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May 3, 2017

Mr. Roger Kirchen, Director
Review and Compliance Division
Virginia Department of Historic Resources
2801 Kensington Ave.
Richmond, VA 23221

**Subject: Section 106 Review –Architectural Survey Report REVISED Addendum 3
Atlantic Coast Pipeline, LLC, Atlantic Coast Pipeline Project
DHR File No. 2014-0710**

Dear Mr. Kirchen:

Atlantic Coast Pipeline, LLC (Atlantic) is requesting review and comment on the enclosed REVISED addendum architectural survey report on investigations conducted for the proposed Atlantic Coast Pipeline (ACP). The revisions are based on your comments in a letter dated March 24, 2017. The Federal Energy Regulatory Commission (FERC) is the lead Federal agency for this Project. Atlantic's consultant, ERM, conducted the survey and prepared the enclosed report pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

Atlantic would appreciate your comments on the attached REVISED addendum architectural survey report, and we look forward to continuing to work with you on this Project. If you have any questions regarding the enclosed report, please contact Richard B. Gangle at (804) 273-2814 or Richard.B.Gangle@dom.com, or by letter at:

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Respectfully submitted,

A handwritten signature in blue ink that reads "Robert M. Bisha".

Robert M. Bisha
Technical Advisor, Atlantic Coast Pipeline

cc: Richard Gangle (Dominion)
Enclosure: **Architectural Survey Report REVISED Addendum 3**

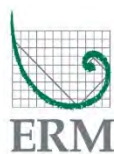


**PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE
ATLANTIC COAST PIPELINE PROJECT**

Virginia Addendum 3 Revised Report



Prepared by



April 2017

**PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE
ATLANTIC COAST PIPELINE PROJECT**

Virginia Addendum 3 Revised Report

VDHR File No. 2014-0710

Draft

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April 2017

ABSTRACT

This report presents the results that were achieved during Phase I historic architectural surveys conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Transmission, Inc. (DTI) will build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Resources, Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings for the segment of the pipeline corridor in Virginia, which is 308.1 miles long, and passes through Highland, Bath, Augusta, Nelson, Buckingham, Cumberland, Prince Edward, Nottoway, Dinwiddie, Brunswick, and Southampton counties, as well as the cities of Suffolk and Chesapeake counties. It includes the 235.8 mile-long trunk line (AP-1), and three laterals (AP-3, AP-4, and AP-5) that total 72.3 miles. The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction. The Federal Energy Regulatory Commission is the lead federal agency, and work was conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

The current document contains survey results associated with segments of the Project where reroutes significantly affected the APE, as well as revisits to three previously surveyed resources in order to assess Project effects. The survey work was carried out by Environmental Resources Management (ERM). Approximately 32 miles of the Project corridor in Virginia remain to be surveyed. The findings for those segments as well as for any access roads or other Project facilities not previously surveyed will be presented in subsequent addendum reports.

Dovetail Cultural Resource Group (Dovetail) completed initial portions of the historic architectural surveys for this Project (Anderson and Staton 2016; Lesiuk et al. 2016; Staton 2016). Subsequent to the current report, ERM will prepare a supplemental report that summarizes findings from Dovetail's previous survey work, updates those findings in relation to Project changes to indicate which resources remain in the APE, supplies additional requested information about particular resources in response to previous comments from the Virginia Department of Historic Resources, and provides assessment of effects discussions for all of those resources that are eligible for the National Register of Historic Places (NRHP).

A total of 73 resources were surveyed during the field survey documented in this report. Of these, ERM recommends that 63 are not eligible for the NRHP, 9 are eligible for listing, and one is listed on the NRHP. ERM recommends that the Project will have no adverse effects on any of these resources.

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INTRODUCTION

This report presents the results that were achieved during Phase I historic architectural surveys conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Transmission, Inc. (DTI) will build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Resources, Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities (Figure 1). This document presents findings for the segment of the pipeline corridor in Virginia, which is 308.1 miles long, and passes through Highland, Bath, Augusta, Nelson, Buckingham, Cumberland, Prince Edward, Nottoway, Dinwiddie, Brunswick, and Southampton counties, as well as the cities of Suffolk and Chesapeake. It includes the 235.8 mile-long trunk line (AP-1), and three laterals (AP-3, AP-4, and AP-5) that total 72.3 miles. The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction. The Federal Energy Regulatory Commission (FERC) is the lead federal agency, and work was conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended (16 USC 470). Section 106 requires federal agencies to take into account the effects of their undertakings (including the issuance of Certificates) on properties listed in or eligible for listing in the National Register of Historic Places (NRHP). DTI, as a non-federal party, is assisting FERC in meeting its obligations under Section 106 by preparing the necessary information, analyses, and recommendations as authorized by 36 C.F.R. § 800.2(a)(3). Environmental Resources Management (ERM) is conducting Phase I cultural resource investigations to gather information on historic properties that could be affected by the Project in support of the Section 106 consultation process.

Dovetail Cultural Resource Group (Dovetail) conducted the initial historic architectural survey for this Project, as well as additional work reported in two addenda (Anderson and Staton 2016; Lesiuk et al. 2016; Staton 2016). Subsequent to these surveys, additional alignment modifications were made, including major reroutes of portions of the line in Augusta and Highland counties and the City of Suffolk. The current document contains survey results associated with segments in Augusta, Bath, Dinwiddie, Highland, and Nelson counties, and the City of Suffolk where reroutes significantly affected the APE, as well as revisits to three previously surveyed resources in order to assess Project effects (see maps in Appendix A). The survey work was carried out by ERM. Approximately 32 miles of the Project corridor in Virginia remains to be surveyed. The findings for those segments as well as for any access roads or other Project facilities not previously surveyed will be presented in subsequent addendum reports.

ERM also will prepare a supplemental report that summarizes findings from Dovetail's previous survey work, updates those findings in relation to Project changes to indicate which resources remain in the APE, supplies additional requested information about particular resources in response to previous comments from the Virginia Department of Historic Resources (VDHR), and provides assessment of effects discussions for all of those resources that are eligible for the National Register of Historic Places (NRHP).

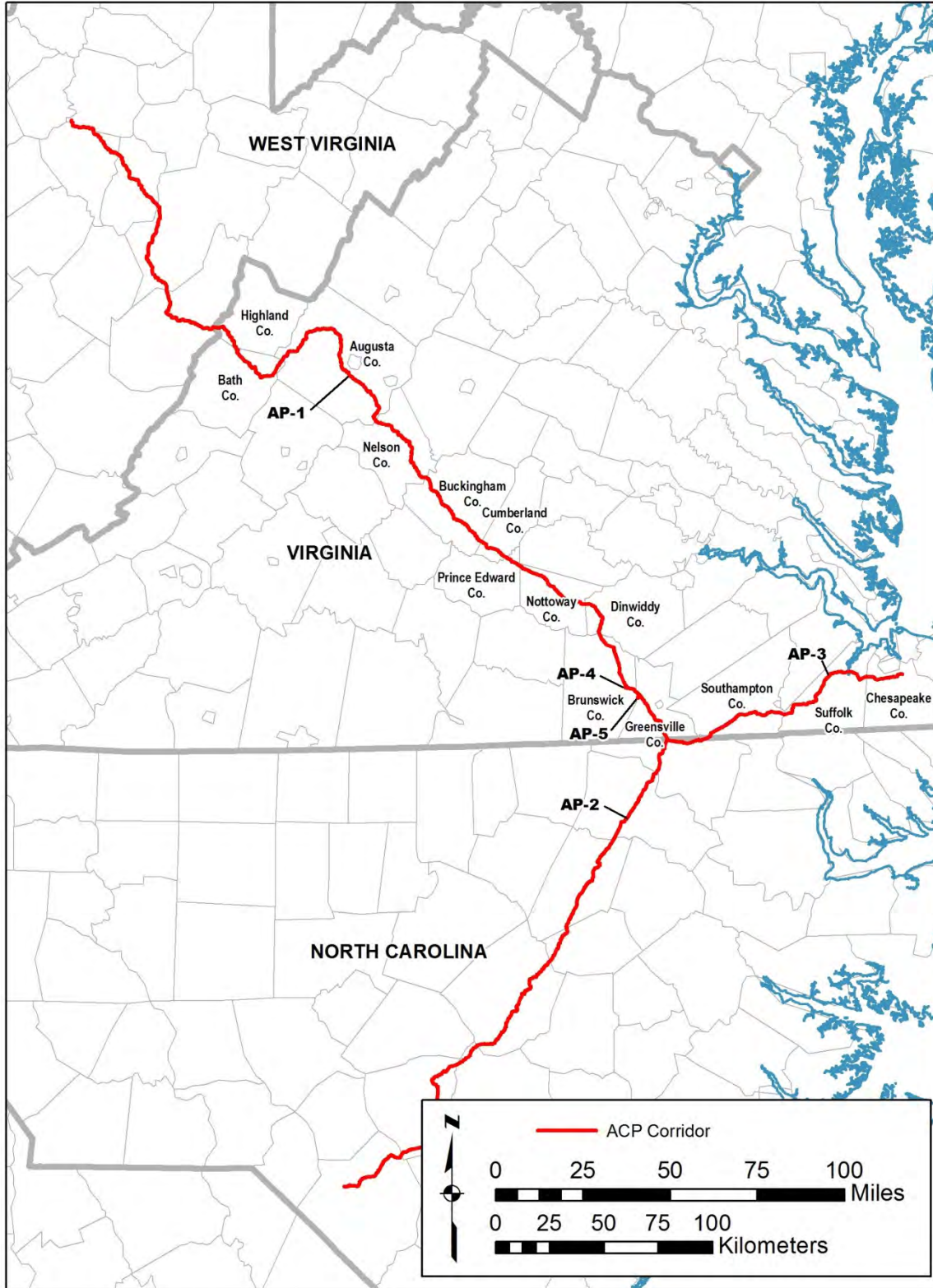


Figure 1. General Overview of the Project Corridor.

