County, including the City of Fredericksburg—as well as the report examining structures associated with the Richmond, Fredericksburg, and Potomac Railroad. We are especially pleased to see further consideration being given to the Fredericksburg Historic District Extension (111-0009) and other twentieth-century architectural resources in our region that are often overlooked in the wake of its venerable Colonial and Civil War history.

Again, we at HFFI are in support of the planned improvements to the existing rail services in our community and appreciate the opportunity you have given us to comment on its development. We anxiously await the results of future studies to aid in finding a responsible solution for balancing the preservation of our significant cultural historic resources and the making of new resources that will impact our community for the better.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Scott Walker". The signature is fluid and cursive, with a large initial "G" and "S".

G. Scott Walker, President
Historic Fredericksburg Foundation, Inc.



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-7615 FAX (703) 792-4401

Internet www.pwcgov.org

PLANNING
OFFICE

Rebecca Horner, AICP, CZA
Director of Planning

June 22, 2017

Kerri S. Barile, Ph.D.
Dovetail Cultural Resource Group
801 E. Main Street, Suite 1000
Richmond, VA 23219

RE: Southeast High Speed Rail Project, Washington D.C. to Richmond Segment
Section 106 of the National Historic Preservation Act
Tier II Environmental Impact Statement
Comments on Phase Ib archaeological report and Phase I architectural survey report
DHR #2014-0666

Dear Ms. Barile:

We completed review of the architectural and archaeological reports focusing on project segments that affect Prince William County, currently Segment 4 and Segment 5, and we offer the following comments.

Segment 4

The architectural report titled “Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Lorton to Powells Creek (LOPC) Segment, Prince William and Fairfax Counties (June 2016)” requires amendment.

- Section 2.3.3 The Civil War in Prince William County needs to include a discussion of the following items:
 - The Battle of Bristoe Station on October 13, 1863, a Class B battlefield.
 - A detailed description of the Potomac Blockade’s effects on Union forces and the public in Washington D.C. [i.e. it effectively closed shipping on the Potomac River leaving the only resupply route a single railroad track from Baltimore to Washington D.C.].
 - The role of Cockpit Point battle (VA100: 076-5842) [determined eligible for listing on the National Register] and the level of integrity of the Confederate earthworks.
 - A discussion of cumulative effects of this project on the Cockpit Point earthworks and camps.
- On page 2-8, we recommend the following edit: “Agricultural production after the Civil War boomed as the need for agricultural goods and services grew. Just as had occurred in antebellum Prince William Fairfax County, Washington, D.C.’s population growth and growing urbanization allowed the agriculturalists of Prince William to provide fresh vegetables, fruit, and hay to the growing urban elite.”
- On page 5-5, the resource 076-0011 (Potomac Path Kings Highway/Colchester Ferry Site, Historic Road Section, Railroad Avenue) was mapped incorrectly in the Virginia Department of Historic Resources online GIS called VCRIS. The attached figure shows the correct location and alignment (Appendix A). We can supply a shapefile of this alignment. This resource is classified a County Registered Historic Site. This resource was the road General Washington and General Rochambeau and their forces marched over on their way to victory at Yorktown. Additional information on this road is found in the report titled “Historic Documentation of the Route Taken

by Generals Washington and Rochambeau En route to and from Yorktown through Prince William County (Crowl and Barnes 2004).” Its eligibility for listing on the NRHP should be re-evaluated for this project due to updated location data.

We concur with the findings in the archaeology report titled “Phase Ib Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments (McKlosky et al 2016).”

Segment 5

We understand for Segment 5, Powells Creek to Arkendale, that 1) The high-speed rail project anticipates not extending beyond the existing CSX right-of-way, and 2) that Virginia Department of Rail and Public Transportation and the Virginia Department of Historic Resources concluded the cultural resource studies completed as a part of VRE’s Third Track construction project could be adopted and would fulfill Section 106 requirements for this project. We assume these cultural resource studies include the Phase I architectural report, the Phase I archaeological report and the determination of effects report.

Environmental Review Comments

It is our understanding for Segment 5, Powells Creek to Arkendale, the report titled “Environmental Assessment DRPT Arkendale to Powell’s Creek Third Track” was adopted for Segment 5 of this project. We find adoption of this environmental assessment problematic, as it does not address cumulative impacts of the project. The cumulative effects of the VRE’s Third Track and the proposed high-speed rail may have a significant negative impact on the County’s effort to establish an accessible crossing over the railroad tracks from Cockpit Point Road to the Cockpit Point Battery historic park (owned and operated by Prince William County). The County plans a future crossing over the railroad tracks to open the fortifications to the public (see Attachment B for a conceptual design). The Cockpit Point battlefield and battery (VA100: 076-5842) was determined eligible for listing on the National Register. Although there appear to be no direct effects, there are potential indirect effects such as vibration, noise, and the discouragement of access to historic public parkland.

Prince William County looks forward to continuing consultation on this project, especially as it pertains to impacts to Cockpit Point Battlefield and future public access to the land portion of the battlefield. If you have any questions please contact Justin Patton, County Archaeologist, via email to jspatton@pwcgov.org or by phone at 703-792-5729.

Sincerely,

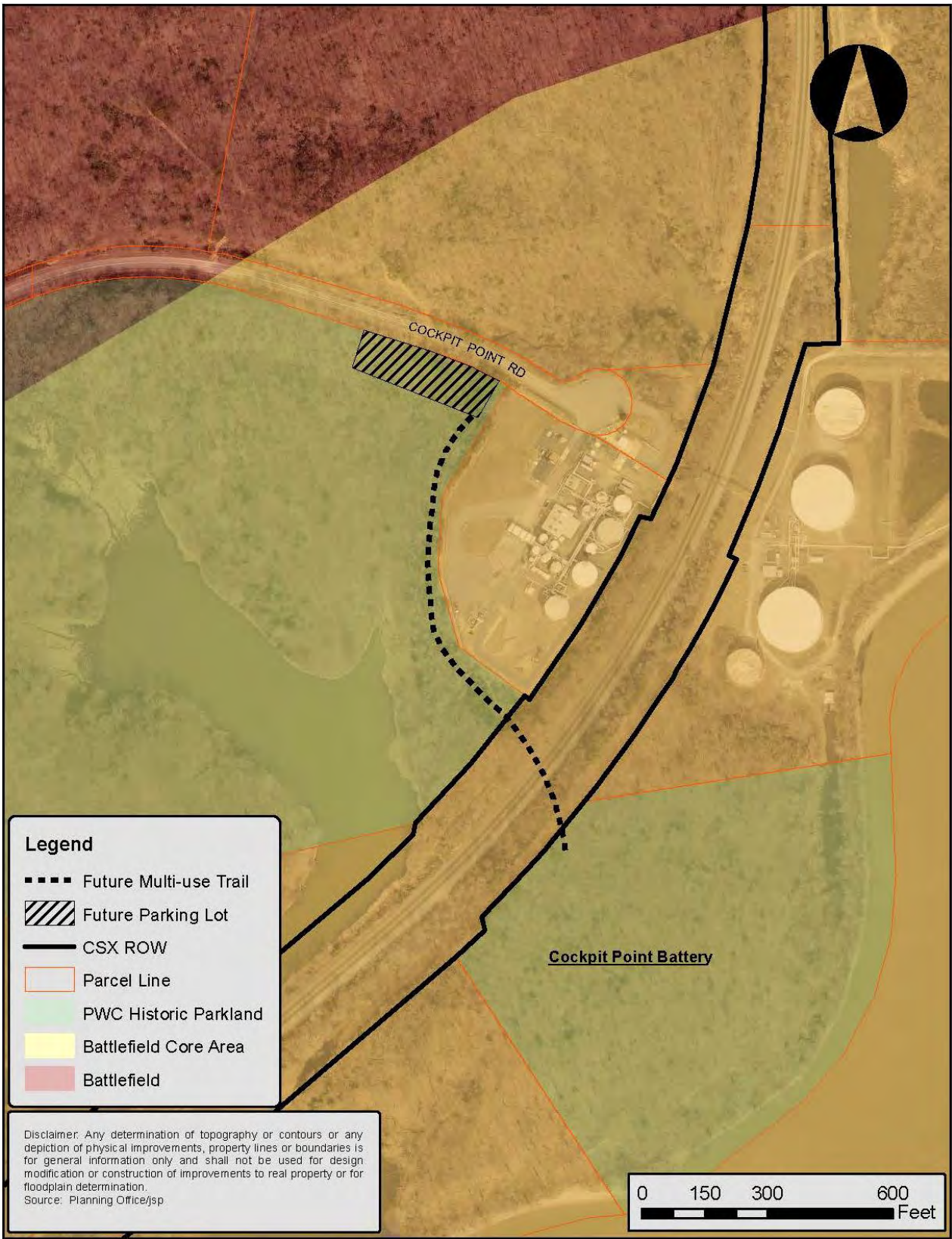


Rebecca Horner, AICP, CZA
Director of Planning

PRML2017-01599

cc: Christopher Martino, County Executive
Chris Price, Deputy County Executive
Rick Canizales, Director of Transportation
Tom Bruun, Director of Public Works
David McGettigan, Long Range Planning Manager
Brendon Hanafin, Historic Preservation Division Chief
Justin Patton, County Archaeologist







Town of Ashland

Center of the Universe

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ASHLAND, VIRGINIA 23005-4600

TELEPHONE (804) 798-9219
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May 31, 2017

JAMES R.
FOLEY,
MAYOR

JAMES D.
MURRAY
VICE MAYOR

GEORGE F.
SPAGNA, JR.
COUNCIL MEMBER

STEVEN P.
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ABBOTT
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JOSHUA S.
FARRAR
TOWN MANAGER

ANDREA E.
ERARD
TOWN ATTORNEY

JOSEPH A.
COLLINS
CLERK OF COUNCIL

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

**Re: Comments on Cultural Resource Identification – Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment**

Dear Dr. Barile,

Thank you for allowing us, as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond, VA segment of the Southeastern High Speed Rail corridor (DC2RVA), additional time to review the Cultural Resource Identification reports. This allowed us time to coordinate a response with the Ashland Museum and provide additional documentation of our historic resources. As you know, the Town of Ashland nor the Ashland Museum were part of any previous communications as a consulting party, therefore we appreciate your patience.

We fully support the attached recommendations and observations documented in the Ashland Museum comment letter dated May 30, 2017. They, and their membership, are the main stakeholders responsible for maintaining, preserving and updating the historic resources within the Town of Ashland.

In particular, take note of the current and proposed historic district updates that are underway in coordination with the Virginia Department of Historic Resources. We look to potentially expand our existing boundaries and/or create new districts. One specific location for consideration is the historically African American community of Berkleytown, which is adjacent to the rail line and proposed third rail. We would anticipate that these updates and additions to the district would require additional study prior to project funding.

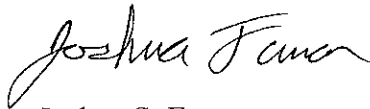
We request that the Area of Potential Effects (APE) for portion of the project within Ashland town limits be expanded beyond what was initially studied to

encompass the larger impact that the construction of a third rail would present to our historic homes, businesses, and Randolph-Macon College. While structures in the central business district may not be physically impacted, access to them will be greatly limited. This area is our main historic retail district with shops and restaurants that are the gathering spot for citizens and visitors. Entrances via Center Street driveways to our historic homes will be removed.

Also, we request that additional resources identified in the Ashland Museum's letter be raised to the level of "potentially eligible" and consideration of specific trees, which shape the character of our community due their historic age and prominence in lining Center Street, be identified in the study as they would have to be removed or impacted during construction.

Thank you again for allowing us to provide comments on the significant impacts that a third rail would have to our historic resources. Please contact me at (804) 798-9219 or jfarrar@ashlandva.gov with any questions regarding our input.

Sincerely,

A handwritten signature in cursive script that reads "Joshua S. Farrar".

Joshua S. Farrar
Town Manager

cc. Ellen Wulf, Ashland Museum

Attachment 1
Ashland Museum May 30, 2017, Comments

Phase IB Survey of Remaining Ashland Alternatives noted as Segment 13

We understand the studies of the project Area of Potential Effects (APE) are determined by project Limits of Disturbance (through August 2016 Plans). These surveys included “standard recordation of buildings, districts, structures, objects and sites within the APE per DHR (Department of Historic Resources) standards.” We would like to comment as follows:

- The 1982 DHR Survey of Ashland for the nomination of the Ashland Historic District was flawed and incomplete in its identification of historic resources.
 - There were addresses that did not exist (110 S. Railroad Ave. is perhaps 210 S. Railroad Ave.), some misspelled street names (St. James Street is really James Street), and some mistakes in the dates of some of the buildings. And, in the architectural history world at that time, there was almost no interest in garages, barns, and other secondary buildings. Since then, the members of the Ashland Museum have researched some of the houses, found interesting facts about the owners, and corrected the dates. Some of those buildings might even be eligible for individual listing under criteria A or B of the DHR’s standards when DHR can evaluate our research.
 - In the spring of 2017, we are going to have an updated survey of the original district, which will allow us to include more buildings in the district for three reasons. First, the dates of the contributing members in the original survey were mid-19th century to 1932—50 years from 1982. Now the dates are going to be up to 1967. Second, while we will not necessarily accept any building that is 50 years old, we will look at the best examples of unmodified Craftsman bungalows and other Craftsman style buildings, ranch or rambler style homes, and Art Deco architecture. Ashland Theatre (1948) and McArdle Insurance Building (1940s) are two that might be included. Third, there are a number of barns, garages or carriage houses, and other service buildings that will be considered for inclusion in the updated survey, where we can verify age and if the construction has not been substantially modified.
 - In 2018, the Town in cooperation with the Ashland Museum will be expanding the district boundaries to include some structures on Thompson, Henry Clay, Howard, Racecourse, Berkley, Henry and other areas of town that contain significant buildings relating to the town history or that have interesting architecture. That would allow us to include Craftsmen commercial buildings such as Bryant’s grocery, Jake Speer’s gas station, and the Craftsmen bungalows on Thompson Street, for example. It might also include the Sears House on Berkeley Street and the Colman Hotel, now called the Elks Home on Henry Street and the Gandy School, a fine example of Prairie Style architecture. They tell part of our African-American story.
- The Area of Potential Effects (APE) does not fully reflect the devastating impacts the acquisition of expanded right of way and the construction of a third rail would have on the Ashland Historic District which is intended by the Virginia Department of Historic Resources and the National Department of Historic Places to be protected.
 - The Town of Ashland community and the Randolph-Macon College campus would be irreparably split up the middle by the construction of a third rail destroying the integrity of both as viable entities.
 - In the business district, a substantial number of historic and architecturally significant buildings along Railroad Avenue/Center Street would be significantly damaged. The business buildings are only about 30 or 40 feet from the center line of the railroad right of way. If a third rail is put through Ashland, the

facades would have to be sheared off on whichever side of the street the third rail comes. At the very least the sidewalks that are extensions of the restaurants and shops today, would be reduced to 3 feet wide, barely enough room to walk single file. Ashland would lose its turn of the century business district.

- In the residential area, the homes on Center Street, while not so close to the road, would have no way to access the fronts of their properties. Ashland would lose the streetscapes that show our best antebellum and High Victorian architecture, which happen to be some of the best examples in Virginia and the nation.
- The mature trees along Center Street are in many cases as old as the historic homes that they shade and their loss would irreparably change the streetscape and the ecological balance of the town.

U-7

ARCHAEOLOGICAL RESOURCES PROTECTION ACT (ARPA) PERMIT FOR EXCAVATIONS ON THE FREDERICKSBURG-SPOTSYLVANIA NATIONAL MILITARY PARK PROPERTY



October 20, 2015

Dr. James Kendrick

National Park Service
Northeast Region Archeological Program
115 John Street 4th Floor
Lowell, Massachusetts 01852-1195

RE: ARPA Permit/Washington, D.C. to Richmond Southeast High Speed Rail Project

Dear Dr. Kendrick,

The enclosed materials are being submitted to obtain a permit to conduct an archaeological survey of a portion of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) corridor. Two portions of the overall project corridor, known as Segment 8, Fredericksburg to Hamilton (FBHA) and Segment 9, Hamilton to Crossroads (HAXR), are located on National Park Service (NPS) property. These segments include approximately 0.28 acres of high probability archeological areas identified via predictive modeling on or immediately adjacent to Fredericksburg and Spotsylvania National Military Park. As the land is owned by the NPS, any archaeological excavations require the acquisition of a permit from the "federal land manager" under the Archaeological Resources Protection Act of 1979 (ARPA). The attached information includes the project description/purpose, project location, proposed scope of work, proposed curation plan, project timetable, and project staffing/qualifications, as required in the ARPA permit process.

If you have any questions on the permit materials or the project in general, please feel free to contact me or Emily Calhoun at (540) 899-9170.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

Encl: ARPA Permit Materials



APPLICATION FOR PERMIT TO EXCAVATE ON FEDERAL LANDS

WASHINGTON, D.C. TO RICHMOND (DC2RVA) RAIL CORRIDOR SOUTHEAST HIGH SPEED RAIL PROJECT (SEHSR)

According to the terms set forth in Section 4 of the Archaeological Resources Protection Act of 1979 (16 U.S.C. 470cc), as amended (ARPA), Dovetail Cultural Resource Group (Dovetail) is applying for a permit to complete an archaeological survey on public lands. The information below is presented to meet the data requirements established in Section 4(a): "Application for Permit", including project location, project description/purpose, proposed scope of work, proposed curation plan, project timetable, and project staffing/qualifications.

Project Description/Purpose

The Federal Railroad Administration (FRA) and Virginia Department of Rail and Public Transportation (DRPT) propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor, which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 20 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, over the Potomac River. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles (17.7 km) south of the city.

DC TO RICHMOND

SOUTHEAST HIGH SPEED RAIL

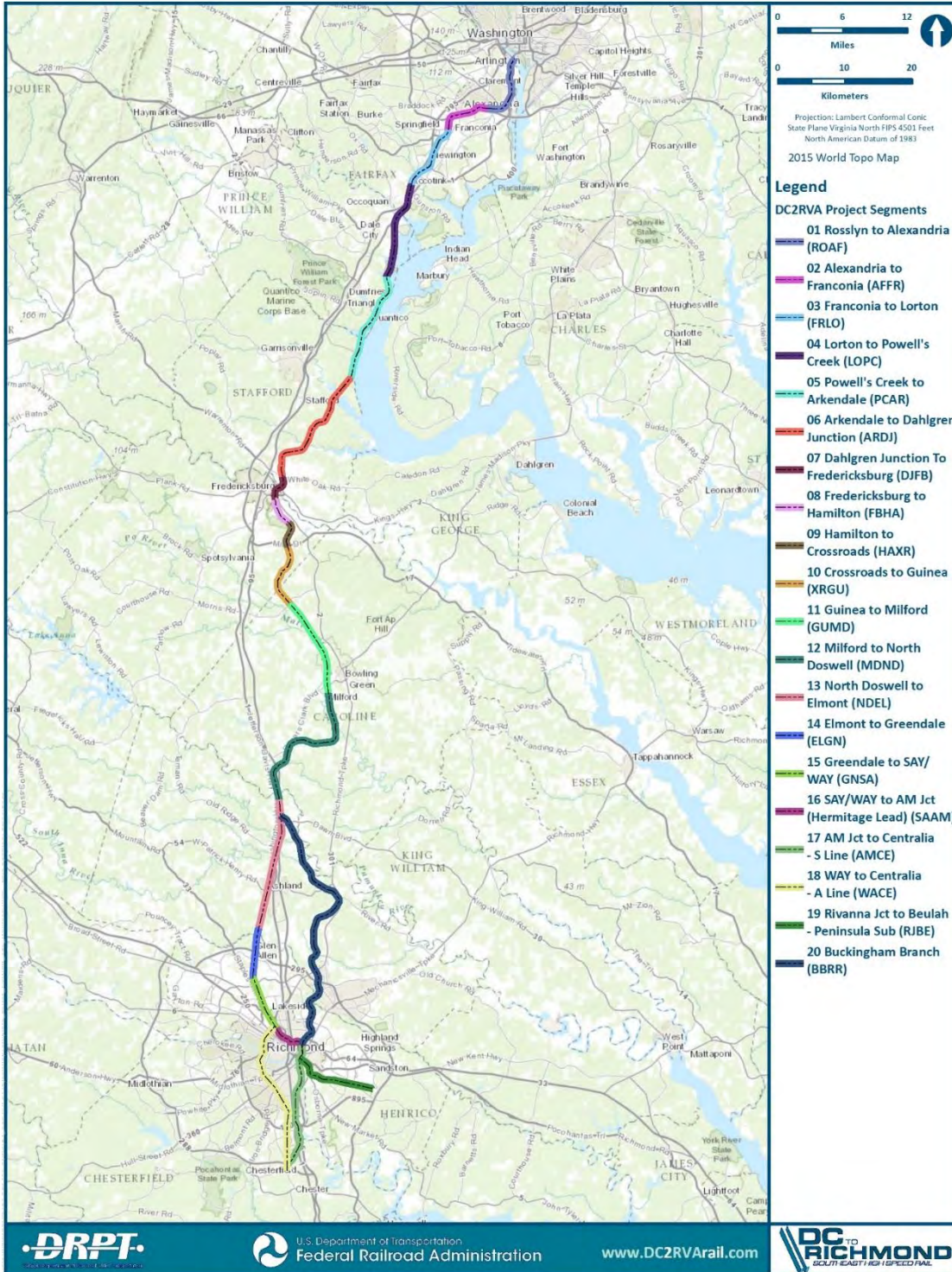


FIGURE 1: OVERVIEW OF THE DC2RVA CORRIDOR AND PROJECT SEGMENTS.