MANAGEMENT RECOMMENDATIONS

Prior to the survey work documented in this report, Dovetail surveyed a total of 294 resources within the originally defined Project APE. After changes to the Project area, 172 of these surveyed resources remained within the APE. For the work covered by this report, ERM surveyed and assessed a total of 73 resources. These include 50 previously undocumented resources and 23 previously recorded resources, including nine resources previously presented in the Dovetail reports on the Project. ERM discusses all 73 of these resources in this report, and offers firm NRHP eligibility recommendations for each resource. The locations of identified historic resources in the APE are depicted on Project maps in Appendix A. Of the 73 resources discussed in this report, ERM recommends that 9 are eligible for the NRHP, and one is listed on the NRHP. In addition, two previously recorded resources visited (VDHR 007-0458 and 026-0059) were found to be no longer extant. ERM recommends that the Project will have no adverse effect on the NRHP-eligible resources.

METHODS

BACKGROUND RESEARCH

Before field investigations for historic resources were initiated, a file search was conducted for previously-identified historic resources, along with information on properties listed in or nominated for the NRHP, within a half-mile buffer of the proposed Project corridor. In response to changes in the proposed route, and to identify any recently identified resources since the start of the Project, another file search was conducted for the current field effort. ERM collected information on resources maintained by the VDHR in Virginia Cultural Resource Information System (V-CRIS). The purpose of the search was to identify resources that might be located within the APE, and to anticipate the types of resources likely to be encountered in the region. The results of the updated file search are presented in this report for the entire length of the current Project in Virginia.

FIELD SURVEY METHODS

An APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist” (36 CFR Part 800.16[d]). The APE for the current Project includes possible areas of direct construction effects within a 300-foot corridor encompassing the centerline of the proposed pipeline, as well as within the footprint of the associated pipeline facilities, and it also includes areas of potential visual effects on identified historic structures from changes to the setting from construction of new facilities, clearing of vegetation, and/or other modifications to the landscape. Thus, the APE extends into areas surrounding the Project containing historic resources within line-of-sight of changes that will derive from the proposed undertaking. The APE is depicted on U.S. Geological Survey (USGS) topographic quadrangle maps in Appendix A.

The current field effort did not cover the entirety of the APE for the relevant segments of the proposed pipeline corridor. Due to public sentiment and the sensitive nature of the Project, ERM architectural historians during the current field effort were instructed to survey only those properties within the 300-foot-wide survey corridor for potential direct effects. These properties were ones for which the owners had been contacted by right-of-way agents. Subsequent field efforts will cover the entire APE to the extent possible, including portions of the APE not covered during the current field effort, but documentation will be conducted only from the nearest public right-of-way. The results of such future survey efforts will be presented in additional addendum reports.

Within the parameters limiting survey access as discussed above, ERM architectural historians surveyed all properties determined to be 50 years or older along the relevant Project segments. Each resource was photographed and marked on the applicable USGS quadrangle map. Digital photographs were taken to record the structures’ overall appearance and details. Sketch maps were drawn depicting the relationship of dwellings to outbuildings and associated landscape features. Additional information on the structures’ appearance and integrity were recorded to assist in making recommendations of NRHP eligibility. If unsafe conditions existed, observations were limited to what could be obtained from the nearest road. Sufficient information was gathered on all resources to determine eligibility for listing on the NRHP, and what effect the proposed undertaking might have on any resource determined to be eligible.

Resources were generally defined to encompass the entire extent of the current parcel boundary. For those resources considered ineligible for the NRHP, Project effects do not need to be assessed, and so for simplicity, those resources are indicated in the Appendix A maps as the locations of the actual structures. Some of those structures lie outside the defined visual APE, but the parcels on which they are located extend into the APE. The Appendix A maps do, however, depict the entire parcel boundary that is the proposed NRHP boundary for resources recommended eligible for the NRHP. Assessment of Project effects for NRHP-eligible resources evaluated effects on each element of the resource that contributes its eligibility, including elements of the landscape within the entire parcel boundary when they contribute to qualities that constitute the resource's significance.

Resources identified in the current field effort were reported to the VDHR. V-CRIS numbers were obtained, and shape files and database information provided.

NRHP EVALUATION

Sufficient information was collected to make recommendations for each identified historic resource regarding eligibility for listing on the NRHP. According to 36 CFR 60.4 (Andrus and Shrimpton 2002), cultural resources eligible for listing on the NRHP are defined as buildings, structures, objects, sites, and districts that have "integrity" and that meet one or more of the criteria outlined below. Criterion D is typically relevant to archaeological sites.

Criterion A (Event). Association with one or more events that have made a significant contribution to the broad patterns of national, state, or local history.

Criterion B (Person). Association with the lives of persons significant in the past.

Criterion C (Design/Construction). Embodiment of distinctive characteristics of a type, period, or method of construction; or representation of the work of a master; or possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction.

Criterion D (Information Potential). Properties that yield, or are likely to yield, information important in prehistory or history. Criterion D is most often (but not exclusively) associated with archaeological resources. To be considered eligible under Criterion D, sites must be associated with specific or general patterns in the development of the region. Therefore, sites become significant when they are seen within the larger framework of local or regional development.

"Integrity" is perhaps the paramount qualification of NRHP eligibility, and can be related to any or all of the following (Andrus and Shrimpton 2002):

Location: the place where the historic property (or properties) was/were constructed or where the historic event(s) occurred;

Design: the combination of elements that create the form, plan, space, structure, and style of a property (or properties);

Setting: the physical environment of the historic property (or properties);

Materials: the physical elements that were combined to create the property (or properties) during the associated period of significance;

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;

Feeling: the property's (or properties') expression of the aesthetic or historic sense of the period of significance; and

Association: the direct link between the important historic event(s) or person(s) and the historic property (or properties).

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP (Andrus and Shrimpton 2002). However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- Consideration A: A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- Consideration B: A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- Consideration C: A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- Consideration D: A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- Consideration E: A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- Consideration F: A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- Consideration G: A property achieving significance within the past 50 years if it is of exceptional importance.

Each identified resource was evaluated in relation to these criteria and considerations.

HISTORIC CONTEXT

The Project crosses an expansive swath of Virginia's geography, including mountains, the Piedmont, and the Tidewater. The topography of each region influenced historic and contemporary land uses observed along the respective portions of the route, which mostly lie within rural, agricultural areas. The major historical developments relevant across the Project area are summarized below.

SETTLEMENT TO SOCIETY (1607–1750)

By the beginning of the seventeen century A.D., some Native American kinship groups had developed chiefdoms in restricted areas, where economic, socio-political, and religious offices were coordinated through a central authority based on formal rules of inheritance. Most noted is the Powhatan chiefdom that had a population of probably over 13,000 persons and encompassed most of the Coastal Plain.

Following the establishment at Jamestown of the first permanent English settlement in America in 1607, the character of the Virginia landscape began to change dramatically as the result of European habitation. Closely intertwined with growth and expansion of the English in Virginia were interactions with indigenous Native Americas, contacts that were to eventually destroy traditional life ways that had slowly evolved over some ten thousand years of Native American settlement.

During the contact period a small band of European adventurers laid the foundations of a new civilization in Virginia's Tidewater. Both the plantation system and the institution of slavery that sustained it evolved from rudimentary beginnings in the early seventeenth century. The first blacks who came to Virginia by 1619 most likely were not slaves but indentured servants. The concept of slavery took hold gradually in English America during the course of the century. Economic forces, cultural differences, and racism combined to encourage the replacement of temporary servitude with permanent slavery.

By the end of the century the institution was well established. Large plantations, with docks for ocean-going vessels, dotted the shores of the many navigable rivers and creeks that fed into the Chesapeake Bay. A few towns emerged to serve courthouse complexes and tobacco warehouses, but by and large each plantation was a nearly autonomous entity.

Simultaneously with the evolution of the plantation system during the seventeenth century, the colonists developed other institutions that supported the society they had created. These included the ecclesiastical structure of the established church and a system of self-government that included the House of Burgesses and local courts that exercised executive as well as judicial powers. [VDHR 2011:124–125]

The policies of the Virginia Company's colonists at Jamestown on settlement and relations with Native Americans influenced Euroamerican expansion into Virginia's southern coastal plain through the beginning of the eighteenth century. Although the colony's initial intent for their interactions with the Native Americans was to engage in trade and Christian proselytization, numerous conflicts occurred during the decades following the establishment of the British colony in 1607. The three ships first made landfall at Cape Henry, on the southern side of the mouth of Chesapeake Bay, where Native Americans attacked the colonists (Heinemann et al. 2007:19).

The location selected for the initial settlement on the Jamestown peninsula was part of the territory controlled by a confederation of Algonquin Indians, which included 200 villages and 32 tribes and encompassed much of Virginia's coastal plain. British colonists referred to the chieftain of this polity as King Powhatan, after the name of the village in which he lived (Hofstra 2012). The Powhatans provided food to the colonists during their first winters, trading for iron hatchets, copper, and beads. Captain John Smith also negotiated for corn with the non-affiliated Chickahominy Indians, who traded with the Monacan tribe of the Piedmont region (Heinemann et al. 2007:22; Utley and Washburn 2002:13–15). However, the colonists' continued inability to grow enough corn for winter stores contributed to aggressive actions against the Native Americans, known as the First Anglo–Powhatan War from 1610–1614 (Heinemann et al. 2007:26).

After colonist John Rolfe's experimentation with a Caribbean variety of tobacco, its cultivation in Virginia began in 1614 (Heinemann et al. 2007:28). The cultivation of tobacco quickly depleted nutrients in the soil, prompting the settlers to search for new areas of arable land, sometimes taking over fields that Indians had previously cleared (Utley and Washburn 2002:15).

The settlement of groups outside the bounds of Jamestown had begun in 1613 with the creation of plantations called "Hundreds" (an English term for the location of ten tithings, or groups of families, in a settlement), whose residents paid an annual quitrent or tax to the Virginia Company (Grymes 2014a, 2014b). In 1618, Virginia land distribution was reorganized to be similar to the conveyance of private title, as in the British colony at Bermuda. Virginia governor John West encouraged the expansion of Euroamerican claims, allowing investors to amass private estates and setting a pattern that would be followed by Virginia's gentry class (Heinemann et al. 2007:35). The "Greate Charter" of 1618 also instituted the headright system, granting 50 acres of land for each settler transported to the colony (Heinemann et al. 2007:28; Hofstra 2004:111–112). In the next three years, over 3,700 new English colonists arrived in Virginia (Heinemann et al. 2007:29).