The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the Project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the Virginia Department of Historic Resources (DHR) as necessary. The Fredericksburg and Spotsylvania National Military Park, and several other branches of the NPS, are consulting parties to the project.

SCOPE OF WORK

The cultural resource work for the DC2RVA corridor will be completed by Dovetail. To date, Dovetail has conducted an archaeological background review and predictive model of the DC2RVA corridor for the DRPT. The project included an archaeological background review of the DC2RVA corridor as well as a probability-based archaeological predictive model. The project is being completed as DHR File #2014-666.

Summary of APE and Predictive Model Study

The project's archaeological area of potential effect (APE) was approved by the DHR on February 2, 2015. The APE for archaeological studies includes an area:

- Extending 50 feet on either side of the proposed railroad centerline in areas where the proposed rail alignment is within the existing rail right-of-way,
- Extending 100 feet on either side of the proposed centerline in areas where the proposed rail alignment is outside of the existing rail right-of-way, and
- Extending 50 feet beyond the proposed construction footprint for grade separations, and
- The project footprint where new roadways or road modifications are required to avoid at-grade crossings.

The team conducted a thorough background and literature records review, and the APE was the subject of a predictive modeling mapping study. The corridor was divided into the following categories: high probability, medium probability, low probability, and nil (no probability). A report containing the



predictive model results and a full set of maps was submitted to the DHR in July 2015, and the DHR concurred with the results of this study on August 28, 2015. This report was also reviewed by NPS consulting parties.

Phase I Archaeological Study

Upon completion of the predictive modeling it was determined that an archeological survey of 100 percent of the moderate and high probability areas would be conducted. In addition, a 10 percent sample of the low probability areas will be studied. None of the areas in the nil category (primarily areas of known disturbance) would be tested but each would be photographed to document disturbance. The Phase I archaeological survey will be of sufficient intensity to determine the nature, extent, and, if possible, potential significance of any cultural resources located within the APE. In addition to the rail corridor, areas surrounding at-grade road/rail crossings (including driveways) proposed for grade separation will require examination. The goal of the Phase I work is to identify archaeological sites that are eligible for listing on the National Register of Historic Places (NRHP).

Based on the information obtained from the predictive modeling, a total of 0.28 acres of property under the auspice of the NPS, specifically the Fredericksburg and Spotsylvania National Military Park, have been identified for Phase I archaeological testing (Figure 2). This property, located within Segment 8 (FBHA) and Segment 9 (HAXR) of the larger DC2RVA project corridor, has the potential to contain archaeological deposits. The field survey will consist of three parts: one, a field inspection of the study areas through a visual reconnaissance to identify any surface features or artifact concentrations and note areas with a high potential to contain sites; two, systematic subsurface investigations with the excavation of shovel test pits in areas that have the potential for intact soils; and three, a metal detector survey of the two segments. During the visual reconnaissance, archaeologists will inspect the areas for subsurface study. The survey will comprise a pedestrian inspection to locate surface features or artifact scatters and also to identify areas that appear to have the potential for intact subsurface deposits. This information will be the basis for subsequent research.

The subsurface field survey will comprise shovel testing in areas that were identified in the surface survey to have the potential for intact archaeological deposits. The number of shovel tests excavated in the project area will meet the state standards for archaeological surveys. The Commonwealth of Virginia requires that shovel tests be excavated at 50-foot intervals. If cultural materials are recovered, radial shovel tests will be excavated in every cardinal direction, as long as the radial falls within the predetermined project boundaries, to determine if the artifact is an isolated find or if the area is an archaeological site. The survey will be of sufficient intensity to determine the nature, extent, and, if possible, potential significance of any cultural resources located within the proposed project area.

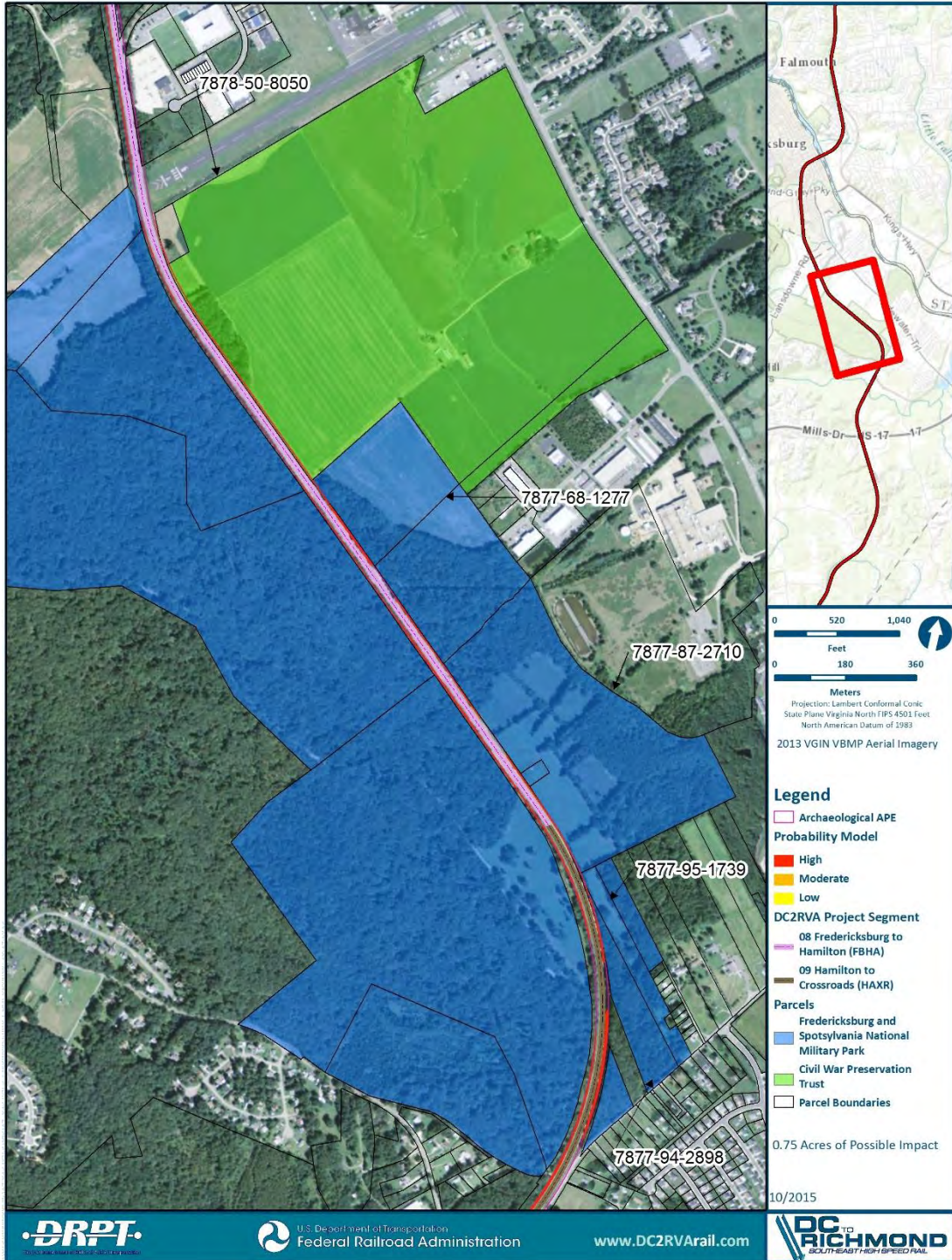


FIGURE 2: FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK OWNED LAND WITHIN THE DC2RVA CORRIDOR. UTM Coordinates: Zone 18N 386090, 4237107



Based on the predictive model results, it appears that less than 10 shovel tests will be required to adequately survey the 0.28 acres within the Fredericksburg and Spotsylvania National Military Park. Additional radial shovel tests may be required if cultural materials are recovered. Shovel tests will measure approximately 15 inches in diameter. All shovel tests placed within the project area will be excavated in 4-inch arbitrary levels to 3 feet in depth or culturally sterile deposits, whichever comes first. The matrix will be screened through 0.25-inch mesh. All cultural material recovered during the investigation will be collected and bagged according to provenience.

The location of each shovel test will be plotted using either a Global Positioning System (GPS) receiver or detailed topographic maps, as needed. Details of each shovel test will be recorded on appropriate project field forms, and photographs will be taken to document the general project area. Any newly identified or previously recorded archaeological sites will be thoroughly documented and plotted on USGS 7.5-minute topographic maps and appropriate project maps for planning purposes.

Because the property has the potential for containing Civil War-related sites, a systematic metal detector survey will also be conducted across the 0.28 acres. Metal detecting will be performed using a Whites 9500 pro/psi and a Tesoro Cibola metal detector metal detectors. Archaeological personnel have received specialized training in identifying Civil War deposits through metal detector work and have ample experience examining these types of sites. The firm has worked on over fifteen Civil War sites in the past year and logged over 500 hours behind a metal detector.

Metal detecting will be performed on all portions of the project area that are not disturbed or inundated. Metal detecting will be conducted in a zig-zag pattern with a maximum of an approximately 6-foot wide sweeps to ensure coverage. The discriminating function of the metal detector will be turned-off. Positive contacts will be identified with pin flags. The locations of the pin flags will be excavated to determine if the contact is positive for historic ferrous and/or non-ferrous metal artifacts. All contacts positive for artifacts will be mapped so that artifact distribution maps that show and discriminate between locations of military and non-military, possible dual use, and overtly military artifacts can be produced. If an excessive amount of positive hits are encountered, a sampling procedure will be employed.

Phase II archaeological testing will not be included as a component of the current scope of work. Although archaeological testing will be required prior to project construction, a project Programmatic Agreement will be crafted to address any archaeological sites that may require Phase II work.

Laboratory Analysis, Curation and Report Production

All recovered artifacts will be transported to the Dovetail lab for processing. Lab work will include washing all artifacts, cataloguing the materials, and labeling the artifacts according to site number and provenience. Information on all artifacts will be entered into the NPS's Automated National Catalog



System plus (ICMS). Dovetail already has a copy of this program for project use. The information obtained from the artifact analysis will be used to determine site boundaries, temporal association, and, if possible, site function. The artifacts will be curated with the National Capital Region (NCR), Museum Resource Center (MRCE) in Landover, MD, or wherever preferred by the NPS.

Once the field survey and artifact analysis have been completed, Dovetail will produce a technical report on the fieldwork. The report will include information obtained during the previous predictive modeling. The report will meet the DHR’s standards for archaeological reports and will include the results of the background review, cultural and environmental setting including the historical/archival research, the methodology used in the investigations, the general nature and extent of materials encountered during the archaeological work, and an analysis of all features exposed during the fieldwork in relation to the historic context, if appropriate. Concurrent with this work, a VCRIS site form will be created for each site, as needed. This includes preparation of an information form and the creation of a location map and plan map for the site. The site form will allow the DHR to assign a permanent state-unique trinomial to each site for identification purposes.

Project Timetable

Task I (Archaeological Testing) for the DC2RVA corridor has already commenced. Archaeological testing on Fredericksburg and Spotsylvania National Military Park property will begin as soon as the ARPA permit is obtained. It is estimated that the archaeological work in these segments will take up to two weeks to complete. All parties will be kept apprised of the project schedule and the results of the archaeological survey will be disseminated as they occur.

TABLE 1: PROJECT TIMETABLE.

Task	Commencement	Duration
Archaeological Fieldwork	Upon receipt of ARPA permit	Two weeks
Archaeological Lab Analysis	Upon completion of fieldwork	Approximately two weeks
Draft Report Preparation	Upon completion of all DC2RVA related archaeological survey	Approximately 6 months
Final Report Preparation	Upon receipt of comments on draft report	Approximately 12 months
Artifacts Curated	Upon completion of final report	Two weeks

Organizational Capabilities

Dovetail is a full service, woman-owned Cultural Resource Management firm operating out of Fredericksburg, VA (300 Central Road, Suite 200, Fredericksburg, VA, 22401; 540-899-9170). We



currently have 19 full-time and seven part-time employees including archaeologists, architectural historians, and historians. We are a certified Disadvantaged Business Enterprise (DBE) and Small, Woman, and Minority Business (SWAM) in VA, MD, Washington, D.C., among others. Dovetail provides a full range of cultural resource services. The staff's complimentary abilities supply a uniquely wide range of specialized expertise, experience, and qualifications.

One of Dovetail's most unique attributes is the multidisciplined education of our staff. While most cultural resource management firms specialize in either archaeology or architectural history, Dovetail has the capacity to complete studies on both above- and below-ground resources. Because the principals of Dovetail have been working in the cultural resource management business for several decades, they have experience with all levels of project archaeology, including Phase I surveys, Phase II testing, Phase III data recovery, archaeological monitoring, and excavation of human burials.

Dr. Kerri Barile, Dovetail President and Principal Investigator, has 18 years of experience as a preservation expert. Her unique training as an archaeologist, architectural historian, and historian allows her to bring a multidisciplinary approach to these types of projects that others cannot. Dr. Barile specializes in the research and investigation of eighteenth-century properties and late-nineteenth and early-twentieth century domestic sites. Michael Carmody, Vice President of Dovetail and its Business Manager, will be responsible for not only the prehistoric archaeology and Native American consultation, but also the project budgetary needs. He has extensive knowledge of and interest in the history and prehistory of the Mid-Atlantic. Other Dovetail staff that may be involved in this contract as archaeologists include Ms. Emily Calhoun, and Mr. Curtis McCoy. Our staff is constructed with redundant capabilities and designed to be able to handle multiple concurrent task orders from our clients to assure them that we will be able to handle their workload.

Dovetail's archaeological staff includes professionals trained in using Trimble GPS units, Total Station, as well as GIS and other graphics software. Dovetail uses ArcMap and CADD software, among others, to provide its clients with professionally drafted plan maps and profiles. Dovetail's ability to combine field technical abilities, such as total station mapping and GPS data, with in-house graphics and GIS software capabilities allows us to provide our clients with mapping products that can be integrated into the project plans at the preliminary engineering phase. Field mapping equipment includes a Trimble GeoXM GPS unit, a Trimble Juno GPS unit, a Garmin GPSMap 60CSx unit and a Nikon DTM-A1 Total Station.

Dovetail maintains a 4,500 square foot office in Fredericksburg. This office space provides ample room for Dovetail to continue to expand. The office is currently outfitted with 18 Dell Dimension desktop computers and 4 Lenovo T450 laptops. The office network is managed with a Dell T710 server with 5 1TB hard drives in a RAID 5 configuration to provide secure data redundancy. Each computer has Microsoft Office Professional, Adobe Photoshop 6.0, AutoCAD 2011 and ArchMap 10.3 GIS software. The office also has two flat bed scanners and four networked printers. We also own a penetrometer,



and a White's 5900 Pro SL and a Tesoro metal detectors, 3 Stylus Tough, a Cannon Powershot a540, a Nikon Cool Pix800 digital cameras, a Canon Rebel camera, a Pentax P30 camera and 5 Motorola T6500 Walkie-Talkies, among other equipment, for fieldwork.

For the current survey, Dovetail archaeologists Emily Calhoun, Curtis McCoy and Kevin McCloskey will conduct the archaeological excavations throughout Segments 8 and 9. Shovel tests will be mapped with Trimble GeoXM GPS unit that will later be implemented into ArcGIS to create project maps. A Stylus Tough digital camera will be used to take pictures of the project area. Report productions and lab analysis will be conducted at the Dovetail office in Fredericksburg, VA, using Microsoft Office Professional.

Organizational History

Dovetail was founded in 2005 and has grown from a firm of two to a staff of almost 30 preservation professionals. One of Dovetail's specializations is working on transportation projects. Dovetail is currently wrapping up cultural resource studies and project effect coordination for the Richmond to Raleigh segment of SEHSR project, running from the City of Richmond, VA, to the City of Raleigh, NC. Similar in scope to the DC2RVA project, the Richmond to Raleigh project involves upgrading existing rail, construction on new location of multiple rail corridors, and the construction of numerous roadways, bridges, and tunnels to support high speed train service. Dovetail's cultural resource responsibilities to date included a Phase I and Phase II archaeological studies, Phase I and Phase II-level historic architecture evaluations with intensive archival research, GIS field data collection, production of cultural resource GIS layers, technical report production, and project coordination with all involved local, state, and federal agencies.

The Phase I fieldwork, report production, and eligibility coordination of resources along the Richmond to Raleigh rail corridor commenced in February 2008 and were completed in January 2009. Completion of Phase II-level investigations and coordination of project effect and outlining of possible mitigative techniques for architectural properties was completed in August 2009, while Phase II archaeological testing and reporting was completed in February 2014

Over the past 10 years, Dovetail has obtained numerous federal, state, and local permits to complete cultural resource investigations. Recently, Dovetail acquired an ARPA permit to conduct Phase I excavations on the Belmont-Ferry Farm Trail corridor within the Fredericksburg and Spotsylvania National Military Park, in Fredericksburg, VA. Dovetail has also applied for and was granted several state-level permits to survey property on the George Mason Campus as well as on Virginia Department of Transportation land in Fredericksburg and Chester, VA.



Curriculum Vita of Key Personnel



Kerri S. Barile, Ph.D., RPA
Dovetail Cultural Resource Group
President

Dr. Barile has over 20 years of professional experience in the fields of archaeology, architectural history, historic research, and cultural resource management (CRM). She has directed the excavation of a wide array of archaeological sites in Virginia, Delaware, Maryland, Texas, South Carolina, and North Carolina, among others, and has recorded and researched an abundance of historic buildings, structures, districts, and objects. She has written and contributed to over 250 CRM reports. In addition to CRM experience, Dr. Barile has taught university courses in historic preservation and preservation law, architectural history, and archaeology. She has also published numerous professional articles and papers on her studies, including articles in *Historical Archaeology* and several National Register of Historic Places nominations.

Education

University of Texas, Ph.D. in Anthropology & Architectural History, 2004
University of South Carolina, M.A. in Anthropology, 1999
University of South Carolina, Master's Cert. in Museum Management, 1999
Mary Washington College, B.A. in Historic Preservation, 1994

**Professional
Experience**

22 Years

Registration

Secretary of Interior Standards Qualified as Archaeologist, Architectural Historian, Historian
Register of Professional Archaeologists

**Sample
Project
Experience**

1700 G Street, NW Rehabilitation (Washington, D.C.). Determination of Eligibility, Memorandum of Agreement, and National Register of Historic Places nomination
Great Falls Grange Park (Fairfax County, Virginia). Cultural landscape survey and analysis
Historic Tudor Place and Gardens (Washington, D.C.). Cultural resource studies and preservation planning, including background review, excavation of close-interval shovel test pits on a systematic grid, GIS mapping of all shovel tests and all Tudor Place above-ground cultural features, artifact analysis, and the implementation of spatial distribution software to identify artifact locales and areas that should receive additional inquiry
Interstate 66 Widening Project (Fairfax and Arlington Counties, Virginia). Cultural resource studies for the Tier 1 and 2 Environmental Assessment for the expansion
Loudoun County Public Schools/Academies Survey (Loudoun County, Virginia). Phase IB architectural and archaeological survey of a 119-acre project area
Purple Line Light Rail (Montgomery and Prince Georges County, Maryland). Phase 1A reconnaissance studies, archival research, architectural analysis, Determinations of Eligibility, Phase 1B archaeological surveys, GIS field data collection, cultural resource GIS layers, coordination geomorphological studies, and reporting
Southeast High Speed Rail Corridor Study (Raleigh, North Carolina, to Washington D.C.). Cultural resource studies and project effect coordination



Emily Calhoun, M.A., RPA
Dovetail Cultural Resource Group
Report Manager/GIS Manager

Ms. Calhoun has over eight years of professional experience in the field of archaeology and has had the opportunity to work in a wide range of geographic and archaeological settings at sites in Colorado, Delaware, Maryland, Massachusetts, Nebraska, North Carolina, South Dakota, Virginia, Wisconsin, and Wyoming. As Dovetail's Report Manager, Ms. Calhoun is responsible for coordinating reporting tasks and assuring that reports and other written media meet internal and external quality standards. Her responsibilities as GIS Manager include managing and assigning tasks to GIS staff, maintaining project GIS data, map creation, spatial analysis, and quality control.

Education

Colorado State University, M.A. in Anthropology, 2010
Virginia Polytechnic Institute and State University, B.S. in Biological Sciences, 2006

**Professional
Experience**

9 Years

Registration

Secretary of Interior Standards Qualified as Archaeologist
Register of Professional Archaeologists

**Sample
Project
Experience**

Eastern Shore Natural Gas Company White Oak Lateral Project (Kent County, Delaware). Cultural resource studies to Section 106 (National Historic Preservation Act) and National Environmental Policy Act compliance standards, under the regulatory authority of the Federal Energy Regulatory Commission
Southeast High Speed Rail Corridor Study (Raleigh, North Carolina, to Washington D.C.). Archaeological Phase I survey, GIS mapping, and Phase II testing
Houston-LeCompt Site Data Recovery (New Castle County, Delaware). Phase III archaeological data recovery of a late-eighteenth century through early-nineteenth century tenant farmstead to mitigate adverse effects to the site from construction of Route 301
Eastern Shore Natural Gas Company Southern Expansion Project (Sussex County, Delaware). Phase I cultural resource survey of over 20 miles of pipeline corridor and 48 temporary work spaces
Stroud Site Evaluation (New Castle County, Delaware). Phase II evaluation, on behalf of the Delaware Department of Transportation, of a tenant house constructed in the 18th century



Curtis A. McCoy
Dovetail Cultural Resource Group
Field Director/GIS Specialist

Mr. McCoy has over eight years of professional experience in the fields of Geographic Information Systems (GIS), Adobe products, Archaeology, and Geomorphology and has had the opportunity to work in a wide range of geographic and demographic settings in Virginia, Maryland, Pennsylvania, New York, North Carolina, Tennessee, Arkansas, and Texas. His experience includes authorship of, and GIS work for, both published works and professional papers and posters presented at conferences for the Geological Society of America and Society for American Archaeology. As a GIS Specialist at Dovetail, Mr. McCoy creates maps and graphics for a variety of project types and phases. He also serves as an archaeological Field Director.

Education Mercyhurst University, M.S. in Geoarchaeology, in progress
University of Memphis, M.S. in Earth Science/Archaeology, in progress
Mercyhurst University, B.A. in Geology, B.S. in Archaeology, 2010

Professional Experience 8 Years

Registration N/A

Sample Project Experience *Eastern Shore Solar Project* (Accomack County, Virginia). Phase IB archaeological survey of areas proposed as locations for solar arrays, to comply with the Solar Permit by Rule
Eastern Shore Natural Gas Company 2016 Expansion Project (Sussex County, Delaware). Phase I cultural resource survey of over 20 miles of pipeline corridor and 48 temporary work spaces
Eastern Shore Natural Gas Company Segment 2-Jennersville (Chester County, Pennsylvania). Phase I archaeological survey for over seven miles of pipeline corridor, eight staging areas, and three access roads

Previous Project Experience *The Ripley Site* (Ripley, New York). Soil geomorphologic analysis of slope deposits and full excavation of site
Denmark Mount Group (Denmark, Tennessee). Total Station and magnetometry survey
Historic Reneau Cemetery (Cotton Plant, Arkansas). Total Station and magnetometry survey

Please use this number
when referring to this permit

DI Form 1991 (Rev Jan 2008)
for use with DI Form 1926
OMB No. 1024-0037
Exp. Date (1/14/2017)

No.: 2015.FRSP.02

United States Department of the Interior

PERMIT FOR ARCHEOLOGICAL INVESTIGATIONS

To conduct archeological work on Department of the Interior lands and Indian lands under the authority of:

- The Archaeological Resources Protection Act of 1979 (16 U.S.C. 470aa-mm) and its regulations (43 CFR 7).
- The Antiquities Act of 1906 (P.L. 59-209; 34 Stat. 225, 16 U.S.C. 431-433) and its regulations (43 CFR 3).
- Supplemental regulations (25 CFR 262) pertaining to Indian lands.
- Bureau-specific statutory and/or regulatory authority: _____

1. Permit issued to: Dovetail Cnltrnl Resource Group		2. Under application dated October 20, 2015	
3. Address: 300 Central Road, Suite 200, Fredericksburg, Virginia 22401		4. Telephone number(s) 540-899-9170	
		5. E-mail address(es) kbarile@dovetailcrg.com	
6. Name of Permit Administrator Dr. Kerri Barile Telephone number(s): 540 899-9170 Email address(es): kbarile@dovetailcrg.com		7. Name of Principal Investigator(s) Dr. Kerri Barile Telephone number(s): 540 899-9170 Email address(es): kbarile@dovetailcrg.com	
8. Name of Field Director(s) authorized to carry out field projects Curtis McCoy		Telephone number(s): 540 899-9170 Email address(es): cmccoy@dovetailcrg.com	
9. Activity authorized: The field survey will consist of three parts: one, a field inspection of the study areas through a visual reconnaissance to identify any surface features or artifact concentrations and note areas with a high potential to contain sites; two, systematic subsurface investigations with the excavation of shovel test pits in areas that have the potential for intact soils; and three, a metal detector survey of the two segments. During the visual reconnaissance, archaeologists will inspect the areas for subsurface study. The survey will comprise a pedestrian inspection to locate surface features or artifact scatters and also to identify areas that appear to have the potential for intact subsurface deposits. This information will be the basis for subsequent research. See Figure 1.			
10. On lands described as follows: Two portions of the overall project corridor, known as Segment 8, Fredericksburg to Hamilton (FBHA) and Segment 9, Hamilton to Crossroads (HAXR), are located on National Park Service (NPS) property. These segments include approximately 0.28 acres of high probability archeological areas identified via predictive modeling on or immediately adjacent to Fredericksburg and Spotsylvania National Military Park.			
11. During the duration of the project From 1-15-2016 To 1-14-2017			
12. Name and address of the curatorial facility in which collections, records, data, photographs, and other documents resulting from work under this permit shall be deposited for permanent preservation on behalf of the United States Government. Fredericksburg & Spotsylvania National Military Park.			
13. Permittee is required to observe the listed standard permit conditions and the special permit conditions attached to this permit.			
14. Signature and title of approving official 			15. Date 1/8/16

15. Standard Permit Conditions

- a. This permit is subject to all applicable provisions of 43 CFR Part 3, 43 CFR 7, and 25 CFR 262, and applicable departmental and bureau policies and procedures, which are made a part hereof.
- b. The permittee and this permit are subject to all other Federal, State, and local laws and regulations applicable to the public lands and resources.
- c. This permit shall not be exclusive in character, and shall not affect the ability of the land managing bureau to use, lease or permit the use of lands subject to this permit for any purpose.
- d. This permit may not be assigned.
- e. This permit may be suspended or terminated for breach of any condition or for management purposes at the discretion of the approving official, upon written notice.
- f. This permit is issued for the term specified in 11 above.
- g. Permits issued for a duration of more than one year must be reviewed annually by the agency official and the permittee.
- h. The permittee shall obtain all other required permit(s) to conduct the specified project.
- i. Archeological project design, literature review, development of the regional historic context framework, site evaluation, and recommendations for subsequent investigations must be developed with direct involvement of an archeologist who meets the Secretary of the Interior's Standards for Archeology and Historic Preservation; fieldwork must be generally overseen by an individual who meets the Secretary of the Interior's Standards for Archeology and Historic Preservation.
- j. Permittee shall immediately request that the approving official (14. above) make a modification to accommodate any change in an essential condition of the permit, including individuals named and the nature, location, purpose, and time of authorized work, and shall without delay notify the approving official of any other changes affecting the permit or regarding information submitted as part of the application for the permit. Failure to do so may result in permit suspension or revocation.
- k. Permittee may request permit extension, in writing, at any time prior to expiration of the term of the permit, specifying a limited, definite amount of time required to complete permitted work.
- l. Any correspondence about this permit or work conducted under its authority must cite the permit number. Any publication of results of work conducted under the authority of this permit must cite the approving bureau and the permit number.
- m. Permittee shall submit a copy of any published journal article and any published or unpublished report, paper, and manuscript resulting from the permitted work (apart from those required in items q. and s., below), to the approving official and the appropriate official of the approved curatorial facility (item 12 above).
- n. Prior to beginning any fieldwork under the authority of this permit, the permittee, following the affected bureau's policies and procedures, shall contact the field office manager responsible for administering the lands involved to obtain further instructions.
- o. Permittee may request a review, in writing to the official concerned, of any disputed decision regarding inclusion of specific terms and conditions or the modification, suspension, or revocation of this permit, setting out reasons for believing that the decision should be reconsidered.
- p. Permittee shall not be released from requirements of this permit until all outstanding obligations have been satisfied, whether or not the term of the permit has expired. Permittee may be subject to civil penalties for violation of any term or condition of this permit.

15. Standard Permit Conditions (continued)

- q. Permittee shall submit a preliminary report to the approving official within a timeframe established by the approving official, which shall be no later than 6 weeks after the completion of any episode of fieldwork, setting out what was done, how it was done, by whom, specifically where, and with what results, including maps, GPS data, an approved site form for each newly recorded archeological site, and the permittee's professional recommendations, as results require. If other than 6 weeks, the timeframe shall be specified in Special Permit Condition p. Depending on the scope, duration, and nature of the work, the approving official may require progress reports, during or after the fieldwork period or both, and as specified in Special Permit Condition r.
- r. Permittee shall submit a clean, edited draft final report to the agency official for review to insure conformance with standards, guidelines, regulations, and all stipulations of the permit. The schedule for submitting the draft shall be determined by the agency official.
- s. Permittee shall submit a final report to the approving official not later than 180 days after completion of fieldwork. Where a fieldwork episode involved only minor work and/or minor findings, a final report may be submitted in place of the preliminary report. If the size or nature of fieldwork merits, the approving official may authorize a longer timeframe for the submission of the final report as specified in Special Permit Condition q.
- t. Two copies of the final report, a completed NTIS Report Documentation Page (SF-298), available at <http://www.ntis.gov/pdf/rdpform.pdf>, and a completed NADB-Reports Citation Form, available at http://www.cr.nps.gov/aad/tools/nadbform_update.doc, will be submitted to the office issuing the permit.
- u. The permittee agrees to keep the specific location of sensitive resources confidential. Sensitive resources include threatened species, endangered species, and rare species, archeological sites, caves, fossil sites, minerals, commercially valuable resources, and sacred ceremonial sites.
- v. Permittee shall deposit all artifacts, samples and collections, as applicable, and original or clear copies of all records, data, photographs, and other documents, resulting from work conducted under this permit, with the curatorial facility named in item 12, above, not later than 90 days after the date the final report is submitted to the approving official. Not later than 180 days after the final report is submitted, permittee shall provide the approving official with a catalog and evaluation of all materials deposited with the curatorial facility, including the facility's accession and/or catalog numbers.
- w. Permittee shall provide the approving official with a confirmation that museum collections described in v. above were deposited with the approved curatorial facility, signed by an authorized curatorial facility official, stating the date materials were deposited, and the type, number and condition of the collected museum objects deposited at the facility.
- x. Permittee shall not publish, without the approving official's prior permission, any locational or other identifying archeological site information that could compromise the Government's protection and management of archeological sites.
- y. For excavations, permittee shall consult the OSHA excavation standards which are contained in 29 CFR §1926.650, §1926.651 and §1926.652. For questions regarding these standards contact the local area OSHA office, OSHA at 1-800-321-OSHA, or the OSHA website at <http://www.osha.gov>.
- z. Special permit conditions attached to this permit are made a part hereof.

16. Special Permit Conditions

- ✓ a. Permittee shall allow the approving official and bureau field officials, or their representatives, full access to the work area specified in this permit at any time the permittee is in the field, for purposes of examining the work area and any recovered materials and related records.
- ✓ b. Permittee shall cease work upon discovering any human remains and shall immediately notify the approving official or bureau field official. Work in the vicinity of the discovery may not resume until the authorized official has given permission.
- ✓ c. Permittee shall backfill all subsurface test exposures and excavation units as soon as possible after recording the results, and shall restore them as closely as reasonable to the original contour.
- ✓ d. Permittee shall not use mechanized equipment in designated, proposed, or potential wilderness areas unless authorized by the agency official or a designee in additional specific conditions associated with this permit.
- ✓ e. Permittee shall take precautions to protect livestock, wildlife, the public, or other users of the public lands from accidental injury in any excavation unit.
- ✓ f. Permittee shall not conduct any flint knapping or lithic replication experiments at any archeological site, aboriginal quarry source, or non-site location that might be mistaken for an archeological site as a result of such experiments.
- ✓ g. Permittee shall perform the fieldwork authorized in this permit in a way that does not impede or interfere with other legitimate uses of the public lands, except when the authorized officer specifically provides otherwise.
- ✓ h. Permittee shall restrict vehicular activity to existing roads and trails unless the authorized officer provides otherwise.
- ✓ i. Permittee shall keep disturbance to the minimum area consistent with the nature and purpose of the fieldwork.
- ✓ j. Permittee shall not cut or otherwise damage living trees unless the authorized officer gives permission.
- ✓ k. Permittee shall take precautions at all times to prevent wildfire. Permittee shall be held responsible for suppression costs for any fires on public lands caused by the permittee's negligence. Permittee may not burn debris without the authorized officer's specific permission.
- ✓ l. Permittee shall conduct all operations in such a manner as to prevent or minimize scarring and erosion of the land, pollution of the water resources, and damage to the watershed.
- ✓ m. Permittee shall not disturb resource management facilities within the permit area, such as fences, reservoirs, and other improvements, without the authorized officer's approval. Where disturbance is necessary, permittee shall return the facility to its prior condition, as determined by the authorized officer.
- ✓ n. Permittee shall remove temporary stakes and/or flagging, which the permittee has installed, upon completion of fieldwork.
- ✓ o. Permittee shall clean all camp and work areas before leaving the permit area. Permittee shall take precautions to prevent littering or pollution on public lands, waterways, and adjoining properties. Refuse shall be carried out and deposited in approved disposal areas.
- ✓ p. Permittee shall submit the preliminary report within **30** days of completion of any episode of fieldwork.
- ✓ q. Permittee shall submit the final report within **60** days after completion of fieldwork.
- ✓ r. Permittee shall submit progress reports **every six months** over the duration of the project.
- ✓ s. Additional special permit conditions are attached.

Special Permit Conditions Continuation Sheet

- Collections from FRSP will be cataloged using the most current version of ICMS (please contact Gail Frace, Northeast Region Archeology Program, at 978-970-5151 or at Gail_Frace@nps.gov for questions related to NPS collections management).
- In addition to the state archeological site forms, NPS ASMIS Forms will be completed for all archeological sites identified on NPS property (contact Erik Kreusch, NER ASMIS Coordinator, at 978-970-5144 or Erik_S_Kreusch@nps.gov, if you have any questions or need assistance with ASMIS (Archeological Site Management Information System).
- In accordance with Standard Permit Condition 15.i, the Principal Investigators must supervise archeological field investigations by conducting periodic visits in order to ensure professional standards are met.
- All archeological investigations will be supervised by an archeologist who meets the Secretary of Interior's professional qualifications.
- All archeological field investigations conducted will be consistent with the Virginia Department of Historic Resources guidelines and the Secretary of Interior's Standards and Guidelines for Archeological Documentation.
- The following changes are made to the proposed methodology outlined in the ARPA application:
Shovel Test Pits (STP) will be 0.5 m² in size (square); shovel test pits will be separated by no more than 10 meters; artifacts and archival materials will be returned to FRSP for curation; ASMIS forms will be filled out in addition to VCRIS forms to register sites.
- STPs will be excavated across the entire NPS Area of Potential Effect (APE).
- The National Park Service has royalty-free, irrevocable, and non-exclusive license to field notes, raw data, images, manuscripts, and reports for non-profit NPS uses, including educational, archival, and research uses. These materials may be used, reproduced and displayed for these purposes in any and all medium including, but not limited to, the World Wide Web.
- Progress reports (Section 15.r, above) will be made to Jim Kendrick, Regional Archeologist; Northeast Region Archeology Program, 115 John Street, 4th Floor, Lowell, MA, 01852. Progress report may be made via email correspondence (Jim_Kendrick@nps.gov).
- Archaeological Survey report will be produced and delivered to the NPS. The final report will address all NPS and VDHR comments. The NPS and VDHR will be given sufficient time to review the draft report, draft ASMIS records, and digital catalog records. The final report will also conform to the Secretary of Interior's Standards and Guidelines for Archeological Documentation (please see http://www.nps.gov/history/local-law/arch_stnds_7.htm for more information) and to VDHR guidelines for archeological investigations.
- Draft and final products identified in the Standard Permit Conditions (Section 15) and the Special Permit Conditions (Section 16) may be sent to: Jim Kendrick, Regional Archeologist; Northeast Region Archeology Program, 115 John Street, 4th Floor, Lowell, MA, 01852.
- One hard copy of the draft report will be delivered to Jim Kendrick at the address above and one hard copy of the draft report will be delivered to Eric Mink, Historian and Cultural Resources Manager, Fredericksburg & Spotsylvania NMP, 120 Chatham Lane, Fredericksburg, VA.
- Six hard copies (two for FRSP (one unbound), two for VDHR) of the final report will be delivered to Eric Mink at the address above; two hard copies of the final report for NRAP's ARPA files, will be delivered to Jim Kendrick at the address above. A digital copy of the final report in Adobe pdf format will also be submitted to both Eric Mink and Jim Kendrick. GIS files and geospatial data of all excavation locations will be submitted with the final report.
- A copy of the permit will be kept by the permittee on site at all times when work is being conducted on NPS property.
- Permittee will maintain a photographic log containing information on each photograph taken, including full provenience information, date, and aspect; will maintain a field specimen log; and will maintain provenience integrity by placing associated objects into common containers.
- Stratigraphic profiles will be drawn to scale and will include detailed soil descriptions.

By signing below, I, the Principal Investigator, acknowledge that I have read and understand the Permit for Archeological Investigations and agree to its terms and conditions as evidenced by my signature below and initiation of work or other activities under the authority of this permit.

Signature and title:



President/Principal Investigator

Date:

December 18, 2015

Paperwork Reduction Act and Estimated Burden Statement: This information is being collected pursuant to 16 U.S.C. 470cc and 470mm, to provide the necessary facts to enable the Federal land manager (1) to evaluate the applicant's professional qualifications and organizational capability to conduct the proposed archeological work; (2) to determine whether the proposed work would be in the public interest; (3) to verify the adequacy of arrangements for permanent curatorial preservation, as United States property, of specimens and records resulting from the proposed work; (4) to ensure that the proposed activities would not be inconsistent with any management plan applicable to the public lands involved; (5) to provide the necessary information needed to complete the Secretary's Report to Congress on Federal Archeology Programs; and (6) to allow the National Park Service to evaluate Federal archeological protection programs and assess compliance with the Archaeological Resources Protection Act of 1979 (16 U.S.C. 470). Submission of the information is required before the applicant may enjoy the benefit of using publicly owned archeological resources. To conduct such activities without a permit is punishable by felony-level criminal penalties, civil penalties, and forfeiture of property. A federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. Public reporting for this collection of information is estimated to average three hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Departmental Consulting Archeologist; NPS; 1849 C Street, NW (2275); Washington, DC 20240-0001.