As Euroamericans moved inland from the coast, they often found Native American villages in locations with fertile soil and access to water transportation (Shamlin 1992). New settlements were established inland on the banks of the James River, in the core of the Powhatan territory (Heinemann et al. 2007:31; Rice 2014). During the early period of expansion, King Powhatan sought to avoid violence with colonists. However, following his death in 1618, a "perpetual warre without peace or truce" began with the large-scale attack on the Jamestown colony and the upriver settlements in 1622. The conflict, known as the Second Anglo-Powhatan War, continued through 1632 (Heinemann et al. 2007:30–31; Utley and Washburn 2002:16–27). Through the war, English soldiers and settlers destroyed Native American fishing weirs, ruined their cornfields, burned their villages, and indiscriminately killed the Native Americans they encountered (Heinemann et al. 2007:32).

The treaty ending the Second Anglo-Powhatan War recognized the authority of each side over its territory (Utley and Washburn 2002:18). Virginia governor John Harvey strengthened the Jamestown fortifications and local defenses, and ordered the construction of a palisade across the peninsula both for the colonists' safety and to fence in their cattle and swine (Heinemann et al. 2007:32; Tarter 2014). The livestock that Euroamericans deemed their property were perceived by Native Americans as natural resources available to anyone, and the natives' hunting practice of setting fire to the land to drive game was protested as destructive to the colonists' timber and farmland. The fragile peace obtained in 1632 was threatened by English colonists who took up land on the Rappahannock and Potomac rivers in the early 1640s in

violation of the treaty. In retaliation, Powhatan's brother, Opechancanough, assembled another coalition of tribes and launched an assault on the colonists in 1644, known as the Third Anglo-Powhatan War. The war ended in 1646 with Opechancanough's capture. He was killed while in English custody at Jamestown. The Third Anglo-Powhatan War marked the end of Native American aggression towards the Virginia colonists (Rountree 1990, 2015).

From the time before the second Anglo-Powhatan War, Euroamerican settlements began to spread into the Coastal Plain on the south side of the James River. By 1620, English settlement began on the banks of the Elizabeth River near the present-day city of Chesapeake, with a land grant being made to shipbuilder John Wood. The river had been surveyed by Captain John Smith while exploring the Hampton Roads area in 1608, and he noted an abundance of fish and oysters. The local Native American tribe called it Chisapeake (City of Chesapeake, Virginia 2015a; Elizabeth River Project 2014). When the English colony in Virginia was divided into administrative shires in 1634, Chesapeake was part of Elizabeth City Shire, which contained both sides of the Hampton Roads harbor. The southern portion became New Norfolk County in 1636, and Lower Norfolk County in 1637 (Salmon 2012; The Newberry Library 2015). New immigrants to the Virginia colony in the 1630s who settled in this area included a considerable percentage of religious dissenters (Heinemann et al. 2007:34).

At the south side of Chesapeake is the Great Dismal Swamp. It was surveyed in 1728 under William Byrd II's supervision, as part of the boundary between Virginia and North Carolina. Byrd named the wetland Great Dismal, with "dismal" then being a term for a swamp. He proposed to drain the swampland, and to construct a navigable canal between the Elizabeth River and North Carolina's Albemarle Sound, but its construction did not begin until the end of the eighteenth century (Schaeffer 2015). Following insurrections of enslaved workers in Jamaica in the 1720s and 1730s, there were rumors of escaped slaves establishing colonies of maroons in the swamp (Heinemann et al. 2007:87).

Another of the original eight shires was Warrasquyoake, named for the Native American tribe who lived on the shore as part of the Powhatan confederacy. Re-named as Isle of Wight County in 1637, it included the current Southampton, Greensville, and Brunswick counties (Grymes 2014c). In 1633, a tobacco inspection site was located in Warrasquyoake (Salmon and Salmon 2013). In 1749, the area west of the Blackwater River became Southampton County. The county's first courthouse was built in 1752 on the east bank of the Nottoway River where the present courthouse now stands. The courthouse was an addition to the clerk's office, prison, and pillory built a year earlier in 1751 (Southampton County, Virginia 2011).

Native American tribes in this area included the Nottoways and Meherrins, who were Iroquoian tribes. They were not part of the Powhatan confederacy, and lived in autonomous villages. In 1650, trader Abraham Wood and Edward Bland, an explorer and investor in the Virginia Company of London, led an expedition to establish new trading opportunities in the southwestern area of the colony, and visited a Meherrin village near present-day Emporia, in Greensville County (Briceland 2013). The area along the Meherrin River was explored by Euroamericans again in 1670, and by 1710, a settlement was established on the river at Hick's Ford, which is now part of the City of Emporia (City of Emporia, Virginia 2015:3).

Violence affecting the Indians of southern Virginia flared up again during Bacon's Rebellion in 1675–1676, fueled by both the demand of new Euroamerican settlers for Native American land and the fear of Native American attacks. The initial fighting with the Susquehannock occurred in northern Virginia. However, the Occaneechi tribe of southern Piedmont Virginia allied with

colonists and were themselves attacked by the Virginia militia at Occaneechee to the west in Mecklenburg County. The conflict ended with the Treaty of Middle Plantation that protected and patented tribal lands, and also required the Native Americans to pay tribute to the crown. In 1683, the Meherrins signed a second version of this peace treaty, which defined the boundaries of Meherrin territory and created a reservation along the Nottaway River in Southampton County. Reservations of tributary tribes were intended to serve as a buffer zone between the Euroamericans and “hostile” Native Americans in surrounding areas (Virginia Department of Education 2015; Heinemann et al. 2007:56–58; Grymes 2014d). In 1696, the Meherrin tribe moved down the Meherrin River and relocated in Hertford County, North Carolina (Meherrin Nation 2011). At this time, Cherokees also lived on the banks of the Nottaway River near the North Carolina border (Virginia Department of Education 2015).

The Blackwater River, which served as a route from the colony’s settlements on the James River into the Southside region of Virginia, is the boundary between Southampton, Isle of Wight and Suffolk counties. It served as part of the boundary line between Native American and Euroamerican territories defined in the 1646 treaty ending the third Anglo-Powhatan war. However, this boundary was revoked in 1706 (Bell n.d.; Hening 1814, cited in Encyclopedia Virginia 2013).

In 1710, Alexander Spotswood was appointed Lieutenant Governor of Virginia, serving in the place of the governor in England, the Earl of Orkney. He viewed the colonists’ conflicts with the Native Americans as more than a military issue, and took steps to strengthen diplomatic and economic relations with a number of tribes (Heinemann et al. 2007:79). In 1714, Spotswood created the Virginia Indian Company and established Fort Christanna, located near the Meherrin River two miles south of the current city of Lawrenceville in Brunswick County, then about 15 miles beyond the colony’s westernmost settlements (Omohundro Institute of Early American History and Culture [Omohundro] 1901:214–215). Spotswood noted of the early settlers’ interactions, “the mischiefs We have of late years Suffered from the Indians are chiefly owing to the Clandestine Trade carreyed on by some ill men,” meaning trading unfairly with Native Americans or enslaving or killing them (Hofstra 2004:59). In addition to serving as a defensive buffer for Euroamerican settlements and as a fur trading post for all Indians located south of the James River, Fort Christanna included a school to educate and Christianize Indian children, with 70–100 students reported by 1716 (Brunswick County, Virginia 2014; Omohundro 1901:216; Virginia Department of Conservation and Recreation 2005:7). Members of the Meiponsky, Occaneechi, Saponi, Stuckenock, and Tutelo tribes lived in the fort and in a settlement nearby (Marker History 2010). Ten miles west of Fort Christanna in Brunswick County was the Occaneechi Trail, a major trading path for Native American exchange that extended from the northern border of Georgia to the site at the Appomattox River at which English colonists in 1645 established Fort Henry. The adjacent settlement was incorporated as Petersburg in 1748 (Petersburg and the Atlantic World 2010). However, Fort Christanna’s trading post was not financially successful and did not achieve Spotswood’s goal of creating Native American dependence on English manufactured goods that could be used as a diplomatic tool for forging alliances to help stabilize the frontier. Support for continued operation of the fort ended in 1717 (Hofstra 2004:59). The school was closed in 1718, and trading was discontinued in 1722 (Historical Marker Database 2009). But surviving members of the Saponi, Tuscarora, Tutelo, and Nansemond tribes continued to live in the Fort Christanna area until the mid-eighteenth century, before relocating to Old Granville County in North Carolina (UNC American Indian Center 2015).

Following Lieutenant Governor Spotswood's "golden horseshoe" expedition across the Blue Ridge Mountains to the Valley of Virginia, Brunswick was one of two new counties created in 1720, each containing one of the identified mountain passes over the Blue Ridge Mountains. The legislature's intended that these two counties would defend the colony's frontiers that "are exposed to danger from the Indians and the late settlements of the French" west of the Blue Ridge (Hofstra 2004:65). Here, too, Spotswood sought to establish a buffer of agricultural settlements between eastern settlements and western lands occupied by Native Americans and claimed by the French within the watershed of the Ohio and Mississippi rivers. Creation of the two new Piedmont counties also was intended to prevent the mountains from becoming a refuge for escaped slaves and a haven for colonies of maroons as was the case in some of Britain's Caribbean colonies (Hofstra 2004:7-8). When Brunswick's county court was established in 1732, areas of Surry and Isle of Wight counties were added to Brunswick for a better allocation of tithables (taxation) in each county (Omohundro 1901:215-216). As the population of these areas grew and the need for courts and the recording of deeds, wills, and estates increased, Amelia County was divided in 1735 from the northern section of Brunswick and western Prince George counties. Dinwiddie County was also formed from Prince George County in 1752 (Dinwiddie County Historical Society 2015). Prince Edward County was separated from Amelia in 1754, and Greensville County was created from the eastern part of Brunswick in 1780 (Neblett 2014). During the 1730s, the Three Notch'd Road between Richmond and the Shenandoah Valley was established, probably following the route of an earlier Native American trail (Pawlett and Newlon 2003).