October 28, 2015

Dr. William A. Griswold, Ph.D., RPA

Archeologist, Regional ARPA Coordinator
National Park Service, Northeast Region Archeology Program
4th Floor Boott Cotton Mills Museum
115 John St.
Lowell, MA 01852

RE: ARPA Permit/Washington, D.C. to Richmond Southeast High Speed Rail Project: Research Design Excerpt

Dear Dr. Griswold,

As requested attached is an excerpt from our research design for the predictive model conducted along the corridor. If you have any questions on the permit materials or the project in general, please feel free to contact me or Emily Calhoun at (540) 899-9170.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Kerri S. Barile". The signature is written in a cursive, flowing style.

Kerri S. Barile, Ph.D.

Encl: ARPA Permit Materials: Research Design Excerpt

4.2 IMPLEMENTATION AND RESULTS OF THE PREDICTIVE MODEL

Modeling that reflects cumulative archaeological knowledge about the expected location and attributes of resources constitute a critical step in the design of efficient and effective cultural resource management (CRM) surveys (Banning 2002:183; Sebastian and Judge 1988:1). An archaeological predictive model is a “simplified set of testable hypotheses, based either on behavioral assumptions or on empirical correlations, which at a minimum attempts to predict the loci of past human activities resulting in the deposition of artifacts or alteration of the landscape” (Kohler 1988:33). Models based on theoretical propositions, Sebastian and Judge (1988:6–9) argue, not only predict the location of prehistoric sites, but also explain the underlying causation, making them superior to empirically derived models. In CRM, however, the overall process that begins with predictive modeling and moves through survey, evaluation, and, if necessary, mitigation evaluates the effectiveness of the predictive model in a particular setting and addresses the underlying causes of the patterns observed in the archaeological record. In addition, the regional literature mined to generate a predictive model for a particular region generally addresses social and environmental influences on the patterns observed in the archaeological record.

Previous studies throughout the region provided a basis for projection of relative probability of discovering intact terrestrial archaeological sites in the archaeological APE. Environmental variables encompassed within the model included distance to major streams, soil fertility as reflected in the SCS’s identification of soil classes, and disturbance evident on aerial images of the project corridor. Aspects of the built environment included the georeferenced location of historic roads and NPS trails that crossed the APE. Documentary research provided information on previously identified architectural and archaeological resources, Revolutionary War and Civil War camps depicted on period maps, and the ABPP and CWSAC-defined location of Civil War battlefields. These data allowed the prediction of the settings characterized by a high, moderate, and low probability of discovering archaeological sites, as well as areas where previous disturbance, development, or soil attributes, and areas of previously completed archaeological survey that meet current DHR survey standards, indicate that archaeological sites will not be discovered through STP survey or metal detecting.

High probability settings consist of: 1) undisturbed landforms within 1 mile (1.6 km) of a major river or bay (i.e., the Potomac, Rappahannock, and James and the lower stretches of the Occoquan River and the larger streams emptying into the Potomac River); 2) broad stretches of undisturbed, well-drained, fertile soils (Class I and II soils); 3) areas within the boundaries of known architectural resources, including the NRHP-eligible boundaries defined by the ABPP and CWSAC for the region’s Civil War Battlefields and the projected location of Revolutionary War camps identified by Selig (2009); and 4) a 75-foot (22.9-m) area around the location of historic roads based on georeferenced historic maps. It is recommended that STPs spaced at 50-foot (15.2-m) intervals will be excavated within the high probability areas. In addition, it is recommended that metal-detector survey be conducted within the high probability areas of ABPP-defined boundary of Civil War battlefields and the projected location of Civil War and Revolutionary War camps.

Moderate probability settings consist of undisturbed Class III and IV soils that do not meet high probability criteria 1, 3, and 4. It is recommended that STPs spaced at 50-foot (15.2-m) intervals be excavated within the moderate probability areas. In addition, it is recommended that metal-detector survey be conducted within moderate probability areas of the ABPP-defined boundary

of Civil War battlefields and the projected location of Civil War and Revolutionary War camps. Testing of both high and moderate probability areas is recommended based on previous archaeological predictive modeling within the SEHSR corridor (Rupnik et al. 2007).

Low probability areas were identified by the presence of undisturbed Class V through VIII soils that do not meet high probability criteria 1, 3, and 4. It is recommended that the low probability areas be visually inspected and 10 percent of the least disturbed low probability be subjected to systematic subsurface survey. The low probability sample will rely on STPs spaced at 50-foot (15.2-m) intervals and judgmental STPs.

Areas heavily impacted by modern development, including paved areas, industrial and other large-scale developments, inundated soils, and soils classified as Urban Land constitute the areas with no probability of locating archaeological resources within the APE. These areas of no probability were determined via soil mapping and a close inspection of aerial imagery, and totaled 1,866.5 acres (755 ha), mostly concentrated around the urban centers in Northern and Central Virginia. In addition, the no probability areas encompass previously surveyed areas where the survey methodology meets the current DHR (2011) standards. For example, the entirety of the Powell's Creek to Arkendale (05) segment was subjected to Phase I archaeological study in 2010 and therefore this segment was classified as an area of no probability. These previously surveyed areas of no probability encompass 316 acres (127.8 ha). Areas subjected to previous archaeological survey that did not meet the current DHR standards were subjected the probability screening process. The previously recorded archaeological sites within the APE (see Table 3-1) were not included within the model results. Instead, **all sites previously determined eligible and potentially eligible for listing on the NRHP as well as those sites that have not been evaluated by the DHR should be reexamined regardless of their location within the probability model and if necessary evaluated.** The current condition of all sites determined eligible or potentially eligible for listing on the NRHP will be assessed and those that are unevaluated should be evaluated. The goal is to assure that each site retains the characteristics that rendered it eligible for the NRHP. This will be accomplished through a pedestrian survey with photodocumentation and limited subsurface testing. Judgemental shovel testing will be employed to verify intact soils but extensive subsurface studies will not be completed on these resources to avoid any unnecessary impacts. Any site that was previously determined to be not eligible for the NRHP will not be revisited during this work as an eligibility determination has been rendered and no additional work is required.

Given the above outlined criteria, the APE was divided into areas of high, medium, low, and no probability as depicted in the results maps presented in Appendix A. Based on the findings of the predictive model, it is **recommended that 90 percent (1,890.8 acres [765.2 ha]) of the 2,109.5-acre (853.7-ha) project corridor should not be tested due to previous disturbance or archaeological survey.** The results reflect the extensive development in Fairfax County and the cities of Alexandria, Fredericksburg, and Richmond. Of the remaining 218.7 acres (88.5 ha), 156.8 (63.4 ha) were classified as high probability, 46.9 acres (19 ha) as moderate probability, and 15.0 acres (6.1 ha) as low probability. It is **recommended that the all of the high and moderate probability areas, a total of 203.7 acres (82.4 ha), and a 10 percent sample of the low probability area (approximately 1.5 acres [0.6 ha]) be subjected to STP and metal detector survey, where appropriate.** Areas recommended for testing occur primarily in the less developed segments located between Fredericksburg and Richmond. The detailed results of the model by project segment are outlined in Tables 4-2 to 4-3.

TABLE 4-2: ARCHAEOLOGICAL PREDICTIVE MODEL RESULTS

	High Probability	Moderate	Low	No Probability	Total
Acreage	156.8	46.9	15.0	1,890.8	2,109.5
Percentage	7%	2%	1%	90%	100%

Source: Dovetail Cultural Resource Group 2015.

Table Notes: Archaeological Predictive Model Results.

TABLE 4-3: ARCHAEOLOGICAL PREDICTIVE MODEL RESULTS BY AREA

Project Segment		High	Moderate	Low	No Probability	Total
01 Rosslyn to Alexandria	Acreage	0	0	0	78.1	78.1
	Percentage	0%	0%	0%	100%	100%
02 Alexandria to Franconia	Acreage	0	0	0	58.1	58.1
	Percentage	0%	0%	0%	100%	100%
03 Franconia to Lorton	Acreage	7.1	0.9	0	69.4	77.4
	Percentage	9%	1%	0%	90%	100%
04 Lorton to Powells Creek	Acreage	8.6	0.1	0	102.4	111.1
	Percentage	8%	Less than 1%	0%	92%	100%
05 Powells Creek to Arkendale	Acreage	0	0	0	127.5	127.5
	Percentage	0%	0%	0%	100%	100%
06 Arkendale to Dahlgren	Acreage	4.7	4.6	0.6	137.5	147.4
	Percentage	3%	3%	Less than 1%	93%	100%
07 Dahlgren to Fredericksburg	Acreage	1.5	0	0	29	30.5
	Percentage	5%	0%	0%	95%	100%
08 Fredericksburg to Hamilton	Acreage	2.5	0	0	29.5	32.1
	Percentage	8%	0%	0%	92%	100%
09 Hamilton to Crossroad	Acreage	4.6	0	0	25.3	29.9
	Percentage	15%	0%	0%	85%	100%
10 Crossroads to Guinea	Acreage	8	1.1	0.1	66.1	75.3
	Percentage	11%	2%	Less than 1%	73%	100%
11 Guinea to Milford	Acreage	16.7	11.8	1.3	80.1	110.1
	Percentage	15%	11%	1%	73%	100%
12 Milford to North Doswell	Acreage	25.4	15.8	8.2	126.6	176
	Percentage	14%	9%	5%	72%	100%
13 North Doswell to Elmont	Acreage	10.2	2.1	0.5	143.3	156.1
	Percentage	7%	1%	Less than 1%	92%	100%
14 Elmont to Greendale	Acreage	1.6	2.7	0.3	52.3	56.9
	Percentage	3%	5%	1%	92%	100%
15 Greendale to SAY/WAY	Acreage	0.2	0.4	0	66.4	67
	Percentage	Less than 1%	1%	0%	99%	100%
16 SAY to AM Junction-	Acreage	0.02	0	0.03	40.1	40.2

TABLE 4-3: ARCHAEOLOGICAL PREDICTIVE MODEL RESULTS BY AREA

Project Segment		High	Moderate	Low	No Probability	Total
Hermitage Lead	Percentage	Less than 1%	0%	Less than 1%	Greater than 99%	100%
17 AM Junctions to Centralia	Acreage	11.6	0	0	147.5	159.1
	Percentage	7%	0%	0%	93%	100%
18 WAY to Centralia	Acreage	9.3	1.5	0	164.7	175.5
	Percentage	5%	1%	0%	94%	100%
19 Rivanna Junction to Beulah	Acreage	5.7	0	0	88	93.7
	Percentage	6%	0%	0%	94%	100%
20 Buckingham Branch	Acreage	38.7	5.9	4	258.8	307.4
	Percentage	13%	2%	1%	84%	100%

Source: Dovetail Cultural Resource Group 2015.

Table Notes: Archaeological Predictive Model Results.

U-8 SECTION 4(f) COORDINATION

Pursuant to Section 4(f) of the United States Department of Transportation Act, coordination packets were sent to the owners of Section 4(f) parklands potentially affected by the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project to request their concurrence regarding Section 4(f) compliance (Table U-2). In addition, letters were sent to owners of Section 4(f) parklands in close proximity to the Recommended Preferred Alternative to notify them of the Project (Table U-3). Copies of these coordination packets and letters are included in this appendix.

Table U-2: Coordination Packets to Section 4(f) Parkland Owners Potentially Affected by the Project

Owner	Owner Contact	Section 4(f) Property(ies)
Arlington County Department of Parks and Recreation	Jane Rudolph, Director	Long Bridge Park Mount Vernon Trail
George Washington Memorial Parkway Headquarters—National Park Service	Alexcy Romero, Superintendent	George Washington Memorial Parkway
City of Alexandria Department of Recreation, Parks, and Cultural Activities	James Spengler, Director	Dog Run Park at Carlyle
Prince William County Parks and Recreation Department	Tracy Hannigan, Acting Director and Recreation Services Division Chief	Veterans Memorial Park ¹
Fredericksburg and Spotsylvania National Military Park—National Park Service	Kirsten Talken-Spaulding, Superintendent	Fredericksburg and Spotsylvania National Military Park
Bureau of Wildlife Resources—Virginia Department of Game and Inland Fisheries	David Whitehurst, Director	Mattaponi Wildlife Management Area
Town of Ashland	Joseph Collins, Parks and Recreation Coordinator	North Ashland Park Railside Park Carter Park
Hanover County Department of Parks and Recreation	Greg Sager, Director	Ashland Trolley Line
Maggie L Walker Governor’s School	Jonathan L. Lewis, Director	Maggie L Walker Governor’s School Fields
City of Richmond, Department of Public Works	Bobby Vincent, Jr., Interim Public Works Director	Walker’s Creek Retention Basin Park

Note: 1) Concurrence on Veterans Memorial Park received on June 29, 2017.

Table U-3: Letters to Section 4(f) Parkland Owners in Close Proximity to the Project

Owner	Owner Contact	Section 4(f) Property(ies)
City of Alexandria	Mark Jinks, City Manager	Metro Linear Park
Northern Virginia Regional Park Authority	Paul A. Gilbert, Executive Director	Cameron Run Regional Park
Fairfax County Park Authority	Kirk Kincannon, Director	Old Colchester Park
Prince William County Parks and Recreation Department	Seth Hendler-Voss, Director and Recreation Services Division Chief	Jefferson Park Marumsco Acre Lake Park
U.S. Fish & Wildlife Service	Amanda Daisey, Acting Refuge Manager	Featherstone National Wildlife Refuge
Virginia Department of Conservation and Recreation	Craig Seaver, Division Director, State Parks	Leesylvania State Park Widewater State Park
Fredericksburg Parks and Recreation	Jane Shelhorse, Director	Cobblestone Park
Henrico County Recreation and Parks	Neil Luther, Director	Laurel Recreation Area
Richmond Department of Parks, Recreation, and Community Facilities	Norman C. Merrifield, Director	Calhoun Community Center
Chesterfield County Parks & Recreation	James Worsley, Director	Falling Creek Park



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Jane Rudolph, Director
Arlington County Department of Parks and Recreation

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Section 4(f) Evaluation:
Long Bridge Park *De Minimis* Impacts and Temporary Occupancy
Mount Vernon Trail Temporary Occupancy

Dear Ms. Rudolph:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the permanent use of land from Arlington's Long Bridge Park and temporary occupancy of land from Mount Vernon Trail, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Under provisions of Section 4(f), FRA may approve a project's use of publicly owned land of a public park if it determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), would have a *de minimis* impact on the property (i.e., an impact that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)).

Long Bridge Park

Three Build Alternatives are under consideration adjacent to Long Bridge Park. As a separate study, DDOT, in coordination with FRA, DRPT, CSXT, and VRE, is completing a study for the

rehabilitation or replacement of the Long Bridge over the Potomac River. To avoid unnecessarily limiting the options that could be considered as part of the separate DDOT Long Bridge study, DRPT determined that any of the three build alternatives would be acceptable and recommends retaining all three Build Alternatives in order to support a deferred selection of a preferred alternative to physically align with the preferred alignment of the Long Bridge EIS study.

Build Alternatives 1A, 1B, and 1C would have temporary impacts to this facility. Build Alternatives 1B and 1C would also have permanent impacts. Build Alternative 1A would have 0.51 acres of temporary impacts associated with access for construction to this 29-acre park; this is less than 2% of the parkland at this facility. The temporary impacts consist of narrow strip of land less than 10 feet in width along the east side of the railroad. The Long Bridge Park activities such as trails and sport fields are located along the west side of the railroad.

Build Alternatives 1B and 1C would require right-of-way from this park facility. Build Alternative 1B would require 1.45 acres of permanent right-of-way and 0.88 acres of temporary impacts for a combined permanent and temporary impact of 8% of the 29-acre facility. The permanent impacts are small and consist of a long narrow width of additional right-of-way of generally less than 50 feet expanding to around 100 feet in one area on the west side of the existing railroad. Temporary impacts needed for construction access extend approximately another 15 foot in width. The transportation use of this additional permanent right-of-way avoids impacting the park activity areas such as walking trails and sport fields. The areas impacted consist of landscaping or natural vegetation. Impacted landscaped elements will be replaced in nearby locations in the remaining parkland. Temporary impacts may affect the area adjacent to the soccer field but will not affect the field itself and disruptions to the activity will be avoided.

Build Alternative 1C requires 0.36 acres of additional permanent right-of-way and 0.65 acres of temporary impacts totaling 3% of the 29-acre facility. These impacts consist of a narrow strip along the west side of the existing railroad of generally less than 25 feet in width (approximately 15-foot width of permanent impacts and 10 foot width of temporary impacts). The areas impacted consist of landscaping and natural vegetation. Temporary impacts are associated with access for construction. Trails and sport fields are not impacted. Impacted landscaped elements will be replaced in nearby locations in the remaining parkland.

Mount Vernon Trail

The Recommended Preferred Alternative would have temporary impacts to 20 feet of this trail to this facility for access during construction. Trail connectivity would be maintained during construction. FRA does not anticipate the temporary impacts will result in Section 4(f) use as upon



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completion of construction, trail connectivity would be maintained, and the land would be restored to its prior condition. The activities of the park would not be affected during the timeframe of the temporary impacts.

The attached figures depict the permanent and temporary impacts to Long Bridge Park and Mount Vernon Trail.

The purpose of this letter is to request concurrence from Arlington County Department of Parks and Recreation regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed use of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

DE MINIMIS IMPACTS

As described above, permanent impacts range from 0.36 acres to 1.45 acres to Long Bridge Park depending on the alternative. There are no permanent impacts to Mount Vernon Trail. The SAFETEA-LU legislation passed by Congress in 2005 allows FRA to meet the requirements of Section 4(f) by making a determination that certain uses of Section 4(f) land would have no adverse effect on the protected resource in question. In order for FRA to make such a determination for publicly owned parks and recreational areas, the following criteria must be met:

1. **The project would not adversely affect activities, features, and attributes of the park** - The proposed project and associated right of way acquisition would have no permanent adverse effects on activities, features, or attributes of the Long Bridge Park.
2. **There must be public notice and opportunity for public review and comment**- DRPT held public meetings for the project in November 2014, June 2015, and December 2015, and will be holding public hearings following publication of the DEIS.
3. **Officials with jurisdiction over the park must concur that the impacts of the project would not adversely affect the activities, features, and attributes of the park** - At the end of this letter is a concurrence block for your use. Signature and return of the concurrence to DRPT will satisfy this criterion.

TEMPORARY OCCUPANCY

Temporary construction impacts range from 0.51 to 0.88 acres to Long Bridge Park depending on the alternative and 20 feet to Mount Vernon Trail. In accordance with FRA's implementation of Section 4(f) of



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the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in Long Bridge Park and along Mount Vernon Trail would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park and Trail would be effective only for the time needed to perform the work on the Arlington County properties and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Long Bridge Park or Mount Vernon Trail. No infrastructure or recreational facilities within the Park or Trail would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the Arlington County Department of Parks and Recreation regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park and trail and that the temporary occupancy would not constitute a Section 4(f) use. If the Arlington County Department of Parks and Recreation concurs with this determination, it is FRA's intent to make a Section 4(f) *de minimis* finding for the DC2RVA project's use of up to 1.45 acres of land from the Long Bridge Park as permitted by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 49 USC 303. In addition, this project also follows the procedures for implementing Section 4(f) outlined in 23 CFR 774 (March 12, 2008), which apply to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Although FRA is not directly subject to this rule, the Agency has determined these procedures are appropriate for use for this project.