At the eastern side of Brunswick County is the Fall Line, the escarpment that separates Virginia's Coastal Plain from the Piedmont region. Rivers often have rapids and waterfalls as they cross the Fall Line, creating an obstacle for their navigation and slowing the advance of Euroamerican settlement westward. The Fall Line is also the eastern boundary of the Southside region of southern Piedmont Virginia, which continues west to the Blue Ridge Mountains, and extends from the James River south to the North Carolina border. The soils of the Southside region were less fertile than those of the Coastal Plain, and less valuable varieties of tobacco were grown there. Consequently, as this region was settled, it developed a more diversified economy than in the tobacco-dominated counties to the east that were oriented toward European markets. Southside produce included grain, cattle, and hogs, and also naval stores, which were sold in the Caribbean colonies and also New England (Hofstra 2004:47).

Nottoway County to the northwest of Brunswick County was named for the Iroquoian tribe called Nadowa that lived along the county's only river. Prior to visits by Euroamerican explorers and traders in 1650, it had been a Native American crossroad, and later became an intersection between the new western frontier with colonial population centers to the north and east. Much of the land in this area was claimed by the mid-1700s and developed as self-sufficient farms and small plantations. Nottoway County was created from Amelia County in 1788 (County of Nottoway, Virginia 2014).

Cumberland and Buckingham counties are located in the central Piedmont region of Virginia. New counties were created as the area's population grew large enough to sustain them (Salmon 2012). Amelia County was created in 1735, with Prince Edward divided from Amelia in 1754. Cumberland County was established in 1749.

In the 1720s, grants were made for land near Bremo Creek in the area of Henrico County, which became Buckingham County in 1761. Additional grants were made for large tracts or plantations in the 1740s. Some of the settlers were English natives moving inland from Tidewater Virginia,

some were Scots-Irish and German immigrants who had crossed the Blue Ridge Mountains eastward into the area, and a small number of enslaved Africans and African-Americans were brought with Tidewater settlers for tobacco cultivation. Along with tobacco, corn, wheat, and cotton were grown as well (Anderson 1955). Also beginning in the 1720s and 1730s, grand main houses for the plantations of Virginia's planter elite were built along the James River (National Park Service 2015a).

Euroamerican exploration of the Blue Ridge region began in 1669 when John Lederer, an immigrant from Germany, was commissioned by Virginia governor William Berkeley to make a series of expeditions into the colony's unmapped backcountry. Lederer crossed the Blue Ridge Mountains into the Shenandoah Valley and recorded an account of his expedition that included information about then remote tribes (Virginia Department of Education 2015). A village called Monahassanough of the Siouan Monacan and Mannahoac tribes was located along the James River near the current community of Wingina in southeastern Nelson County (Smith 2014:11; Thomas Jefferson Planning District Commission 1993). Reduced in numbers by European diseases, these Native Americans had avoided contact with the Euroamerican settlers by moving westward during the seventeenth century. The group also include some Native Americans who had been living at Fort Christanna, as well as Tuscaroras who settled with the Monacans in Nelson County when other members of their tribe relocated to New York (Monacan Indian Nation 2013; Smith 2014:12).

By 1720, much of the land in the Tidewater and near the navigable rivers in the Coastal Plain had been claimed and patented, and settlement moved further west into the Piedmont (Monticello 2015a). New markets were opened for tobacco throughout Europe and the 1707 Act of Union with England opened trade throughout the British Empire for the first time, encouraging an extension of the Tidewater's social and political model (Hofstra 2012). Enslaved workers, usually African-American, became a significant labor force in Virginia when the number of indentured servants arriving in the colony declined. Although of smaller scale than the slave trade to the sugar plantations in the British West Indies in the second half of the seventeenth century, slavery became institutionalized at Tidewater plantations (Heinemann et al. 2007:53–54). Slave ownership became an indicator of wealth and status among planters, and an element of the Tidewater social customs that was transferred to new inland settlements.

Members of the planter class or gentry amassed large estates in the Piedmont region in the 1720s and 1730s. Lieutenant Governor William Gooch wrote to the London Board of Trade that in making large land grants to "men of substance" that the "meaner sort of People [have been encouraged] to seat themselves as it were under the Shade & Protection of the Greater" (Hofstra 2004:54). There were few towns in the Piedmont, and the widely spaced plantations functioned as self-sufficient communities. Small planters and their families seldom traveled beyond the immediate area, except for county court days, markets, or church services (Heinemann et al. 2007:72). Tobacco was the primary crop produced utilizing enslaved labor, but to a lesser degree than at Tidewater plantations. The threshold between a small holder and a small planter was 400 acres, and even a small farmstead usually had small number of slaves (Ayres 1968:27, 30–31; Heinemann et al. 2007:87).

When the first land patents were issued in the 1720s, the area that would become Nelson County was part of Goochland County, and subsequently part of "Big Albemarle" County when it was formed in 1744. Amherst County was carved out of Albemarle County in 1761, and Nelson County was created from it in 1807. The first land grants were along the rivers, one of which was a 4,800-acre patent to William Cabell, around whose Swan Creek plantation (later named

Liberty Hall) the village of Warminster developed (Smith 2014:12; University of Virginia Library 2015a). Cabell served as the assistant surveyor of “Big Albemarle” County from 1746–1754. His cousin, William Mayo, who with Alexander Irvin prepared the survey map of the Virginia/North Carolina border in 1728, was the Goochland County surveyor from 1728 until his death in 1744. Mayo appointed his neighbor Peter Jefferson (father of U.S. President Thomas Jefferson) as assistant county surveyor (Bedini 2000; Colonial Williamsburg 2015a; University of Virginia Library 2015b). Between the surveying skills of William Cabell and his sons, and the information they obtained about the most valuable lands in the region, they created a considerable estate of 58,000 acres, much of it near what would become Wingina in southern Nelson County (University of Virginia Library 2015b).

PIONEER ERA OF WESTERN VIRGINIA (16TH TO 18TH CENTURIES)

Beginning in the seventeenth century and continuing through the eighteenth century, Virginia played a leading role in the early English efforts to extend the frontier westward into the interior of North America. This process involved the emigration of settlers from the Tidewater into the Piedmont and beyond, trickling into the Valley regions. Though smaller in scale than Virginia’s large coastal plantations, the frontier farms and their associated historic resources document a significant and crucial phase of Virginia’s history.

As the English settlers and their institutions moved progressively westward from the Tidewater through the Piedmont and into the Valley, they encountered substantial numbers of German and Scots-Irish pioneers. These settlers moved into the Valley and backcountry of the Piedmont mostly from Pennsylvania, and had brought with them non-English services of worship and non-Tidewater forms of domestic and farm architecture and agricultural practices. [VDHR 2011:125–126]

In the seventeenth century, trails in the Shenandoah Valley were used as thoroughfares by Native Americans. Some traveled on expeditions to hunting grounds in present-day West Virginia and Kentucky, making long treks along the Appalachian ridgelines to hunt or visit, or—particularly in the case of the Iroquois—to make war. Warfare served the Iroquois’ expansionist goals of acquiring and defending hunting territory in the Appalachians and Great Lakes region. Overhunting in their New York state heartland drove the Iroquois to seek richer hunting grounds so they could continue to dominate the fur trade. Their early acquisition of firearms and their collaborative confederacy gave them the strength to displace many tribes from surrounding regions. The League of the Iroquois was believed to have been formed in the fifteenth or sixteenth centuries to bring to an end a long period of constant warfare among all of the Iroquois groups, which led to reciprocal raiding and revenge by members of the injured clan. The League not only put an end to internal conflict, but also made the Iroquois a formidable regional force, able to deploy large numbers of warriors to accomplish military objectives on behalf of the confederacy (Josephy 1968:83; Tooker 1979). Among the targets of Iroquois League warfare were tribes in Virginia (Hofstra 2004:5–6; Josephy 1968:96). During a 1717 convocation of Catawba and other Native Americans at Fort Christanna, a band of Iroquois warriors conducted a raid, killing some of the Catawbas and taking others as captives. Lieutenant Governor Spotswood obtained the captives’ release, and worked with the governors of Pennsylvania, Maryland, and New York on a proposal made at the Iroquois’ 1718 treaty conference. Iroquois parties traveling across Virginia would remain west of the Blue Ridge Mountains and not to cross the mountains eastward without a pass issued by the colonial governor of New York. In addition, Indians native to Virginia would remain east of the Blue Ridge (Hofstra 2004:63–64).

Philadelphia was the leading port for immigration to the North American colonies in the eighteenth century. Immigrants, many of them from Protestant Scottish families that had relocated early in the seventeenth century to the English “plantation” in Catholic Northern Ireland, arrived in Philadelphia with few resources. Together with Swiss, Welsh, and Dutch settlers, French Huguenots and other religious dissenters, the Scots-Irish settlers moved inland in search of affordable land, crossing Pennsylvania to the Great Valley of the Appalachians and southward into the drainages of the upper Potomac River at the beginning of the Shenandoah Valley (Hofstra 2004:52–53, 2012). While some became tenants of the “men of substance” of whom Lieutenant Governor Gooch had written, others exercised “tomahawk rights” (referring to slashes thus made on trees at boundary points) to stake claims on attractive tracts of vacant land (Williams 2001:10). Initially locating near the Great Wagon Road, some “scattered for the Benefit of the best Lands,” forming open-country neighborhoods along waterways. With farmsteads enclosing about 300 acres of small fields with access to springs and water courses, they raised small grains including wheat and rye, as well as cattle, pigs, and horses—in contrast with the large tobacco plantations of Tidewater and Piedmont regions (Hofstra 2004:38, 2012). Due to tremendous costs to ship their produce across the Blue Ridge Mountains, it was not economically feasible for these settlers to send cash crops to markets in Tidewater Virginia (Grymes 2014e).