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If you concur with our assessments for these two resources, please return the signed concurrence blocks to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

ARLINGTON COUNTY DEPARTMENT OF PARKS AND RECREATION

**CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) DE MINIMIS IMPACTS
AND TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE
LONG BRIDGE PARK**

The Arlington County Department of Parks and Recreation has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of Arlington County’s Long Bridge Park. Based on the information, the Arlington County Department of Parks and Recreation concurs that the proposed use of park land by the project would not adversely affect activities, features, and attributes of Long Bridge Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Arlington County Department of Parks and Recreation during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Long Bridge Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature Date

Jane Rudolph, Director
Arlington County Department of Parks and Recreation



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

ARLINGTON COUNTY DEPARTMENT OF PARKS AND RECREATION

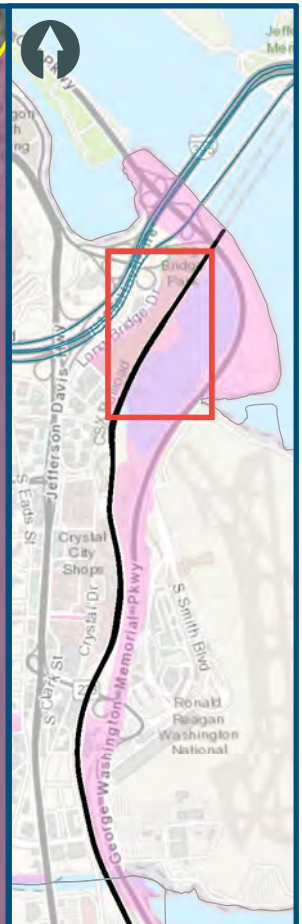
**CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) TEMPORARY
OCCUPANCY OF DC2RVA PROJECT ON THE
MOUNT VERNON TRAIL**

The Arlington County Department of Parks and Recreation has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of Arlington County’s Mount Vernon Trail. Based on the information, the Arlington County Department of Parks and Recreation concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of Mount Vernon Trail. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Arlington County Department of Parks and Recreation during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Mount Vernon Trail by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

Jane Rudolph, Director
Arlington County Department of Parks and Recreation



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Feet
1 inch = 300 feet
@ 8.5 x 11 inches

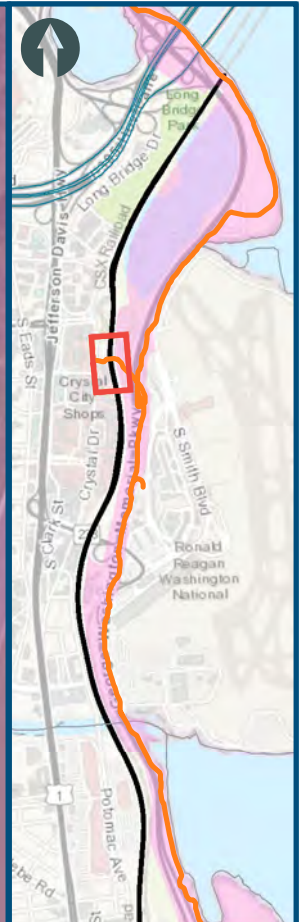
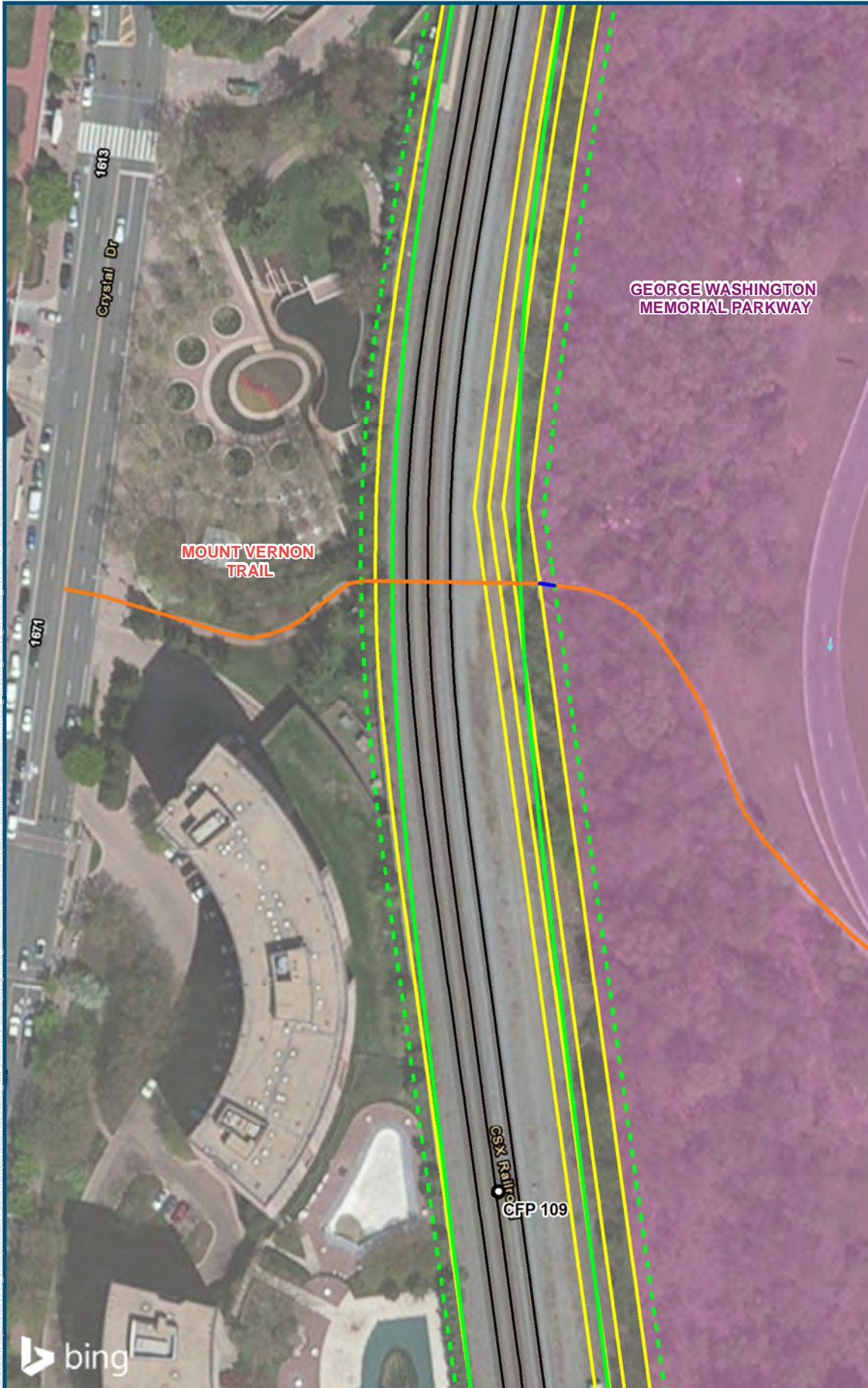
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- 1A Temporary Impacts
 - 1B Permanent Impacts
 - 1B Temporary Impacts
 - 1C Permanent Impacts
 - 1C Temporary Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor
 - VRE Station

**Long Bridge Park
Build Alternatives
1A, 1B, 1C**



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Feet
 1 inch = 100 feet
 @ 8.5 x 11 inches

Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Basemap Source: Bing Map Aerial
 Imagery, 2016

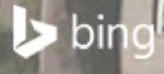
Data Source: ESRI USA Parks, The Nature
 Conservancy, Virginia Department of
 Conservation and Recreation

- Legend**
- Temporary Trail Impacts
 - Trails
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor
 - VRE Station

**Mount Vernon
 Trail**

Build Alternative 2A

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www.DC2RVArail.com





801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Alexcy Romero, Superintendent
George Washington Memorial Parkway Headquarters
National Park Service

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: George Washington Memorial Parkway
Section 4(f) Evaluation: Temporary Occupancy

Dear Mr. Romero:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the temporary occupancy of land from the National Park Service's George Washington Memorial Parkway, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies.

The Recommended Preferred Alternative would have temporary impacts to this facility. These impacts consist of an approximately 10-foot-wide strip of vacant forested land on the east side of the existing railroad totaling 1.04 acres or less than 0.1 percent of the 1,105-acre facility. Temporary impacts would be needed for access during construction. The attached figure depicts these impacts.

The purpose of this letter is to request concurrence from the National Park Service regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed

temporary occupancy of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

TEMPORARY OCCUPANCY

Temporary construction impacts of 1.04 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the George Washington Memorial Parkway would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the National Park Service property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the George Washington Memorial Parkway. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the National Park Service regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.



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Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park and that the temporary occupancy would not constitute a Section 4(f) use.

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



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NATIONAL PARK SERVICE

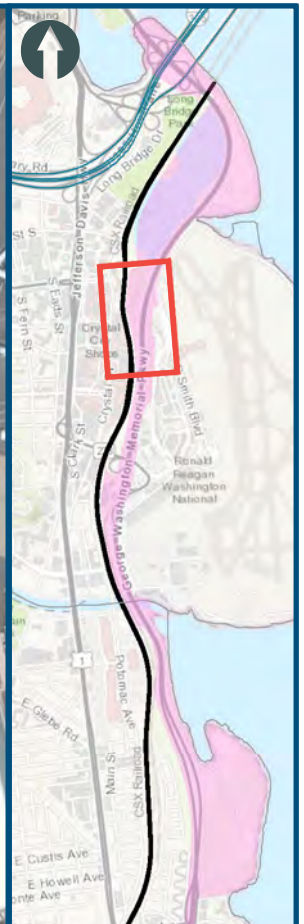
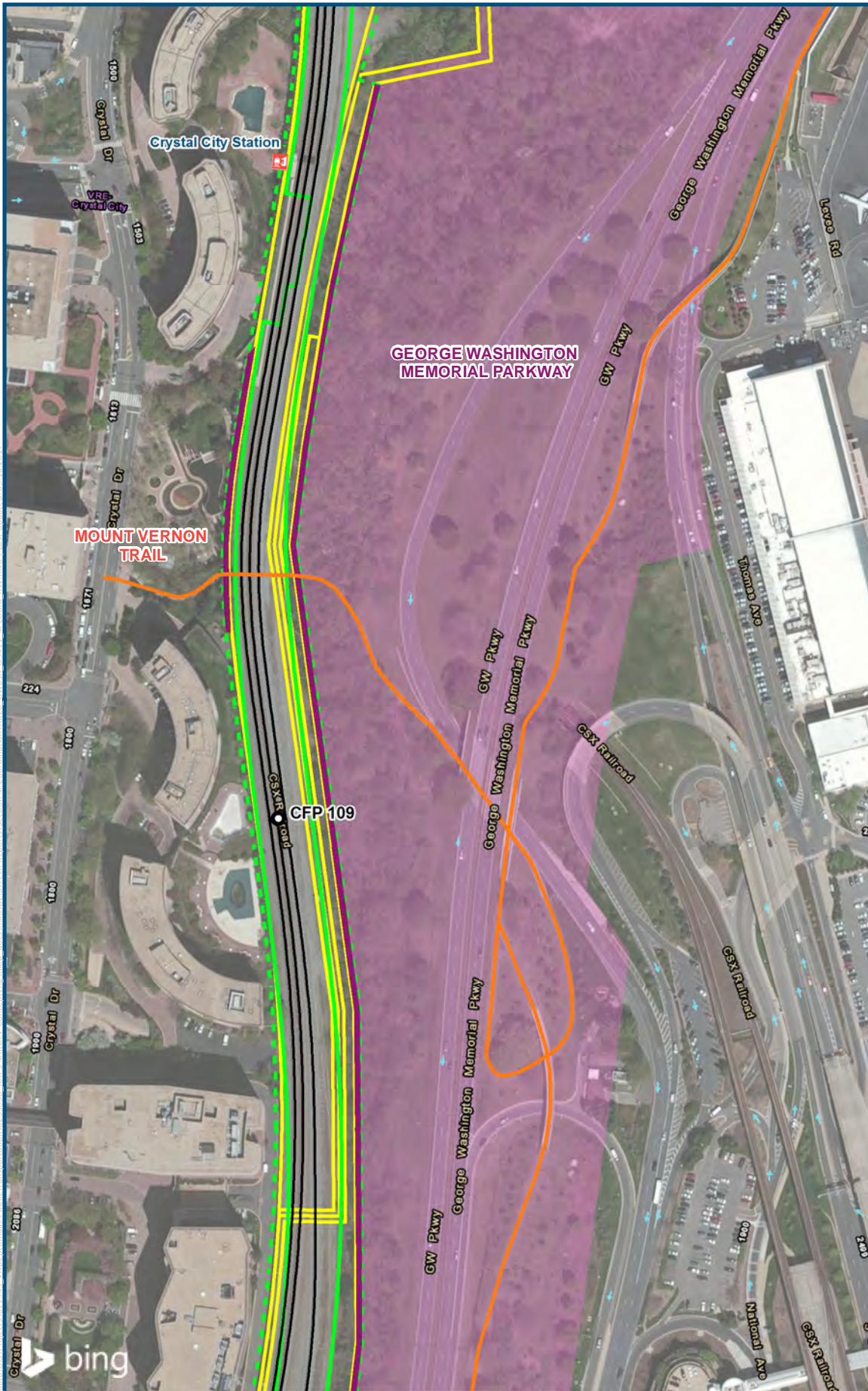
CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE GEORGE WASHINGTON MEMORIAL PARKWAY

The National Park Service has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of the National Park Service's George Washington Memorial Parkway. Based on the information, the National Park Service concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the George Washington Memorial Parkway. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the National Park Service during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the George Washington Memorial Parkway by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

Alexcy Romero, Superintendent
George Washington Memorial Parkway Headquarters
National Park Service



0 125 250

Feet
1 inch = 250 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

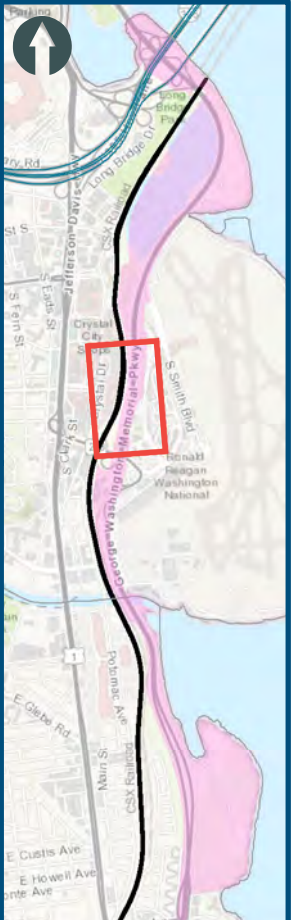
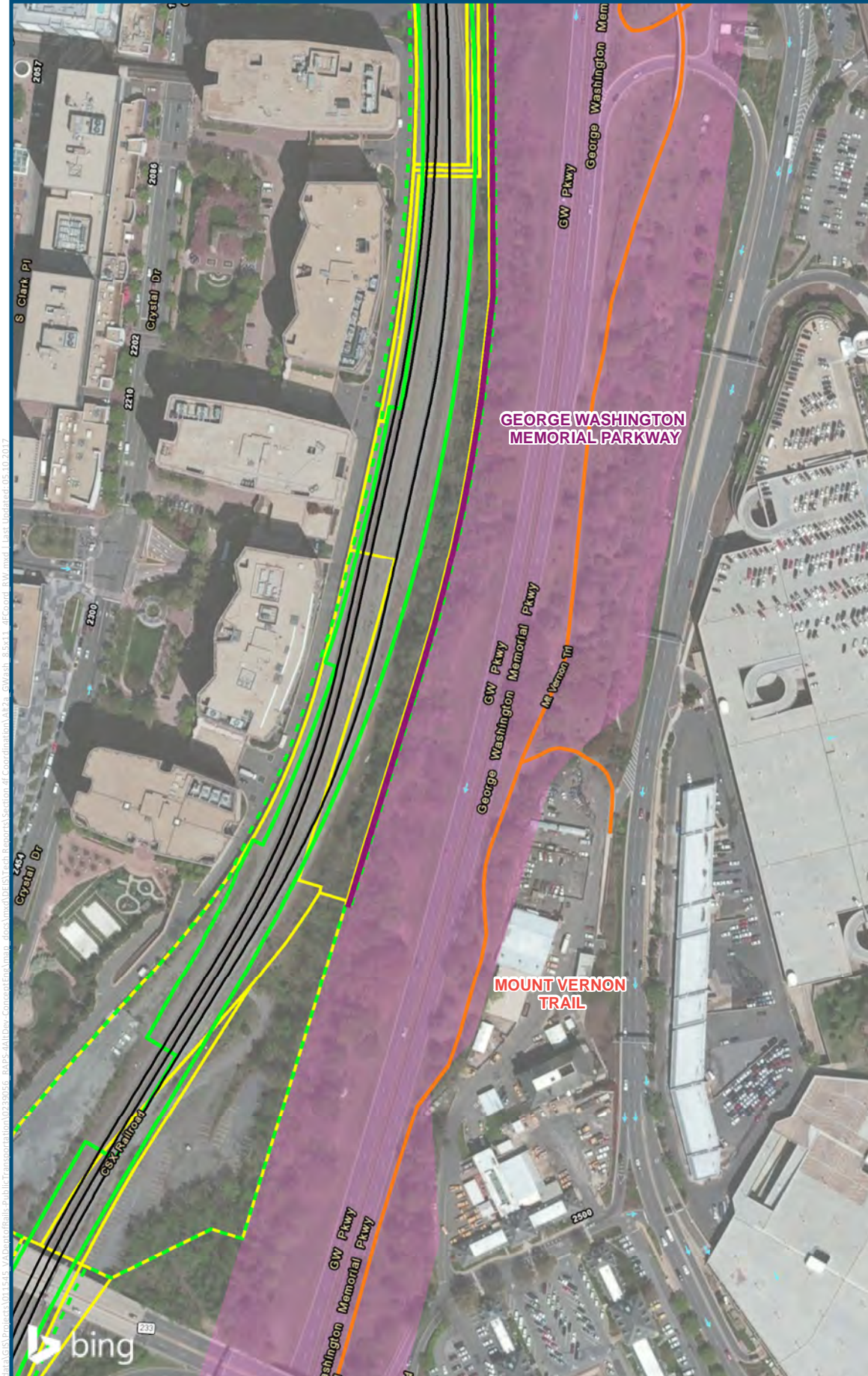
Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Temporary Park Impacts
 - Section 4(f) Park Resources
 - Trails
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor
 - VRE Station

**George Washington
Memorial Parkway**

Build Alternative 2A

Sheet 1 of 3



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Feet
1 inch = 250 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