The arrival of these settlers not only fulfilled the goal of Lieutenant Governor Spotswood and his successor, William Gooch, to create a buffer securing Virginia “from the incursions of the Indians and the more dangerous Incroachments of the French” in the Great Lakes and Ohio Valley, but also served the interests of speculators who received enormous land grants in the Shenandoah beginning in the 1730s (Hofstra 2004:64–65). Between 1730 and 1732 Lieutenant Governor Gooch issued a series of land orders totaling close to 400,000 acres west of the Blue Ridge. This pattern was similar to the English plantation in Ulster, Northern Ireland, in which wealthy Scottish “undertakers” were granted tracts of 2,000 to 3,000 acres, with the obligation to secure settlers who would develop the land in accordance with the objectives of the plantation, which included building the structures necessary for shelter, agriculture, and defense (Blair 2000:5). The Virginia grants—some which were for more than 100,000 acres—required that their recipients recruit one settler family for every 1,000 acres within two years as a condition of the land patents.

In the early 1730s, speculators sought land to the south of the boundaries of the Fairfax Grant (whose western boundary was not settled until 1745) and the settlements in the lower part of the Shenandoah Valley, such as that at Opequon Creek in Frederick County (Grymes 2014f; Hofstra 2004:34). In 1736, William Beverley, a wealthy planter of Essex County in the Northern Neck of Tidewater Virginia, and his partners obtained a grant of 118,491 acres, which they called Beverley Manor. It included much of present Augusta County. Some Ulster Scots immigrants had previously settled in the area, and in 1735, Benjamin Borden of New Jersey obtained a grant of 92,000 acres immediately south of Beverley Manor, most of it in current day Rockbridge County (MacMaster 2007). Settlement proceeded slowly, and Borden had to request time beyond the required two years from the Virginia Council to recruit 100 settlers for his patent. Beverley entered into a partnership with James Patton, a native of Northern Ireland and a ship captain in the Chesapeake tobacco trade, to transport the settlers needed to perfect the claim. This part of the Shenandoah Valley became known as “The Irish Tract” when Augusta County was created in 1738, with the county’s boundaries extending to the “utmost limits of Virginia” and including West Virginia, Kentucky, Ohio, Indiana, Illinois, Michigan, and part of present-day Pennsylvania (Hofstra 2004:40–41; Sorrells 2007). Beverley also donated land for Staunton as

a county seat in 1746, with its courts established in 1748. The Augusta County courthouse was the westernmost in British North America prior to the Revolutionary War, and Staunton became a trading center for the region in the 1750s (Hofstra 2004:261; Staunton Convention and Visitor's Bureau 2014).

Located in the Allegheny Mountains on the west side of the Shenandoah Valley, Highland County was created in 1847 from Bath County (established in 1790) and Pendleton County, which was formed from Rockingham in 1787. Highland County contains the headwaters of the James and Potomac rivers, along whose courses the early settlers from the Valley took up land (Highland County Chamber of Commerce 2014; Morton 1911:62). It has been one of the least populated counties throughout the state's history, and early residents supported themselves by obtaining furs for trade, and raising cattle, horses, and sheep, which they drove over the mountains to market (Morton 1911:99, 107–108).

During the first decades of Euroamerican settlement of Virginia's Shenandoah Valley, the settlers routinely interacted with Native Americans passing through the area, but their coexistence was not without conflict (Hofstra 2004:36). Conflict in some cases arose from Iroquois claims to the Shenandoah Valley. The Iroquois perceived the Euroamerican "buffer" settlement as trespassing on territory they had won from the Susquehannock tribe in the 1670s. In 1742, the governor of the colony of Maryland wrote to Virginia's Lieutenant Governor Gooch of his fear of an Indian conspiracy with the French to cut off and destroy the Euroamerican residents of Maryland and Pennsylvania. He based this fear on observation of a large gathering of Native Americans in Maryland, and a statement by an Iroquois leader during Pennsylvania treaty negotiations that the Six Nations of the Iroquois League had never received any "consideration" for the land then occupied by Euroamericans south of Pennsylvania. In December 1742, at Borden's Tract in then-Augusta County, a group of Euroamerican settlers fearing violence attempted to seize the guns of a party of Oneida and Onondaga Indians traveling on the Great Wagon Road route, resulting in the deaths of a number of Native and Euroamericans—the latter including the local militia captain (Hofstra 2004:41–47). To avoid a full-scale war with the Iroquois, representatives of Virginia participated in a native condolence ritual in 1743. In 1744, representatives of the Six Nations attended treaty negotiations in Lancaster, Pennsylvania, in which Euroamerican settlements along the Great Wagon Road of the Shenandoah Valley were discussed. In the resulting Lancaster Treaty of 1744, the Iroquois agreed to vacate the land claimed by the colony of Virginia, which then extended to the Pacific Ocean. They also agreed to cease killing settlers' livestock with assurances that any justice of the peace or militia captain living along the road would supply them with provisions they might need while traveling, and they accepted the requirement to carry a pass signed by the governor of New York in order to use the Great Wagon Road (Hofstra 2004:171–175).

In this period, the frontier in Virginia's Shenandoah Valley backcountry and western highlands was distinct from new Euroamerican settlements in the Southside and Piedmont regions. The latter was an extension of Virginia's Tidewater culture, economy, and patterns of development, centered on a hierarchical plantation society of Anglo-Virginia culture, tobacco production, African-American slavery and Native American containment and removal. Development in the Valley included a (sometimes uneasy) mixture of social classes, ethnic diversity, and religious pluralism, continued interaction and negotiation with Native Americans, and a small-farm, mixed grain-livestock economy that was dependent on neither tobacco nor slavery (Hofstra 2012).

COLONY TO NATION (1751–1789)

This period saw the emergence of Virginia’s planter-statesmen as founders of the Commonwealth and of the United States, as the American colonies struggled through the Revolutionary War years and created a new nation. The diversity of cultures in the Virginia colony, as well as the colonists’ experience with self-government, eventually resulted in a parting of the ways with the mother country. [VDHR 2011:126]

The Industrial Revolution began in Britain in the mid-eighteenth century, but occurred later in its North American colonies, due both to the scarcity of labor and to restrictions on manufacturing and trade in the colonies, beginning with the Navigation Acts and the Staples Act in the 1660s. Virginia was expected to ship raw materials including lumber, wool, iron, tobacco, and rice to England, and to purchase finished goods—including cloth, furniture, kitchen utensils and knives, guns and ammunition—only from British suppliers. Items produced in other nations, such as tea from India, French silk, or Dutch linen would have to be purchased from a British importer. Virginia’s main export during the Colonial period was tobacco, the majority of which was re-shipped from Britain to Europe (Independence Hall Association 2014a; Ladenburg 2007).

The Industrial Revolution increased the variety of manufactured goods available, many of which previously were available only to the gentry or planter class. The resulting “consumer revolution” made a wide range of goods affordable to the middle class. In Virginia, the factors of Scottish merchants established networks of stores in towns and along river routes into the backcountry throughout Tidewater, Southside, and Piedmont Virginia. These Virginia merchants developed credit accounts through which planters could obtain goods throughout the year, in expectation of selling the annual tobacco crop (Colonial Williamsburg 2015b). Given the fluctuating prices for tobacco, many planters bought more goods than could be covered by credits ultimately received for their crop, resulting in the accumulation of large debts.

The history of trade between Euroamericans and Native Americans in the backcountry and competition between European powers set the stage for decisive events in the second half of the eighteenth century. In the second half of the seventeenth century, the Iroquois League drove out most of the other Native American tribes from the upper Ohio and Potomac River valleys, and used the area as a hunting preserve (Hofstra 2012). During this time, French explorers and traders formed relationships with Native Americans in the areas claimed by France, which extended from the St. Lawrence River and the Great Lakes, through the Ohio Valley, and down the Mississippi River to New Orleans—a vast region dotted by widely scattered trading posts, forts and missions (Heinemann et al. 2007:92; Western Michigan University 2015). In exchange for animal furs and skins from Native Americans, the French provided manufactured items such as firearms and alcohol, as well as European beads and decorative goods that Native Americans valued for use in burial ceremonies (Caskey et al. 2001; United States History 2014a). In addition to trade, the exchange of gifts was an important element of amicable relations with the Native Americans, endowing the giver with prestige, honor, and influence (Western Michigan University 2015).

Although the appropriation of Native American lands by the French resulted in conflicts similar to those in Britain’s North American colonies, the French often chose to integrate themselves rather than fight Native Americans, and those in frontier settlements often intermarried with the natives and became part of their tribes. It was noted that “those with whom we mingle do not become French, our people become Indian” (Utley and Washburn 2002:77). This blending of cultures and respect for the natives was treated with disgust by some British leaders and

military officers. France's colonization efforts also included Jesuit missions, and the establishment of a far-reaching trade network manned in large part by independent entrepreneurs known as *coureurs des bois*. These young Frenchmen hunted, trapped and traded with Native Americans at remote interior trading posts. Although not officially sanctioned by the French crown, *coureurs des bois* provided France a means of maintaining exchange relations and political and military alliances with Indian tribes across the territory they claimed but lacked the means of controlling, providing critical service as translators and interpreters of cultural practices (Jurgens 2015).

The boundary between Virginia and Pennsylvania was not definitively established until 1779. The disputed region in the upper Ohio Valley and the area known as the Forks of the Ohio (currently the location of Pittsburgh, Pennsylvania), which also was inhabited by Native Americans (Shawnee, Delaware, and Seneca groups as well as mixed villages of those tribes that were referred to as Mingo Indians), and claimed by the French, became the flashpoint for the French and Indian War (Fort Edwards Foundation 2000; Heinemann et al. 2007:92). Native American allies of the French began a series of raids on frontier settlements in western Virginia, and many frontier settlers fled eastward. A series of forts, stockades, and blockhouses were built as protection, primarily in what is now Virginia (Cook 1940; Manarin 2010).

In 1752, the governor general of New France took action to ensure the territorial integrity of the French empire in North America, to drive the British merchants out of the Ohio Valley, and to re-establish peace with the Native American tribes (Côté 2015). In 1753, he sent an expedition of 1,000 men to build a chain of forts between Lake Erie and the Forks of the Ohio during the summer. When Virginia's Lieutenant Governor Robert Dinwiddie learned of the forts' construction, he received direction from London to take whatever action necessary to protect British possessions in North America while avoiding offensive actions that could provoke open warfare. When the French refused Dinwiddie's order to withdraw from the Ohio Country, the governor ordered a Virginia regiment under Colonel Joshua Fry, with George Washington appointed lieutenant colonel as second in command, to garrison Fort Prince George on the Ohio River at the site of present-day Pittsburgh (Ferling 1998:198; Heinemann et al. 2007:94–95; National Park Service 2002[1954]; Ockershausen 1996). The French, meanwhile, constructed their own fort at Pittsburgh, which they named Fort Duquesne. The French met the Virginia regiment en route and defeated them, forcing them to return to Virginia. A second effort to oust the French in 1755 also ended in failure, and settlements on the Virginia frontier were subsequently subjected to sporadic attacks by Indian warriors of tribes allied with the French (Heinemann et al. 2007:95–96; National Park Service 2002[1954]; Ockershausen 1996).

While some of the frontier settlers fled eastward, numerous forts, stockades, and blockhouses were built as protection, including one near Staunton in Augusta County, which came to be known as Fort Lewis (Cook 1940; Manarin 2010). After Washington was commissioned as a colonel and given command of the provincial army, he established his headquarters in Winchester in Frederick County, where Fort Loudoun was built in 1756. Settlers who lived in dispersed settlements in the Shenandoah Valley would flee to towns such as Staunton and Winchester on receiving word that a Native American attack was imminent. Washington experienced great difficulty in recruiting men for the militia as the settlers were committed to protecting their own homes, crops, and communities, but not the investments of wealthy speculators or European immigrants in other areas (Heinemann et al. 2007:97; Hofstra 2004:243–244). Washington urged Virginia's Lieutenant Governor Dinwiddie to make alliances with Native American tribes to the south, and in 1756, Dinwiddie obtained the support of the Catawbas and Cherokees, with four hundred warriors camped near Winchester, enabling

Virginia officers to lead their raiding parties against hostile tribes (Hofstra 2004:244–245). A 1758 treaty conference at Easton, Pennsylvania, sought to redress the Native Americans' grievances, and issued a proclamation prohibiting the movement of British settlers west of the mountains without special authorization (Utley and Washburn 2002:86). Also in 1758, a British army under General John Forbes arrived in the colonies, and together with the provincial army units, crossed Pennsylvania to the Ohio Country (Ferling 1998:203–204). Forbes made peace with the Iroquois, Shawnee, and Delaware warriors, ending their support for the French (Potts and Thomas 2006:13). Besieged by the British and deserted by their Native American allies, with the fort deteriorating and with little food remaining, French forces abandoned and burned Fort Duquesne in November 1758 (McGrath 2015).

By the time of the 1763 Treaty of Paris ending the French and Indian War, a new type of Native American conflict developed on Virginia's western frontier (Twohig 1998:17). At the conclusion of their service supporting British General Forbes, Cherokee warriors felt slighted at their limited compensation. As the warriors returned southward, Euroamerican settlers did not distinguish between them and the Shawnee that had been attacking in Augusta County, and turned on the Cherokees as well. Also at this time, Euroamericans in South Carolina executed some Native American hostages, and a period of conflict known as the Cherokee War ensued in 1760–1761, ranging from Virginia to Georgia until the 1761 Treaty of Long Island on the Holston in Virginia, and the 1762 Treaty of Charleston in South Carolina (Heinemann et al. 2007:99). The smaller scale border warfare between settlers, colonial and state troops, and Native Americans continued intermittently in Virginia's frontier areas until the 1794 Battle of Fallen Timbers and the 1795 Treaty of Greenville (Cook 1940; Potts and Thomas 2006:14–15; Utley and Washburn 2002:115). Although this period of conflict diminished settlement in Virginia's western counties, the population of "Big Albemarle" county increased, and Buckingham County was divided from it in 1761.

Recognizing that it lacked the resources to control the vast interior, England's Proclamation of 1763 established the ridge of the Appalachian Mountains as a boundary between its North American colonial domain and Native American territory, restricted settlement to areas in the east, and imposed regulations intended to control abuse of trade with the Native Americans. However, Euroamerican settlers were already living west of the Proclamation Line, and in Virginia, individuals and gentry speculators had been anticipating land grants west of the Appalachians. Grievances among the settlers, and perceptions that these government policies favored Native Americans and restricted their opportunities, led to vigilantism (Providence Plantation Foundation 2014). At the Treaty of Fort Stanwix in 1768, the Iroquois granted 2.5 million acres east and south of the Ohio River (known as the Indiana Grant) to Britain. However, the Native Americans living in the Ohio Country—which included Delaware, Seneca, and Shawnee tribes—were not parties to this agreement (Ohio History Central 2015a; Potts and Thomas 2006:16). Nevertheless, beginning in 1769, waves of settlers swept into the upper Ohio, Monongahela, Greenbrier, and Kanawha valleys. By the early 1770s, Euroamericans crossed the Proclamation Line and established settlements across present-day West Virginia and Kentucky (Rice 2014; Utley and Washburn 2002:102).

Following the French and Indian War, Britain's efforts to pay for its war debts by more strictly enforcing trade and customs regulations, and imposing new measures to increase revenue from its colonies, were most strongly resisted in Virginia at the colonial capital of Williamsburg and in the Tidewater counties. Virginia's House of Burgesses sent addresses to the King and Parliament stating that it was they and not Parliament that had the right to tax and manage their internal affairs (Heinemann et al. 2007:105–106). Seven "Virginia Resolves" opposing the

Stamp Acts were circulated in the other colonies, and the Virginian who had been appointed as the stamp agent was persecuted until he fled to England. County governments refused to use the paper on which stamp duties would have to be paid, instead closing down their operations, as did some of the ports. One ship's captain was reported to have been tarred and feathered in Norfolk (Heinemann et al. 2007:107--108). Faced with a general refusal of British imports to the colonies, the Stamp Acts were repealed in 1766. They were replaced with the less extensive Townshend Acts in 1767, which were also protested and repealed in 1770 on every item except tea (Heinemann et al. 2007:110). Following the 1773 dumping of a shipment of surplus tea into Boston Harbor, Parliament passed the retaliatory Coercive Acts (also known as the Intolerable Acts). The Virginia House of Burgesses was subsequently dissolved, and its members called on the counties to send delegates to the First Continental Congress in Philadelphia to discuss the colonies' response. The skirmishes between British army units and colonial Minutemen at Lexington and Concord in Massachusetts in April 1775 made it evident that the grievances would not be settled peacefully (Heinemann et al. 2007:112--113, 116--117).

At the onset of the Revolutionary War, a substantial percentage of Virginians remained loyal to Britain, including conservative members of the gentry and Scottish businessmen in Norfolk whose position as middlemen depended on the mercantile system of England. Others remained loyal from principle, believing that small losses of personal liberty were of less value than the security associated with the British empire, and fearing the chaos and mob rule that may result from its absence (Heinemann et al. 2007:129). West of the Blue Ridge Mountains and along the frontier, the population was largely self-sufficient, with few economic ties to England, as the cost for transportation of crops over the mountains to the Tidewater was prohibitive. Some areas of the backcountry were loyal to the King. The western settlers also had reasons to rebel against the Tidewater gentry who had dominated the colony, levying taxes on their products and ordering the construction of roads, but not fully representing the concerns of the western portion of the state (Grymes 2014e).

By June 1775, Governor Dunmore had fled from his country house in York County to a British warship in the York River and declared the colony in a state of rebellion, instituting martial law and offering freedom to slaves and bonded servants of the rebels and their sympathizers if they were willing to bear arms and fight for the British (Colonial Williamsburg 2015c). The withdrawal of the British army caused a large number of wealthy and influential loyalist families to also flee the Norfolk area. In total, Virginia contributed fifteen regiments to the Continental Army under General George Washington. Militia units also came from Augusta, Brunswick, Buckingham, Dinwiddie, Prince Edward, and Southampton counties. Much of the action against the British forces in the first three years of the Revolutionary War was in the Mid-Atlantic colonies to the north. However, British military units conducted raids in surrounding counties, in search of the rebels' supplies, leading to confrontations in November and December between Virginia militia and British soldiers at the battles of Kemps Landing and Great Bridge near Norfolk (Jamestown-Yorktown Foundation 2015). On January 1, 1776, British ships destroyed most of Norfolk, a shipbuilding center and an important trans-shipment point for the import and export of goods. Norfolk was then considered the most prosperous city in Virginia. Rebellious colonists burned the remaining buildings, to prevent it from being a resource to the British (Jamestown-Yorktown Foundation 2015; Norfolk Convention & Visitors Bureau 2014).

The Chesapeake Bay area was continually harassed by the British Navy and privateers (Heinemann et al. 2007:129). Attacks focused on the Southern colonies of Virginia, the Carolinas, and Georgia began in 1778 under British general Henry Clinton (Schulz 2009:17, 26). In Suffolk County, the city of Suffolk, was burned during the British naval raid on Hampton in

1779 (Wagner and Laub 1986). In 1780, British general Benedict Arnold's troops burned much of Richmond, which had recently become Virginia's capital. The Virginia legislature fled to Charlottesville in Albemarle County, and with former governor Thomas Jefferson, most of its members narrowly escaped capture there during a raid by Lieutenant Colonel Banastre Tarleton's dragoons the following summer (Heinemann et al. 2007:130–131). While attempting to establish a defensible port on the Yorktown peninsula of Virginia in 1781, the British army under Lord Cornwallis was trapped between a French fleet at the mouth of the Chesapeake Bay and the combined forces of the Continental and French armies on the peninsula, and surrendered in October (Schulz 2009:17, 26).