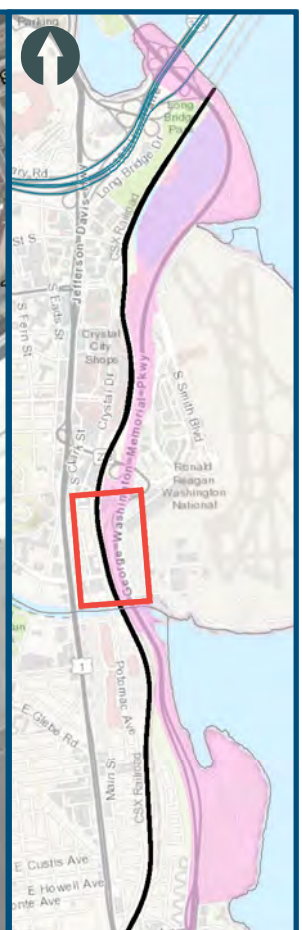
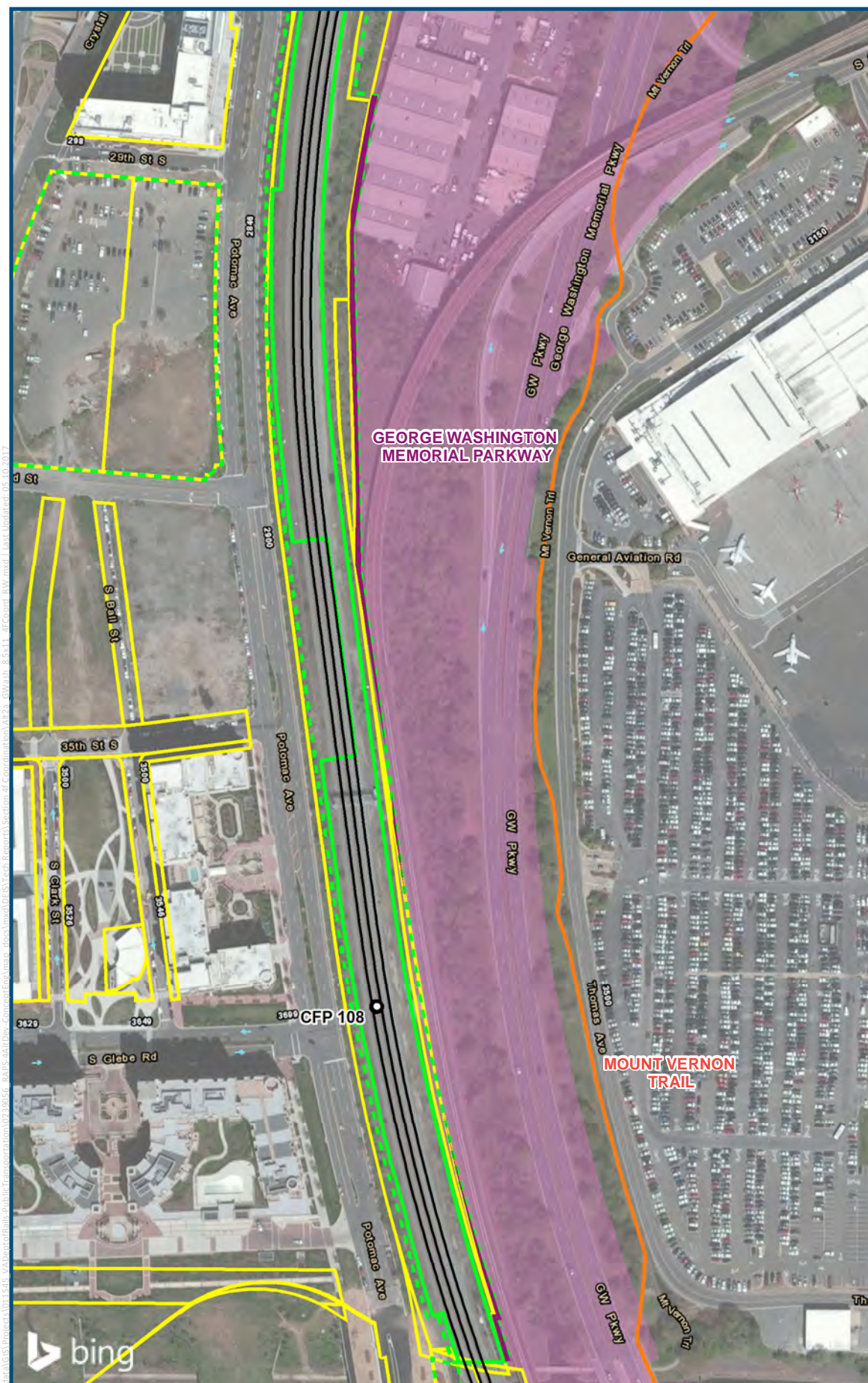
Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Temporary Park Impacts
 - Section 4(f) Park Resources
 - Trails
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor
 - VRE Station

**George Washington
Memorial Parkway**

Build Alternative 2A

Sheet 2 of 3



0 125 250

Feet
1 inch = 250 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Temporary Park Impacts
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 - Trails
 - Permanent LOD
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 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor
 - VRE Station

**George Washington
Memorial Parkway**

Build Alternative 2A

Sheet 3 of 3



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: James Spengler, Director
City of Alexandria Department of Recreation, Parks, and Cultural Activities

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Dog Run Park at Carlyle
Section 4(f) Evaluation: *De Minimis* Impacts and Temporary Occupancy

Dear Mr. Spengler:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the use of land from the City of Alexandria's Dog Run Park at Carlyle, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Under provisions of Section 4(f), FRA may approve a project's use of publicly owned land of a public park if it determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), would have a *de minimis* impact on the property (i.e., an impact that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)).

The Recommended Preferred Alternative would require 0.04 acres of permanent right-of-way from the Dog Run Park at Carlyle and 0.14 of temporary impacts totaling 6% of this 3 acre dog park. The permanent impacts are primarily located at the west side of the park in an area of natural vegetation that is not utilized for park activities. There is also a very narrow strip of permanent impacts along the length of the park, approximately 3 feet in width. Temporary impacts, needed for access during



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

construction, are located in an area of natural vegetation comprising a narrow strip and extending an additional 10 feet from the additional permanent right-of-way. The adjacent dog run area and tennis courts would not be impacted. The attached figure depicts the location of permanent and temporary impacts.

The purpose of this letter is to request concurrence from the City of Alexandria Department of Recreation, Parks, and Cultural Activities regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed use of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

DE MINIMIS IMPACTS

The Recommended Preferred Alternative would require 0.04 acres of permanent right-of-way. The SAFETEA-LU legislation passed by Congress in 2005 allows FRA to meet the requirements of Section 4(f) by making a determination that certain uses of Section 4(f) land would have no adverse effect on the protected resource in question. In order for FRA to make such a determination for publicly owned parks and recreational areas, the following criteria must be met:

1. **The project would not adversely affect activities, features, and attributes of the park** - The proposed project and associated right of way acquisition would have no permanent adverse effects on activities, features, or attributes of the Dog Run Park at Carlyle.
2. **There must be public notice and opportunity for public review and comment**- DRPT held public meetings for the project in November 2014, June 2015, and December 2015, and will be holding public hearings following publication of the DEIS.
3. **Officials with jurisdiction over the park must concur that the impacts of the project would not adversely affect the activities, features, and attributes of the park** - At the end of this letter is a concurrence block for your use. Signature and return of the concurrence to DRPT will satisfy this criterion.

TEMPORARY OCCUPANCY

Temporary construction impacts of 0.14 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA’s implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the Dog Run Park at Carlyle would take only as long as necessary to complete the Project. Temporary

easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the City of Alexandria property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.

2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Dog Run Park at Carlyle. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the City of Alexandria Department of Recreation, Parks, and Cultural Activities regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park. If the City of Alexandria Department of Recreation, Parks, and Cultural Activities concurs with this determination, it is FRA's intent to make a Section 4(f) *de minimis* finding for the DC2RVA project's use of approximately 0.04 acres of land from the Dog Run Park at Carlyle as permitted by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 49 USC 303. In addition, this project also follows the procedures for implementing Section 4(f) outlined in 23 CFR 774 (March 12, 2008), which apply to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Although FRA is not directly subject to this rule, the Agency has determined these procedures are appropriate for use for this project.



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Richmond, Virginia 23219

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

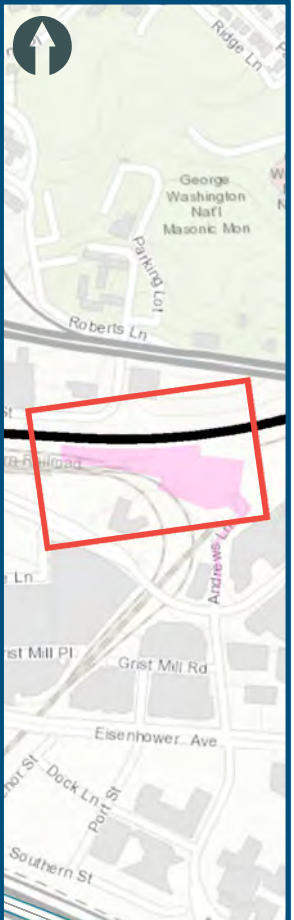
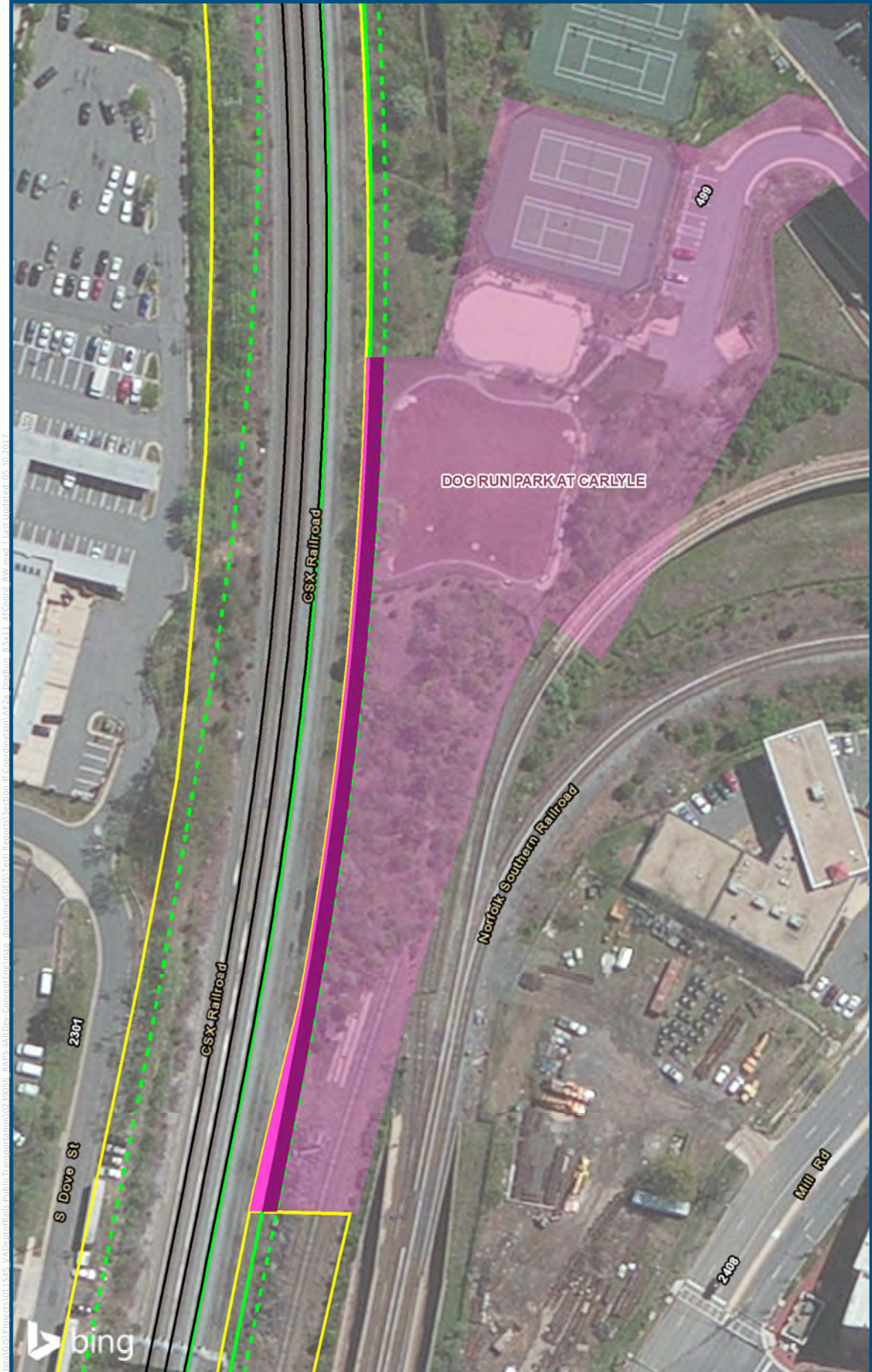
**CITY OF ALEXANDRIA DEPARTMENT OF RECREATION, PARKS,
AND CULTURAL ACTIVITIES**

**CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) *DE MINIMIS* IMPACTS
AND TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE
DOG RUN PARK AT CARLYLE**

The City of Alexandria Department of Recreation, Parks, and Cultural Activities has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of the City of Alexandria’s Dog Run Park at Carlyle. Based on the information, the City of Alexandria Department of Recreation, Parks, and Cultural Activities concurs that the proposed use of park land by the project would not adversely affect activities, features, and attributes of the Dog Run Park at Carlyle. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Alexandria Department of Recreation, Parks, and Cultural Activities during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Dog Run Park at Carlyle by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature Date

James Spengler, Director
City of Alexandria Department of Recreation, Parks, and Cultural Activities



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Feet
1 inch = 100 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Permanent Impacts
 - Temporary Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

Dog Run Park at Carlyle

Build Alternative 2A



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Tracy Hannigan, Acting Director and Recreation Services Division Chief
Prince William County Parks and Recreation Department

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Veterans Memorial Park
Section 4(f) Evaluation: Temporary Occupancy

Dear Ms. Hannigan:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the temporary occupancy of land from the Prince William County's Veterans Memorial Park, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies.

The Recommended Preferred Alternative would have temporary impacts of 0.05 acres to this 110-acre facility or 0.5% of the total parkland acreage. The impacted area is a narrow strip of less than 5 foot in width. Temporary impacts would be needed for access during construction. The area consists of natural vegetation. The attached figure depicts these impacts.

The purpose of this letter is to request concurrence from the Prince William County Parks and Recreation Department regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed use of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park

and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

TEMPORARY OCCUPANCY

Temporary construction impacts of 0.05 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the Veterans Memorial Park would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the Prince William County property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Veterans Memorial Park. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the Prince William County Parks and Recreation Department regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park and that the temporary occupancy would not constitute a Section 4(f) use.



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Richmond, Virginia 23219

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)

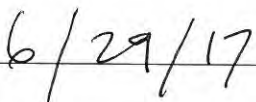
PRINCE WILLIAM COUNTY PARKS AND RECREATION DEPARTMENT

**CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF
DC2RVA PROJECT ON THE VETERANS MEMORIAL PARK**

The Prince William County Parks and Recreation Department has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of the Prince William County's Veterans Memorial Park. Based on the information, the Prince William County Parks and Recreation Department concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Veterans Memorial Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Prince William County Parks and Recreation Department during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Veterans Memorial Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.



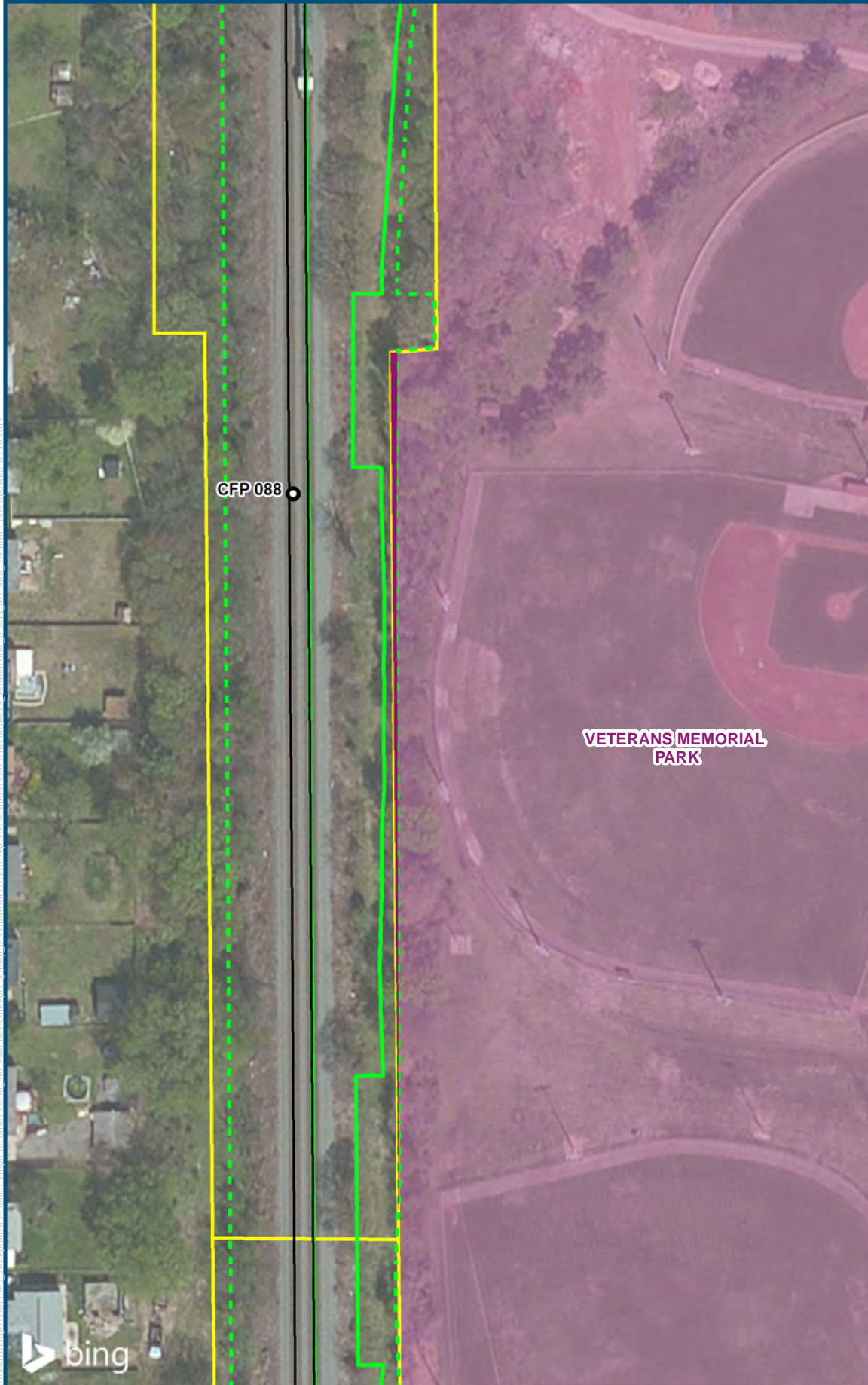
Signature



Date

Seth Hendler-Voss, Director and Recreation Services Division Chief
Prince William County Parks and Recreation Department

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1 inch = 100 feet
@ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial
Imagery, 2016
Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Temporary Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

Veterans Memorial Park
Build Alternative 2A



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Kirsten Talken-Spaulling, Superintendant
Fredericksburg and Spotsylvania National Military Park
National Park Service

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Fredericksburg and Spotsylvania National Military Park
Section 4(f) Evaluation: Temporary Occupancy

Dear Ms. Talken-Spaulling:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the temporary occupancy of land from the National Park Service's Fredericksburg and Spotsylvania National Military Park, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies.

The Recommended Preferred Alternative would have temporary impacts to this facility at two different locations as depicted on the attached figure. The first location would have temporary impacts of 0.02 acres, less than 0.001% of the 8,374-acre National Military Park. The temporarily impacted area is a small rectangle of land that consists of vacant land. The second location would have temporary impacts of 1.09 acres, or 0.01% of the National Military Park. The temporary impacts consist of an approximately 20-foot-wide strip that consists of forest and agricultural lands. Temporary impacts would be needed for access during construction.



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

The purpose of this letter is to request concurrence from the National Park Service regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed temporary occupancy of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

TEMPORARY OCCUPANCY

Temporary construction impacts totaling 1.11 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the Fredericksburg and Spotsylvania National Military Park would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the National Park Service property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Fredericksburg and Spotsylvania National Military Park. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the National Park Service regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park and that the temporary occupancy would not constitute a Section 4(f) use.

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

NATIONAL PARK SERVICE

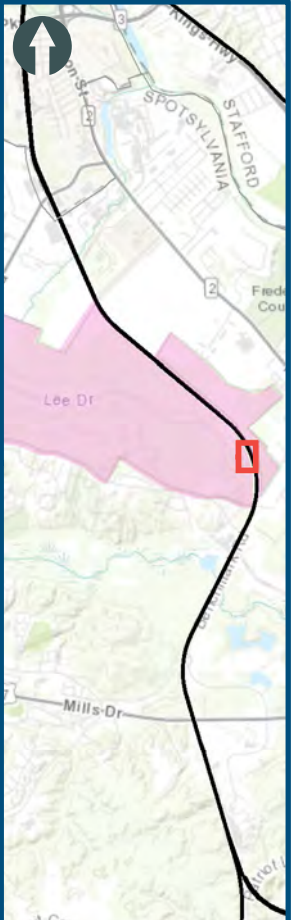
CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

The National Park Service has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of the National Park Service’s Fredericksburg and Spotsylvania National Military Park. Based on the information, the National Park Service concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Fredericksburg and Spotsylvania National Military Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the National Park Service during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Fredericksburg and Spotsylvania National Military Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature Date

Kirsten Talken-Spaulding, Superintendent
Fredericksburg and Spotsylvania National Military Park
National Park Service

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1 inch = 100 feet @ 8.5 x 11 inches
Projection: Lambert Conformal Conic State Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

- Legend**
- Temporary Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

Fredricksburg and Spotsylvania National Military Park

Build Alternative 3B



www.DC2RVArail.com





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Feet
 1 inch = 250 feet
 @ 8.5 x 11 inches

Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Basemap Source: Bing Map Aerial
 Imagery, 2016

Data Source: ESRI USA Parks, The Nature
 Conservancy, Virginia Department of
 Conservation and Recreation

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 - Permanent LOD
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 - CSXT Right-of-Way
 - DC2RVA Project Corridor

**Fredricksburg and
 Spotsylvania
 National Military
 Park**

Build Alternative 4A



www.DC2RVArail.com



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801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: David Whitehurst, Director
Bureau of Wildlife Resources
Virginia Department of Game and Inland Fisheries

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Mattaponi Wildlife Management Area
Section 4(f) Evaluation: Temporary Occupancy

Dear Mr. Whitehurst:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the temporary occupancy of land from the Virginia Department of Game and Inland Fisheries' Mattaponi Wildlife Management Area, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies.