During the Revolutionary War, agricultural products from the Shenandoah Valley were in high demand to help supply the army's needs, including wheat, beef, and hemp for cordage. At the same time, the market for tobacco collapsed, affecting growers in the eastern part of the state most severely. In the years that followed, the prices for commodities and hemp dropped, and tobacco crops grown across the state were largely used to pay taxes. The institution of new state taxes was a hardship for backcountry merchants, who had to pay a levy on their merchandise stock, as well as duties on import goods transported from Philadelphia or Baltimore. Farmers in the western counties were also allowed to pay their taxes in flour, hemp, or deerskins (Heinemann et al. 2007:140). During this period, land available in the trans-Appalachian West led many with few resources to pursue this opportunity. Between 1783 and 1790, the population of Kentucky County expanded from 12,000 to more than 73,000. The needs of these settlers for food, provisions, and wagon repairs provided opportunities for those living along the Great Wagon Road (Hofstra 2004:282–283). New towns were established along the road, and a hierarchical pattern of hamlets, villages, and towns developed. Although an exchange-based economy persisted, some businesses utilized cash transactions (Hofstra 2004:285–287). As part of the development of the former British colonies' Articles of Confederation, in 1781 Virginia ceded to the new United States all of its claim to the territory north of the Ohio River, while retaining its rights to the area including present-day Virginia, West Virginia, and Kentucky (Heinemann et al. 2007:133).

Increasing settlement west of the Alleghany Mountains also increased the demand for road construction and maintenance between the western part of Virginia and Tidewater ports. The Virginia General Assembly passed a bill in 1782 for a general survey of roads between the Blue Ridge Mountains and various port towns, but without funding to accomplish it. Interest in water routes also increased, with companies formed in the mid-1780s to develop canals and improve navigation on the Potomac and James rivers (Pawlett 2003).

After the Revolutionary War, a tobacco inspection station was established at Warminster (present-day Wingina) in southeastern Nelson County adjacent to the Swan Creek plantation of Dr. William Cabell. The surrounding area developed into a town, the center of a flourishing agricultural district, and a tobacco shipping port on the James River (Hallock 2005). Upon the death of Dr. William Cabell in 1774, his son, Nicholas Cabell, inherited the adjacent Swan Creek plantation and re-named it "Liberty Hall". The plantation "Edgewood" was built on the north side of the Liberty Hall property around 1790 for his sister, Margaret Jordan Cabell, and her husband, Robert Rives, who was a partner in a chain of stores in the Virginia backcountry. In 1775, Nicholas and Margaret's brother William Cabell, Jr., built the "Union Hill" plantation to the southwest, a few miles up the James River near Norwood. He separated the estate "Soldier's Joy" from the east side of his Union Hill plantation, upon his son Samuel J. Cabell's safe return from military service during the Revolutionary War (University of Virginia Library 2015b). The Late Georgian style house at Soldier's Joy, built between 1783 and 1785, exemplifies Virginia's

Tidewater traditions being transplanted to the Piedmont region (Virginia Historic Landmarks Commission 1980a).

In Prince Edward County, Hampden-Sydney College was established in 1775 south of Farmville, among the predominantly Scots-Irish population of south-central Virginia, and modeled on the University of Edinburgh. Among the college's founders was Nathaniel Venable, the land for whose Slate Hill tobacco plantation in Farmville had been granted in 1739, with the main house built in 1756 (Hampden-Sydney College 2015). The town of Farmville, established in 1798, became a regional center for trade, finance, and education (Farmville Area Chamber of Commerce 2015).

EARLY NATIONAL PERIOD (1790–1829)

The end of the eighteenth century saw Virginia changing from a colonial society almost exclusively agrarian, containing counties with only very small villages or none at all, to a new state gradually beginning to accommodate urban centers. Once direct British restraints on trade were removed, not fully realized until the War of 1812, river ports located along the fall line (Alexandria, Fredericksburg, and Petersburg, for example) became thriving commercial centers with impressive concentrations of domestic and commercial structures. This period also saw the development of numerous towns and villages in the Piedmont and in western Virginia, particularly along the migration route extending south and west through the Valley. The Piedmont centers of Charlottesville, Warrenton, and Leesburg, and western communities such as Winchester, Staunton, Lexington, and Abingdon, all began as county seats that prospered in this period....Meanwhile, the disestablishment of the Anglican church coincided with the rise of other religious denominations and the construction of new churches in cities, towns, and the countryside. [VDHR 2011:126–127]

As the new United States developed its economy without the support and restrictions of the British Empire, agricultural improvements and diversification as well as transportation routes across the state were significant concerns. Planters had long known of tobacco's detrimental effect on soil nutrients, and experimented with crop rotation and amendments to repair the effects of tobacco. In addition, lower prices for tobacco and greater competition in European markets, paired with the greater demand and better prices for wheat, led to more diversified agricultural production in Virginia at the turn of the nineteenth century (Digital Archaeological Archive of Comparative Slavery 2015; Hofstra 2004:288).

In the Shenandoah Valley, farms produced rye, oats, barley, corn, flax, hemp, and tobacco, but primarily wheat. In 1790, four million pounds of flour were produced annually in the lower Shenandoah Valley, and more than two and a half times that amount by 1800. Mills gained greater importance for grinding wheat into flour, and often required payment in cash instead of barter or exchange (Hofstra 2004:288–289).

Shipping grain to the markets on the eastern seaboard was risky due to poor storage facilities and dangerous roads. Smaller farms distilled some of their grain into liquor, which was less expensive to ship and store. In 1791, Congress imposed a tax on whiskey. Farmers in Virginia and western Pennsylvania viewed this tax as an unfair policy dictated by the Tidewater elite that negatively impacted those living on the western frontier. They refused to pay the tax, and rioting ensued. After the home of the regional tax collector in Pittsburgh was burned in 1794, then-President George Washington led a militia force to western Pennsylvania. Most of the rebelling frontiersman dispersed before their arrival. During the Whiskey Rebellion, 150 men were

apprehended and tried for treason, and the two men found guilty were later pardoned (Heinemann et al. 2007:153–154; Kotowski 2015).

Although some Native American tribes fought with the Continental and militia forces during the Revolutionary War, the new United States government subsequently presumed the Native Americans' defeat and did not view their councils or nations as equals (Utley and Washburn 2002:112). U.S. military expeditions led by inexperienced commanders against Native American tribes in the Northwest Territory in present-day Ohio and Indiana failed in 1790 and 1791. In 1792, Anthony Wayne was appointed the commander of the Army of the Northwest, charged with defending Euroamerican settlers in the Northwest Territory. After building a number of forts and supply depots, U.S. soldiers defeated a coalition of Miami, Shawnee, Potawatomi, and Ojibwe tribes in 1794. In 1795, the Treaty of Greenville was signed by representatives of the Miami, Wyandot, Shawnee, Delaware, and other tribes, agreeing to leave the northwestern part of the present-day Ohio (Ohio History Central 2015b). As the threat of Native American attacks subsided in the western part of the state, many Virginians were struck by "Kentucky Fever," flocking to what was then Kentucky County. This outmigration from Virginia relieved some pressure on land development, easing conditions for those who remained (Hofstra 2004:284). In 1792, Kentucky County was organized as the state of Kentucky (Hutchinson 2000).

In the context of western expansion, internal improvements were not only crucial for commerce and tax revenues, but also for retaining the cohesion of the United States. Some farmers west of the Appalachian Mountains looked to the Mississippi River and Spanish-controlled New Orleans at its mouth on the Gulf of Mexico as an alternative connection to world markets. In Virginia, public works being developed included highways and turnpikes, canals and river improvements, and beginning in the 1830s, railroads. The Virginia Board of Public Works was created in 1816 to administer the funding of these projects and oversee the technical and financial aspects of their implementation (McKee 2003). Prior to this, the federally-funded National road was authorized in 1806. Constructed between 1811 and 1818, its route was similar to the military road built for General Braddock's 1755 campaign, and reached from Cumberland, Maryland to Pittsburgh, Pennsylvania, and Wheeling on the Ohio River, which was then part of Virginia (National Park Service 2002[1954]). Also in 1806, a privately-owned turnpike was built over the Thornton's Gap pass through the Blue Ridge Mountains between the Valley and the Piedmont.

In 1785, the James River Company was chartered, with then-retired General George Washington as its honorary president, for the purpose of improving river navigation from the James River at Richmond to Buchanan in Botetourt County in present-day southwest Virginia. By 1795, the improvements enabled transportation by flat-bottomed batteaux as far as Lynchburg in Bedford County, reducing travel time from five days to two. The Appomattox River was also improved for batteau transportation between Petersburg and Farmville. In 1820, the Commonwealth of Virginia bought the charter of the James River Company, and also improved navigation on the Great Kanawha River in western Virginia. Plans for a more substantial James-Kanawha canal system powered by horses from a towpath (instead of being poled by boatmen) was proposed, but the funding was not available (Heinemann et al. 2007:165). However, these aquatic corridors supported the development of the Southside and Central Piedmont regions (Hill and Trout 1971).

On the James River in Warminster (present-day Wingina) in Nelson County, a Georgian plantation house called Montezuma (also known as Spring Hill) was built in the 1790s by

William Cabell, Jr. Located on the west side of his Union Hill plantation near the village of New Market (present-day Norwood), and part of the eleven Cabell family homes built in the area in the late eighteenth and early nineteenth centuries, it may have been built for one of his sons, Landon or Hector (University of Virginia Library 2015b; Virginia Historic Landmarks Commission 1980b).

In 1790, the Dismal Swamp Canal Company was established to construct a canal between the Chesapeake Bay in Virginia and Albemarle Sound in North Carolina, via the Elizabeth River which empties into the bay at Hampton Roads near Norfolk (Dismal Swamp Welcome Center 2015). A causeway was built in 1790, construction on the canal began in 1793, and the canal opened to flatboat traffic in 1805. The development of the canal allowed the town of Chesapeake to become a commerce center in the 1790s (City of Chesapeake, Virginia 2015a). In 1808, U.S. Secretary of the Treasury Albert Gallatin proposed an inland waterway extending from Massachusetts to Georgia to provide a protected transportation route without the need to travel on the open ocean, but there was little support until after the British blockade of the U.S. coastline during the War of 1812 (Walbert 2009).

To the north of the Dismal Swamp, the town of Suffolk, which had been burned during the Revolutionary War, was rebuilt, with the lots of an annexation laid out in 1791. However, much of the construction from this period was destroyed in a fire in 1837 (Wagner and Laub 1986).

In the recently-formed Greensville County, the Town of Hicksford was established in 1796 on one bank of the Meherrin River and in 1798, the Town of Belfield was started on the opposite bank. In 1887, these two villages merged to become Emporia (County of Greensville, Virginia 2015).

Those living to the west of the Allegheny Mountains looked to the Mississippi River as a transportation and shipping route. France ceded control of Louisiana to Spain in 1762 at the end of the Seven Years War. Spain quietly supported the American colonists during the Revolution, sending supplies upstream to Washington's army from New Orleans via the Mississippi and Ohio rivers. After the war, Spain and the United States quarreled over a number of issues related to boundaries and navigation rights along the Mississippi River. To settle these issues, the U.S. negotiated the 1795 Treaty of San Lorenzo, obtaining from Spain (among other things) the right for its citizens to ship goods on the Mississippi River and store them in New Orleans (Cummins 2008:93). After the French Revolution, Napoleon negotiated to regain Louisiana from Spain in 1800. France then revoked American shipping rights through New Orleans (Richard 2003:21). The economic hardship posed by the lack of shipping access from the west, and the risk of losing the allegiance of the new western states and territories was sufficiently critical for President Thomas Jefferson to send commissioners to France to negotiate for the purchase of New Orleans. In response, the French minister conveyed Napoleon's proposal that the U.S. purchase the entire Louisiana territory. The offer was quickly accepted and was ratified by the U.S. Congress in 1803 (Independence Hall Association 2014b; Monticello 2015b; Turner 1904).

The 1791 slave revolt in France's Caribbean sugar- and coffee-producing colony of Saint-Domingue (present-day Haiti), and the expense of sending forces to suppress it, may have factored in Napoleon's decision to sell the Louisiana territory. After the Saint-Domingue revolt, the French Navy brought a wave of refugees to Norfolk and other ports beginning in 1793. Some of the plantation owners brought their slaves with them. The Haitian Revolution also increased fear of a slave uprising in the United States (U.S. Department of State, Office of the

Historian 2015). One such revolt was planned in Richmond in 1800, and became known as Gabriel's Rebellion. When the conspiracy was revealed, Gabriel fled to Norfolk, where he was arrested (Nicholls 2013).

The institution of slavery was exploited by British forces during the War of 1812, instilling fear and suspicion in Virginia slaveowners. While the British navy blockaded the East Coast between Delaware and South Carolina, British Admiral Alexander Cochrane made an announcement in 1814 similar to Lord Dunmore's 1775 proclamation, offering freedom to slaves who would fight for the British (Smith 2015a). Escaped slaves also contributed their knowledge of the local terrain to guide British forces raiding American farms and plantations in the Chesapeake Bay area. Piedmont residents drafted into Virginia's militia, which was centered in Norfolk, also feared slave uprisings in their absence (Taylor 2013:162–163). In Nottoway County, men who were exempt from military service formed a mounted unit to guard the homes of those who were serving (Butler 2013:365). No battles were fought in the Piedmont or Shenandoah Valley counties, but militia companies were recruited to defend the Tidewater counties.

In 1807, Congress passed legislation prohibiting the importation of African slaves, effective in 1808. Support for the abolition of slavery was stronger in the northern states, and some national and Virginia leaders proposed systems to eliminate slavery. Without emancipating those who were then in bondage, however, the enslaved population continued to grow as children were born into slavery. The 1793 development of the cotton gin and an increasing market for cotton due to the Industrial Revolution led to increased production of cotton in Southampton and other counties in Southside Virginia between 1815 and 1825. Labor-intensive cotton agriculture spread to the west and south from the Tidewater as new land became available in the "Old Southwest," including present-day Missouri, Mississippi, Arkansas, and Louisiana, but cotton was not a major crop in western Virginia, where the climate was marginal. The westward migration contributed to a decline in cotton production in Virginia and an increase in the number of slaves transported from Virginia to the Deep South (Crofts 1992:79).

At the conclusion of the War of 1812, the re-opening of domestic and international markets along with a major increase in the sales of public land stimulated the economy. However, a reduction in demand for U.S staple exports in Europe led to an economic crisis in 1819, causing unemployment and loss of property values in Virginia (Haulman 2010; Reynolds 2009).

ANTEBELLUM PERIOD (1830–1860)

During this period the state's internal improvement system, which first received public funding in 1816, hit full stride. The Virginia Board of Public Works cooperated with private joint stock companies to construct a transportation network of canals, turnpikes, and railroads, while improving navigable rivers to provide farmers and merchants better access to markets. Despite such setbacks as the Panic of 1837, the construction campaign succeeded in opening the West and Southwest to settlement and in creating a new prosperity in areas where the improved transportation links were located. During this period for the first time roads and railroads began to challenge the dominance of waterways as the principal means of transportation.

Several of Virginia's towns emerged as urban and commercial centers in this era, including Richmond, Norfolk, Alexandria, and Petersburg. Manufacturing activities, diffused in pockets throughout the countryside during the colonial period, became

concentrated in towns and cities. Richmond, for example, became a center of ironmaking and milling.

Slavery as an institution reached its peak during this period. It was, in fact, the growing controversy over slavery that dominated the minds and emotions of Virginians and characterized the era. In 1831, Nat Turner's Rebellion in Southampton County realized slave owners' worst fears and resulted in the passage of harsh laws by the General Assembly regarding slaves and free blacks, in the suppression of public debate over the abolition of slavery, and in a general hardening of southern public opinion in favor of retaining the institution. The Civil War that concluded this period was the violent climax of emotions aroused by the slavery question and states' rights. [VDHR 2011:127]

A number of turnpikes were built in Virginia in the 1820s and 1830s, and those in Augusta County included the Staunton and James River Turnpike through Waynesboro, the Rockfish Gap to Scottsville, the Valley Turnpike along the route of the Great Wagon Road between Staunton and Winchester, and the Staunton and Parkersburg Turnpike between the Shenandoah Valley and the Ohio River along present-day U.S. 250 (Staunton-Parkersburg Turnpike Alliance 2014; Sturm 2010; Young 1975). Staunton was incorporated in 1801, and as a result of transportation improvements and the construction of taverns, businesses, a bank, schools, and institutions (including a school for the deaf and an insane asylum), its population grew to 2,500 by 1850. In the first half of the nineteenth century, many buildings were designed in the Greek Revival style, with Italianate and Gothic Revival taking precedence after 1850 (Brown 1985; Schilling 2000).

The success of the Erie Canal in New York, which opened in 1825, was an impetus for internal improvements throughout the U.S. The canal increased the volume of agricultural products exported from western areas and greatly reduced the cost of their shipment, creating new prosperity for towns along its route (Bernstein 2005:26–27). In 1832, the Virginia legislature incorporated the former James River Company as the James River and Kanawha Canal Company. By 1851, the 196-mile canal had been constructed across the state from Richmond at the Fall Line to Buchanan in Botetourt County, with connections to Lexington and improvements to the Rivanna River completed in the 1850s (Hill and Trout 1971; Town of Buchanan, Virginia 2011). New Market (present-day Norwood) in Nelson County was an important port for shipping on the James River and Kanawha Canal. By 1835, the community included a store, warehouse, tavern, grist and saw mill, blacksmith shop, two physicians, and 12–14 houses (Smith 2014; Thomas Jefferson Planning District Commission 1993). Canal traffic was heaviest in the 1850s as tobacco, wheat, timber, and iron ore from western Virginia were shipped to Richmond. These goods, and the grist mills fed by the canal's channels, enabled Richmond to become a major producer and exporter of flour (National Park Service 2015b). Richmond's Tredegar Iron Works was Virginia's largest iron manufacturing facility, but sizeable furnaces also existed in Buckingham and Nelson counties (Grymes 2014g; Heinemann et al. 2007:204; U.S. Forest Service 2015).

The utility of canals faded in the second quarter of the nineteenth century as rail lines were constructed throughout the state. The Baltimore & Ohio (B&O) Railroad was completed to Harpers Ferry in 1834, and reached the Ohio River at Wheeling in 1850 (Frey 2010). The Virginia Central Railroad, chartered in 1836 as the Louisa Railroad, was completed between Richmond and Staunton in 1854. Together with the turnpikes, it enabled Staunton to develop as the largest town in the upper Shenandoah Valley and become a transportation and industrial center. In 1853, the Commonwealth chartered the Covington & Ohio Railroad to connect the

Virginia Central Railroad at Staunton and the James River & Kanawha Canal at Covington with the Ohio River. In 1868, the Virginia Central and Covington & Ohio Railroads were consolidated as the Chesapeake & Ohio Railroad (C&O), and competed with the B & O Railroad for the Ohio Valley trade (Brown 1985; Grymes 2014h; Larson 2001:72). In Southampton County, the Portsmouth and Roanoke rail line constructed bridges across the Nottoway and Blackwater rivers. The town of Franklin developed at the Blackwater junction in the early 1840s. Farmville in Prince Edward County, established in 1798 on the Appomattox River, had become the fourth largest tobacco market in Virginia by the 1840s, and the arrival of the Southside Railroad in the late 1850s enabled it to expand its commercial and tobacco-processing industries (Edwards 1989). In 1857, the Petersburg-Norfolk Railroad was also completed through Southampton County (Southampton County, Virginia 2011).

The coal for that fueled railroad and canal construction in the state was first mined near Richmond, and until 1828, Virginia led Pennsylvania in coal production. By the 1840s, coal production in the Allegheny region was greater than in the eastern part of the state, providing not only fuel for the locomotives but the principal freight of its cars (Heinemann et al. 2007:203–204).

The advent of the railroad was a metaphor for a national network providing assistance to persons escaping from slavery in the South. The term “Underground Railroad” emerged around 1831 for the network of safe places en route to the North. The homes and businesses where fugitives could rest and eat were called “stations” and “depots” and were run by “stationmasters.” Those who contributed money or goods were “stockholders,” and the “conductor” was responsible for moving fugitives from one station to the next (Public Broadcasting Service 2015). In Virginia, numerous locations associated with the Underground Railroad have been identified along the rail lines in Richmond and in the Tidewater region near Norfolk (Race, Time, and Place 2015).

In 1831, the most significant slave rebellion in U.S. history began in Southampton County. Nat Turner, an enslaved field worker and Baptist lay preacher, along with six fellow slaves, traveled between eleven plantations, killing all