The Recommended Preferred Alternative would have temporary impacts of 2.54 acres or 0.1% of the 2,652-acre Mattaponi Wildlife Management Area. The impacted area consists of forest in a narrow strip of approximately 15 foot in width on the west side of the existing right-of-way. Temporary impacts would be needed for access during construction. The attached figure depicts these impacts.



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

The purpose of this letter is to request concurrence from the Virginia Department of Game and Inland Fisheries regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed temporary occupancy of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

TEMPORARY OCCUPANCY

Temporary construction impacts of 2.54 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the Mattaponi Wildlife Management Area would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the Virginia Department of Game and Inland Fisheries property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Mattaponi Wildlife Management Area. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the Virginia Department of Game and Inland Fisheries regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.



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Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park and that the temporary occupancy would not constitute a Section 4(f) use.

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



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VIRGINIA DEPARTMENT OF GAME AND INLAND FISHERIES

**CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF
DC2RVA PROJECT ON THE MATTAPONI WILDLIFE MANAGEMENT AREA**

The Virginia Department of Game and Inland Fisheries has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of the Virginia Department of Game and Inland Fisheries’ Mattaponi Wildlife Management Area. Based on the information, the Virginia Department of Game and Inland Fisheries concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Mattaponi Wildlife Management Area. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Virginia Department of Game and Inland Fisheries during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Mattaponi Wildlife Management Area by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

David Whitehurst, Director
Bureau of Wildlife Resources
Virginia Department of Game and Inland Fisheries



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Joseph Collins, Parks and Recreation Coordinator
Town of Ashland

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: **Section 4(f) Evaluation:**
North Ashland Park Temporary Occupancy
Railside Park Temporary Occupancy
Carter Park *De Minimis* Impacts

Dear Mr. Collins:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the permanent use of land from the Town of Ashland's Carter Park and temporary occupancy of land from North Ashland Park and Railside Park, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Under provisions of Section 4(f), FRA may approve a project's use of publicly owned land of a public park if it determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), would have a *de minimis* impact on the property (i.e., an impact that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)).

DRPT has not identified a Recommended Preferred Alternative for the Ashland Area of the DC2RVA corridor in this Draft EIS. DRPT recognizes that each of the proposed build alternatives would have adverse consequences on the citizens and resources of the Town of Ashland or Hanover County, and there is no local consensus or preference for a build alternative. DRPT has determined that expanded



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Richmond, Virginia 23219

community involvement would inform decision-making. Based on these conclusions, DRPT has deferred the selection of a Recommended Preferred Alternative in the Ashland Area until the Final EIS for the DC2RVA Project.

North Ashland Park

Build Alternative 5D–Ashcake would have temporary impacts to this facility. The temporary impacts would be 0.02 acres in size or 10% of the 0.2 acre park. The temporary impacts would be to an open grassed area an approximately 10 foot wide strip along the existing right-of-way. Temporary impacts would be needed for access during construction.

Railside Park

Build Alternative 5D–Ashcake would have temporary impacts to this facility. The temporary impacts would be 0.01 acres in size or 1% of the 1.0-acre park. The temporary impacts would be to an approximately 6-foot-wide strip of vacant land along the existing right-of-way. Temporary impacts would be needed for access during construction.

Carter Park

Build Alternatives 5B and 5B–Ashcake share a common alignment in this area and would require 0.03 acres of permanent right-of-way, 0.2% of this 13.5-acre park facility. It consists of a very narrow strip of forested land, less than 5 feet in width, on the east side of the existing right-of-way. Park activities would not be affected.

The attached figure depicts these impacts.

DE MINIMIS IMPACTS

As described above, permanent impacts of 0.03 acres are required from Carter Park depending on the alternative. There are no permanent impacts to North Ashland Park or Railside Park. The SAFETEA-LU legislation passed by Congress in 2005 allows FRA to meet the requirements of Section 4(f) by making a determination that certain uses of Section 4(f) land would have no adverse effect on the protected resource in question. In order for FRA to make such a determination for publicly owned parks and recreational areas, the following criteria must be met:

1. **The project would not adversely affect activities, features, and attributes of the park** - The proposed project and associated right of way acquisition would have no permanent adverse effects on activities, features, or attributes of the Carter Park.
2. **There must be public notice and opportunity for public review and comment-** DRPT held public meetings for the project in November 2014, June 2015, and December 2015, and will be holding public hearings following publication of the DEIS.
3. **Officials with jurisdiction over the park must concur that the impacts of the project would not adversely affect the activities, features, and attributes of the park** - At the end of this letter is a

concurrence block for your use. Signature and return of the concurrence to DRPT will satisfy this criterion.

TEMPORARY OCCUPANCY

Temporary construction impacts of 0.02 acres to North Ashland Park and 0.01 acres to Railside Park are required depending on the alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

- 1. Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in North Ashland and Railside Park would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Parks would be effective only for the time needed to perform the work on the Ashland properties and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park lands involved in the temporary construction easements.
- 2. Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
- 3. There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of North Ashland Park or Railside Park. No infrastructure or recreational facilities within the Parks would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
- 4. The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
- 5. There must be documented agreement from the Town of Ashland regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park. If the Town of Ashland concurs with this determination, it is FRA's intent to make a Section 4(f) *de minimis* finding for the DC2RVA project's use of 0.03 acres of land from Carter Park as permitted by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 49 USC 303. In addition, this project also follows the procedures for implementing Section 4(f) outlined in 23 CFR 774 (March 12, 2008), which apply to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Although FRA is



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not directly subject to this rule, the Agency has determined these procedures are appropriate for use for this project.

If you concur with our assessment, please return the signed concurrence blocks to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Enclosures

cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

TOWN OF ASHLAND

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON NORTH ASHLAND PARK

The Town of Ashland has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Town of Ashland's North Ashland Park. Based on the information, the Town of Ashland concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of North Ashland Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Town of Ashland during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to North Ashland Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

Joseph Collins, Parks and Recreation Coordinator
Town of Ashland



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

TOWN OF ASHLAND

**CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF
DC2RVA PROJECT ON RAILSIDE PARK**

The Town of Ashland has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Town of Ashland's Railside Park. Based on the information, the Town of Ashland concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of Railside Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Town of Ashland during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to Railside Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature Date

Joseph Collins, Parks and Recreation Coordinator
Town of Ashland



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

TOWN OF ASHLAND

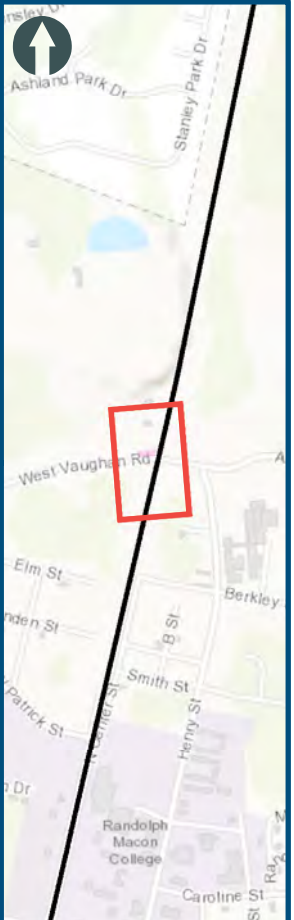
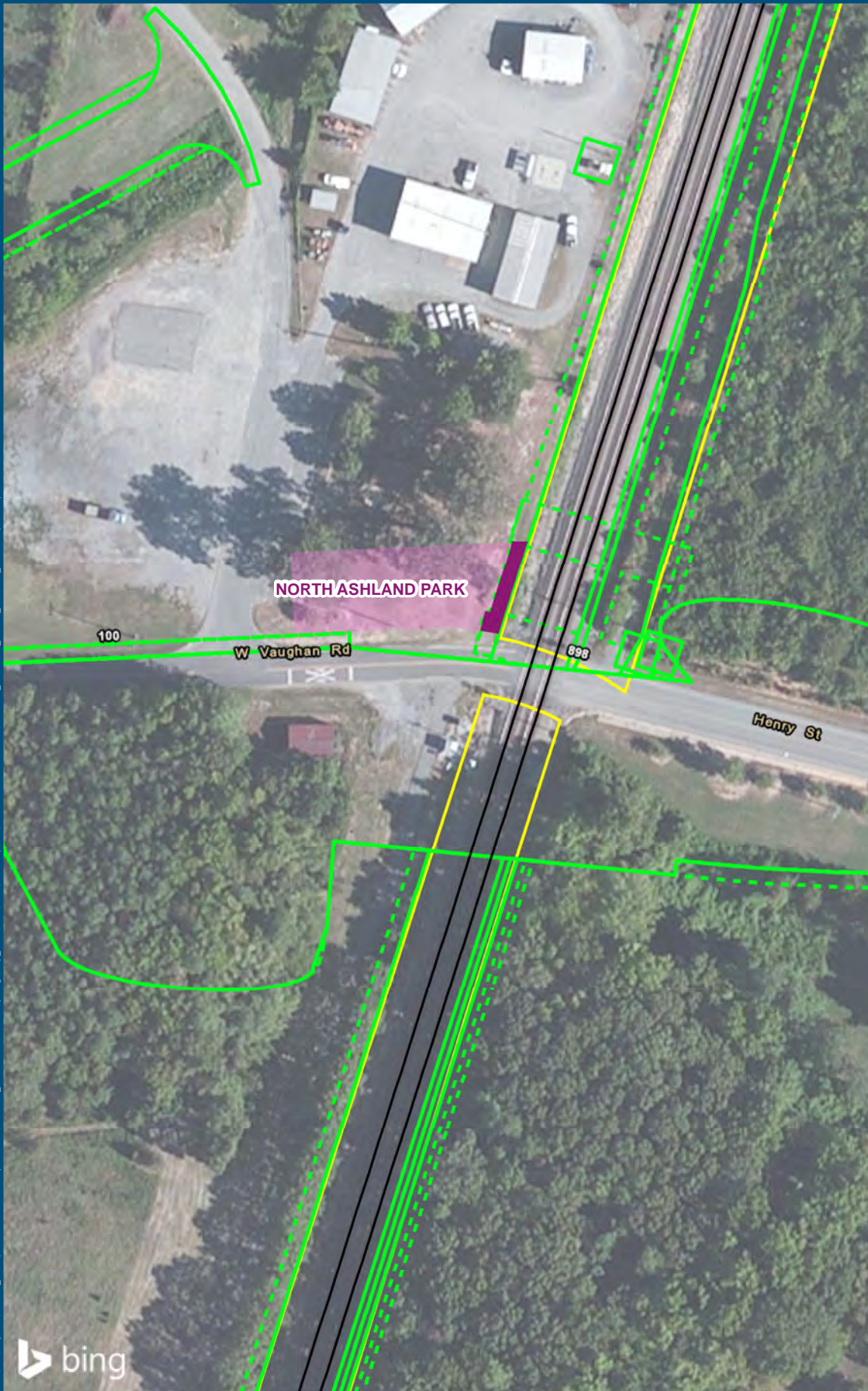
CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) *DE MINIMIS* IMPACTS OF DC2RVA PROJECT ON CARTER PARK

The Town of Ashland has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Town of Ashland's Carter Park. Based on the information, the Town of Ashland concurs that the proposed use of park land by the project would not adversely affect activities, features, and attributes of Carter Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Town of Ashland during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to Carter Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

Joseph Collins, Parks and Recreation Coordinator
Town of Ashland



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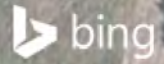
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 Imagery, 2016

Data Source: ESRI USA Parks, The Nature
 Conservancy, Virginia Department of
 Conservation and Recreation

- Legend**
- Temporary Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

**North Ashland
 Park**

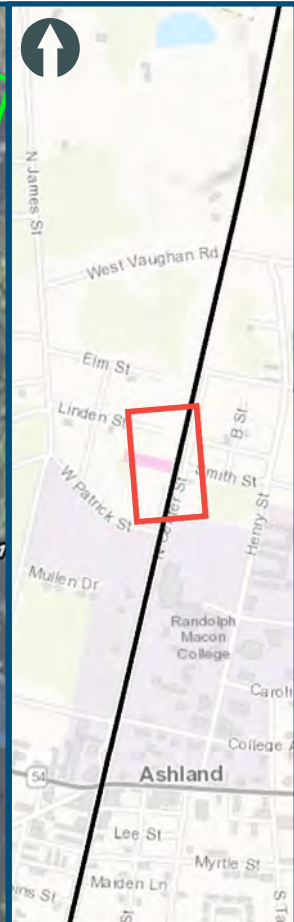
**Build Alternative
 5D-Ashcake**



www.DC2RVArail.com



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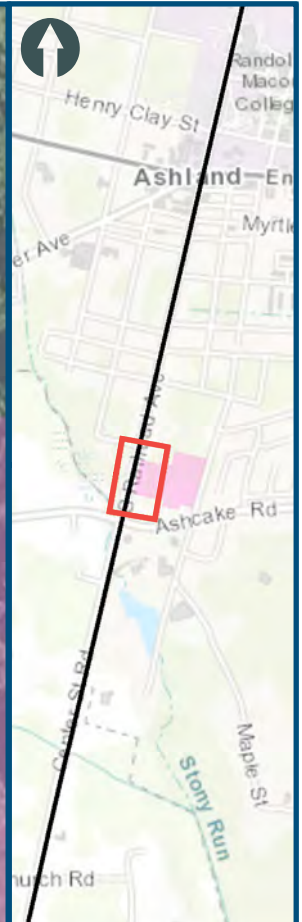
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 Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

- Legend**
- Temporary Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

Railside Park

Build Alternative 5D-Ashcake

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Imagery, 2016

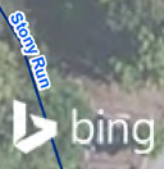
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Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Permanent Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

Carter Park

Build Alternatives
5B, 5B-Ashcake

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www.DC2RVArail.com





801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Greg Sager, Director
Hanover County Department of Parks and Recreation

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Ashland Trolley Line
Section 4(f) Evaluation: *De Minimis* Impacts

Dear Mr. Sager:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the use of land from the Hanover County's Ashland Trolley Line, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Under provisions of Section 4(f), FRA may approve a project's use of publicly owned land of a public park if it determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), would have a *de minimis* impact on the property (i.e., an impact that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)).

DRPT has not identified a Recommended Preferred Alternative for the Ashland Area of the DC2RVA corridor in this Draft EIS. DRPT recognizes that each of the proposed build alternatives would have adverse consequences on the citizens and resources of the Town of Ashland or



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Hanover County, and there is no local consensus or preference for a build alternative. DRPT has determined that expanded community involvement would inform decision-making. Based on these conclusions, DRPT has deferred the selection of a Recommended Preferred Alternative in the Ashland Area until the Final EIS for the DC2RVA Project.

Build Alternatives 5A–Ashcake, 5B–Ashcake, 5C–Ashcake, and 5D–Ashcake share a common alignment at this location and would require 0.01 acres of permanent right-of-way, 0.1% of this 6.7-acre park facility. The additional right-of-way required is for access purposes to connect to Walder Lane which is located within the park boundaries. FRA believes the impacts to be minor in nature and will recommend that the use is *de minimis*. The attached figure depicts the location of these impacts.

The purpose of this letter is to request concurrence from the Hanover County Department of Parks and Recreation regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed use of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park.

DE MINIMIS IMPACTS

Build Alternatives 5A–Ashcake, 5B–Ashcake, 5C–Ashcake, and 5D–Ashcake share a common alignment at this location and would require 0.01 acres of permanent right-of-way. The SAFETEA-LU legislation passed by Congress in 2005 allows FRA to meet the requirements of Section 4(f) by making a determination that certain uses of Section 4(f) land would have no adverse effect on the protected resource in question. In order for FRA to make such a determination for publicly owned parks and recreational areas, the following criteria must be met:

- 1. The project would not adversely affect activities, features, and attributes of the park** - The proposed project and associated right of way acquisition would have no permanent adverse effects on activities, features, or attributes of the Ashland Trolley Line.
- 2. There must be public notice and opportunity for public review and comment**- DRPT held public meetings for the project in November 2014, June 2015, and December 2015, and will be holding public hearings following publication of the DEIS.
- 3. Officials with jurisdiction over the park must concur that the impacts of the project would not adversely affect the activities, features, and attributes of the park** - At the end of this letter is a concurrence block for your use. Signature and return of the concurrence to DRPT will satisfy this criterion.



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

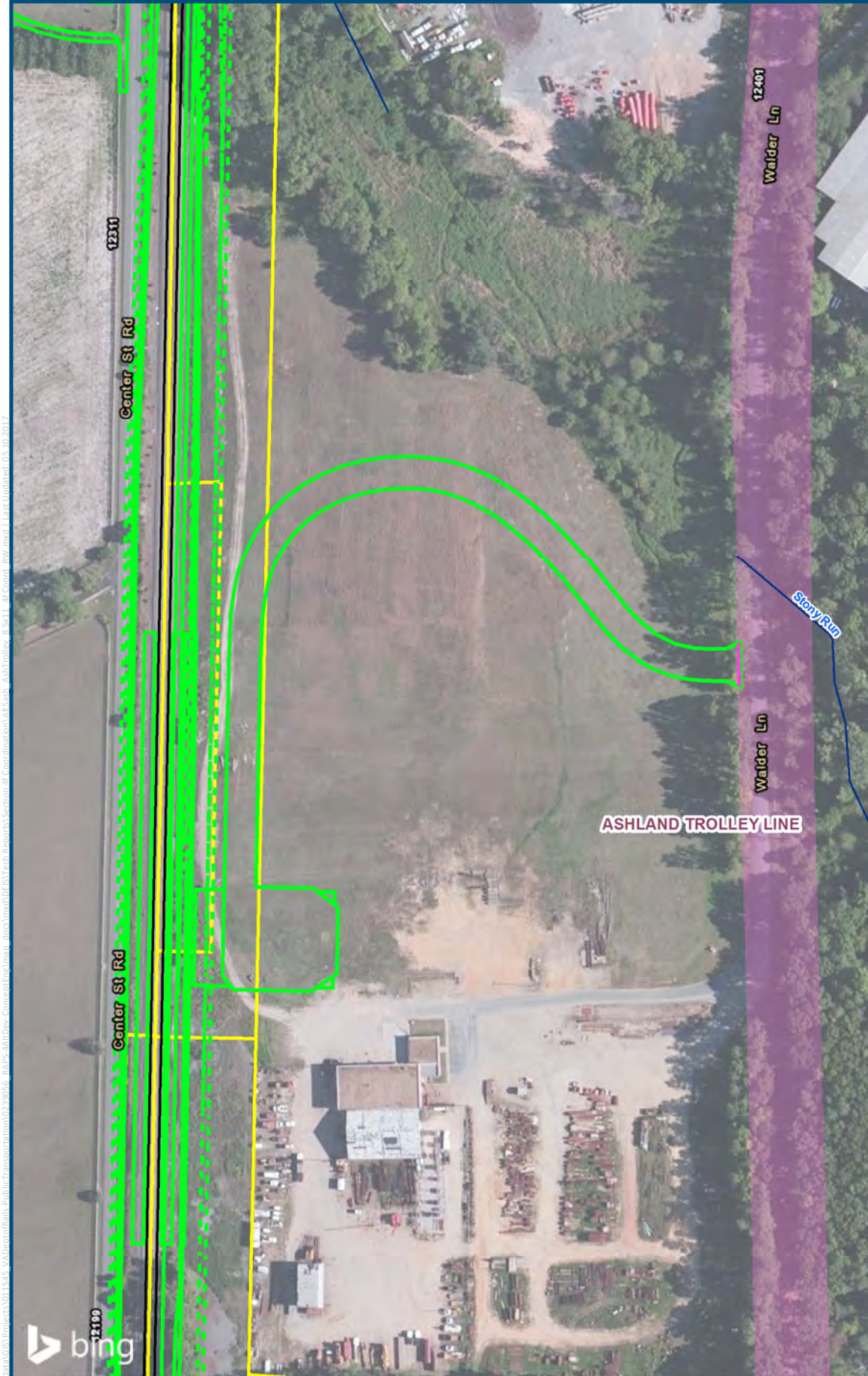
HANOVER COUNTY DEPARTMENT OF PARKS AND RECREATION

**CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) DE MINIMIS IMPACTS
OF DC2RVA PROJECT ON THE ASHLAND TROLLEY LINE**

The Hanover County Department of Parks and Recreation has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of the Hanover County’s Ashland Trolley Line. Based on the information, the Hanover County Department of Parks and Recreation concurs that the proposed use of park land by the project would not adversely affect activities, features, and attributes of the Ashland Trolley Line. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Hanover County Department of Parks and Recreation during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Ashland Trolley Line by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature Date

Greg Sager, Director
Hanover County
Department of Parks and Recreation



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Feet
1 inch = 200 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Permanent Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

Ashland Trolley Line

Build Alternatives

5A—Ashcake,
5B—Ashcake,
5C—Ashcake,
5D—Ashcake



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Jonathan L. Lewis, Director
Maggie L Walker Governor's School

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Maggie L Walker Governor's School Fields
Section 4(f) Evaluation: Temporary Occupancy

Dear Mr. Lewis:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the temporary occupancy of land from the Maggie L Walker Governor's School Fields, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies.

The Recommended Preferred Alternative would have temporary impacts of 0.01 acres, 0.2% of this 4.9-acre facility. The area temporarily impacted consists of small slivers of land less than 5 feet in width. These areas are not actively used by the school and consist of natural vegetation. Temporary impacts would be needed for access during construction. FRA does not anticipate the temporary impacts will result in a Section 4(f) use as upon completion of construction, the land would be restored to its prior condition and the activities of the park would not be affected during the timeframe of the temporary impacts. The attached figure depicts these impacts.



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Richmond, Virginia 23219

The purpose of this letter is to request concurrence from the Maggie L Walker Governor's School regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed temporary occupancy of school recreational land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the school recreational land that are not permanently adverse.

TEMPORARY OCCUPANCY

Temporary construction impacts of 0.01 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

- 1. Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the Maggie L Walker Governor's School Fields would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the Prince William County property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
- 2. Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
- 3. There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Maggie L Walker Governor's School Fields. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
- 4. The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.



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Richmond, Virginia 23219

5. **There must be documented agreement from the Maggie L Walker Governor's School regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park and that the temporary occupancy would not constitute a Section 4(f) use.

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Enclosures

cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)
Mrs. Barbara Marshall, School Board Clerk, Maggie L Walker Governor's School Regional
School Board



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

MAGGIE L WALKER GOVERNOR'S SCHOOL

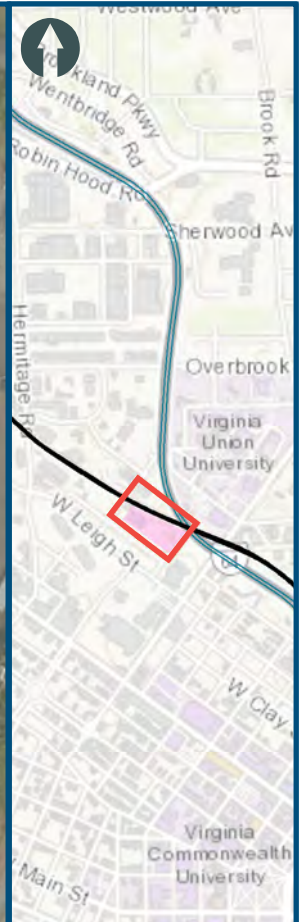
CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE MAGGIE L WALKER GOVERNOR'S SCHOOL FIELDS

The Maggie L Walker Governor's School has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of the Maggie L Walker Governor's School Fields. Based on the information, the Maggie L Walker Governor's School concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Maggie L Walker Governor's School Fields. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Maggie L Walker Governor's School during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Maggie L Walker Governor's School Fields by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

Jonathan L. Lewis, Director
Maggie L Walker Governor's School



0 50 100

Feet
1 inch = 100 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Temporary Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

**Maggie Walker
Governor's School
Fields**

Build Alternative 6F

M:\GIS\Projects\0111645_VA\DC2RVA\Public\pub\DC2RVA\Concept\Map\Map_Section4(f)_SRN003.mxd - Concept\Map\Map_Section4(f)_SRN003.mxd - Last Updated: 05/10/2017



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: June 16, 2017

TO: Bobby Vincent, Jr., Interim Public Works Director
City of Richmond, Department of Public Works

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: Washington, D.C. to Richmond Southeast High Speed Rail

REFERENCE: Walker's Creek Retention Basin Park
Section 4(f) Evaluation: *De Minimis* Impacts and Temporary Occupancy

Dear Mr. Vincent:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, and because the project as proposed would require the use of land from the City of Richmond's Walker's Creek Retention Basin Park, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Under provisions of Section 4(f), FRA may approve a project's use of publicly owned land of a public park if it determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), would have a *de minimis* impact on the property (i.e., an impact that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)).

The Recommended Preferred Alternative would require permanent right-of-way from and temporary impacts to this park facility. Permanent impacts would be 0.17 acres and temporary impacts would be 0.23 acres for a total affected percentage of 6% of the 6.4-acre park. The affected



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area is a vacant grassed area with a multi-use trail that currently crosses under the existing tracks. Trail connectivity would be maintained during and after construction. The impacted width ranges up to 70 feet for temporary and permanent impacts combined. FRA believes the impacts to be minor in nature and will recommend that the use is *de minimis*. Temporary impacts would be needed for access during construction. The attached figure depicts these impacts.

The purpose of this letter is to request concurrence from the City of Richmond, Department of Public Works regarding compliance with Section 4(f) of the Department of Transportation Act, namely, that the proposed use of park land would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) as a publicly owned park and that any temporary occupancy associated with temporary construction easements to complete the work would have only minor impacts to the Park that are not permanently adverse.

DE MINIMIS IMPACTS

The Recommended Preferred Alternative would require 0.17 acres of permanent right-of-way. The SAFETEA-LU legislation passed by Congress in 2005 allows FRA to meet the requirements of Section 4(f) by making a determination that certain uses of Section 4(f) land would have no adverse effect on the protected resource in question. In order for FRA to make such a determination for publicly owned parks and recreational areas, the following criteria must be met:

- 1. The project would not adversely affect activities, features, and attributes of the park** - The proposed project and associated right of way acquisition would have no permanent adverse effects on activities, features, or attributes of the Walker's Creek Retention Basin Park.
- 2. There must be public notice and opportunity for public review and comment**- DRPT held public meetings for the project in November 2014, June 2015, and December 2015, and will be holding public hearings following publication of the DEIS.
- 3. Officials with jurisdiction over the park must concur that the impacts of the project would not adversely affect the activities, features, and attributes of the park** - At the end of this letter is a concurrence block for your use. Signature and return of the concurrence to DRPT will satisfy this criterion.

TEMPORARY OCCUPANCY

Temporary construction impacts of 0.23 acres are needed to build the Recommended Preferred Alternative. In accordance with FRA's implementation of Section 4(f) of the Department of Transportation Act, minimal temporary occupancies of 4(f) land do not constitute "use" of such lands within the meaning of Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

1. **Duration (of the occupancy) must be temporary** – Occupancy, construction, and required access in the Walker’s Creek Retention Basin Park would take only as long as necessary to complete the Project. Temporary easements to permit construction within small portions of the Park would be effective only for the time needed to perform the work on the City of Richmond property and would not be used to provide staging or construction access to other portions of the project. There would be no change in ownership of the park land involved in the temporary construction easement.
2. **Scope of the work must be minor** – Both the nature and the magnitude of the changes to Park land would be minimal. Any necessary construction easements would be minimal and would consist only of enough area to complete grading, installation of drainage provisions, and installation and maintenance of temporary erosion and sediment controls. Areas that can support vegetation would be reseeded and/or planted with appropriate ground cover.
3. **There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the resource, on either a temporary or permanent basis** – Any necessary temporary construction easements are not anticipated to have permanent adverse impacts on the activities within, or the resource conservation purposes, of the Walker’s Creek Retention Basin Park. No infrastructure or recreational facilities within the Park would be affected. Land that is disturbed would be restored to its natural condition as soon as possible after construction is complete.
4. **The land being used must be fully restored** – The lands subject to any temporary construction easement would be returned to a natural condition which would be as good as or better than that which existed prior to project construction.
5. **There must be documented agreement from the City of Richmond, Department of Public Works regarding the above conditions** – Signature and return of the attached preliminary concurrence document would satisfy this condition.

Based on the information described above and shown on the attached figure, DRPT believes that the proposed project would not adversely affect the activities, features, and attributes of the park. If the City of Richmond, Department of Public Works concurs with this determination, it is FRA's intent to make a Section 4(f) *de minimis* finding for the DC2RVA project's use of approximately 0.04 acres of land from the Walker’s Creek Retention Basin Park as permitted by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 49 USC 303. In addition, this project also follows the procedures for implementing Section 4(f) outlined in 23 CFR 774 (March 12, 2008), which apply to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Although FRA is not directly subject to this rule, the Agency has determined these procedures are appropriate for use for this project.



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Richmond, Virginia 23219

If you concur with our assessment, please return the signed concurrence block to me by mail or email (Emily.Stock@drpt.virginia.gov) at your earliest convenience. We would like to receive your response by July 17, 2017. If you would like to discuss this request, or if you have any questions or concerns at this time, please call (804) 786-1052 or email me. I appreciate your assistance in this matter.

Sincerely, 

Emily Stock
DRPT Project Manager

Enclosures

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, DC2RVA Project Team (Parsons)



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Richmond, Virginia 23219

**CITY OF RICHMOND
DEPARTMENT OF PUBLIC WORKS**

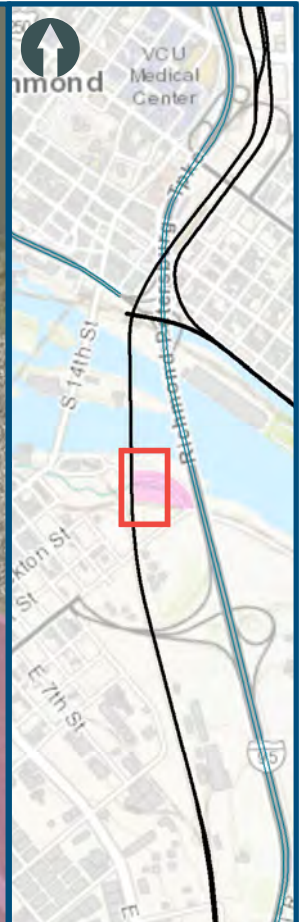
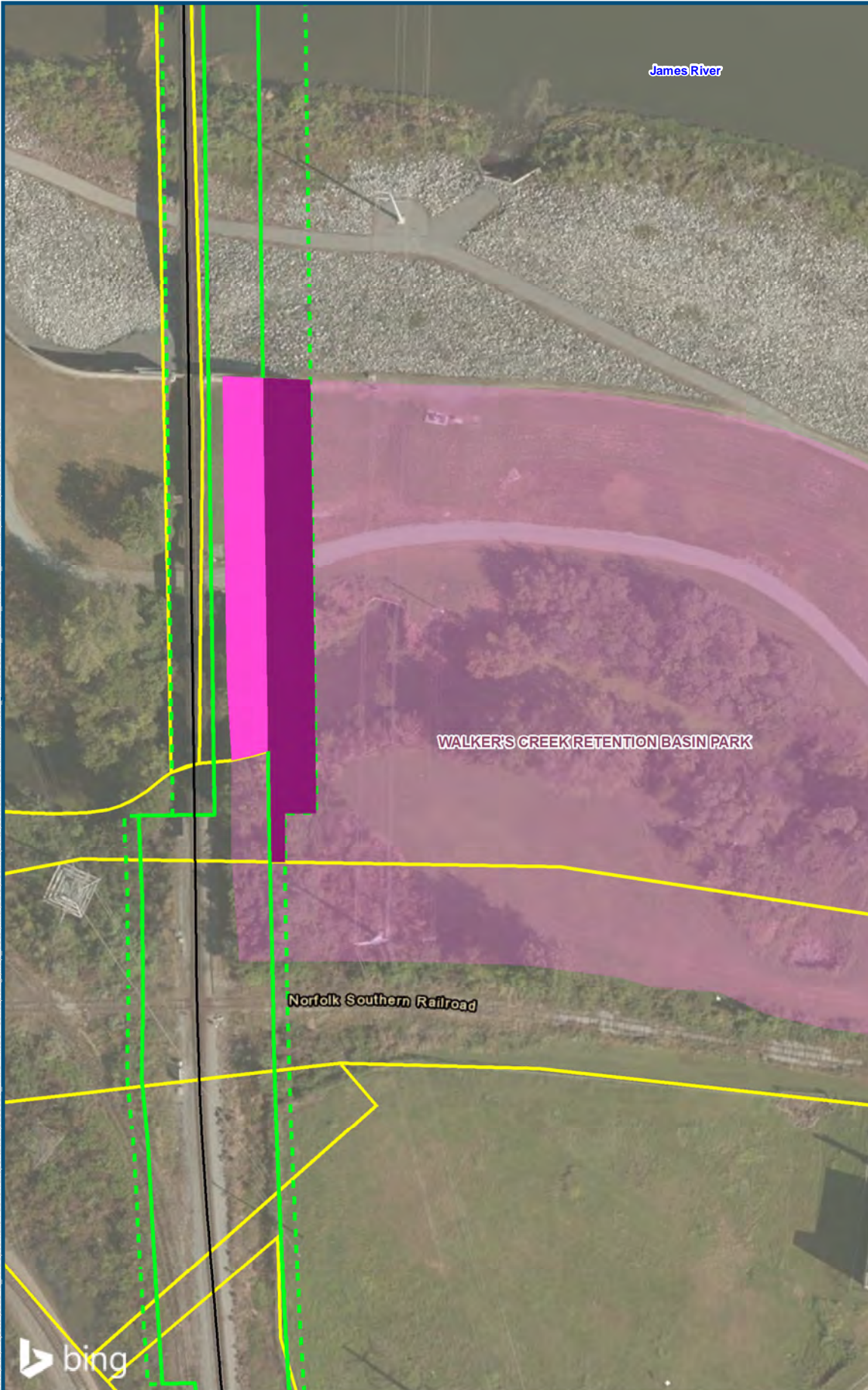
**CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) *DE MINIMIS* IMPACTS
AND TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE
WALKER’S CREEK RETENTION BASIN PARK**

The City of Richmond, Department of Public Works has reviewed the information for the Virginia Department of Rail and Public Transportation’s (DRPT) proposed construction associated improvements on a portion of the City of Richmond’s Walker’s Creek Retention Basin Park. Based on the information, the City of Richmond, Department of Public Works concurs that the proposed use of park land by the project would not adversely affect activities, features, and attributes of the Walker’s Creek Retention Basin Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Richmond, Department of Public Works during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Walker’s Creek Retention Basin Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

Date

Bobby Vincent, Jr., Interim Public Works Director
City of Richmond, Department of Public Works



0 50 100

Feet
1 inch = 100 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial
Imagery, 2016

Data Source: ESRI USA Parks, The Nature
Conservancy, Virginia Department of
Conservation and Recreation

- Legend**
- Permanent Park Impacts
 - Temporary Park Impacts
 - Section 4(f) Park Resources
 - Permanent LOD
 - Temporary LOD
 - CSXT Mileposts
 - CSXT Right-of-Way
 - DC2RVA Project Corridor

**Walker's Creek
Retention Basin
Park**

Build Alternative 6F

data:MSR\Projects\011545-VADepotofPublic-pub\DC2RVA\Concept\Map\Map_gis\mxd\DC2RVA_Tech_Report\Section_4f_Coordination\A\FE - Walker's Creek - 8.5x11 - A\FCoord - RW.mxd; Layer: L1012017



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017
TO: Mark Jinks, City Manager, City of Alexandria
FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**
REFERENCE: Metro Linear Park

Dear Mr. Jinks:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Metro Linear Park; however, current plans do not identify the need for any permanent or temporary impacts to the park facility and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017

TO: Paul A. Gilbert, Executive Director, Northern Virginia Regional Park Authority

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**

REFERENCE: Cameron Run Regional Park

Dear Mr. Gilbert:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Cameron Run Regional Park; however, current plans do not identify the need for any permanent or temporary impacts to the park facility and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017
TO: Kirk Kincannon, Director, Fairfax County Park Authority
FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**
REFERENCE: Old Colchester Park

Dear Mr. Kincannon:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Old Colchester Park; however, current plans do not identify the need for any permanent or temporary impacts to the park facility and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017

TO: Seth Hendler-Voss, Director and Recreation Services Division Chief,
Prince William County Parks and Recreation

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**

REFERENCE: Jefferson Park and Marumsco Acre Lake Park

Dear Mr. Hendler-Voss:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



U.S. Department of Transportation
Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to both Jefferson Park and Marusmsco Acre Lake Park; however, current plans do not identify the need for any permanent or temporary impacts to the park facilities and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017
TO: Amanda Daisey, Acting Refuge Manager
FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**
REFERENCE: Featherstone National Wildlife Refuge

Dear Ms. Daisey:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Featherstone National Wildlife Refuge; however, current plans do not identify the need for any permanent or temporary impacts to the wildlife refuge and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017

TO: Craig Seaver, Division Director, State Parks, Department of Conservation and Recreation

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**

REFERENCE: Leesylvania and Widewater State Parks

Dear Mr. Seaver:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.





801 E. Main Street, Suite 1000
Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Leesylvania and Widewater State Parks; however, current plans do not identify the need for any permanent or temporary impacts to the park facilities and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017
TO: Jane Shelhorse, Director, Parks and Recreation
FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**
REFERENCE: Cobblestone Park

Dear Ms. Shelhorse:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Cobblestone Park; however, current plans do not identify the need for any permanent or temporary impacts to the park facility and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017
TO: Neil Luther, Director, Henrico County Recreation and Parks
FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**
REFERENCE: Laurel Recreation Area

Dear Mr. Luther:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Laurel Recreation Area; however, current plans do not identify the need for any permanent or temporary impacts to the recreation area and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017

TO: Norman C. Merrifield, Director, Richmond Department of Parks, Recreation, and Community Facilities

FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation

SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**

REFERENCE: Calhoun Community Center

Dear Mr. Merrifield:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



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Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Calhoun Community Center; however, current plans do not identify the need for any permanent or temporary impacts to the recreational facilities at the community center and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock".

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

DATE: July 31, 2017
TO: James Worsley, Director, Chesterfield County Parks & Recreation
FROM: Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
SUBJECT: **Washington, D.C. to Richmond Southeast High Speed Rail**
REFERENCE: Falling Creek Park

Dear Mr. Worsley:

The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), are preparing a Draft Environmental Impact Statement (DEIS) for proposed passenger rail service and rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The Draft Environmental Impact Statement (DEIS) is anticipated to be completed later this summer. Information regarding the project is available on DRPT's project website: <http://dc2rvarail.com/>.

The Project will increase capacity to deliver higher speed passenger rail, improve conventional speed passenger service, expand commuter rail, and accommodate growth of freight rail service, in an efficient and reliable multimodal rail corridor. The increased capacity will improve passenger rail service frequency, reliability, and travel time in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a door-to-door time-competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

Since federal funds are being used to implement the project, Section 4(f) of the U.S. Department of Transportation Act of 1966 applies. Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 (49 USC 303) prohibits use of land from a public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize effects. Section 4(f) applies only to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Similar resources that are privately owned yet open to the public are not considered Section 4(f) resources.



801 E. Main Street, Suite 1000
Richmond, Virginia 23219

The purpose of this letter is to notify you of the close proximity of the Recommended Preferred Alternative to Falling Creek Park; however, current plans do not identify the need for any permanent or temporary impacts to the park facility and therefore, FRA does not anticipate there will be any Section 4(f) "use".

If you have any questions or concerns at this time, please call (804) 786-1052 or email me.

Sincerely,

A handwritten signature in black ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock
DRPT Project Manager

Cc: John Morton, DC2RVA Project Team (HDR)
Stephen Walter, Parsons DC2RVA Project Team (Parsons)
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration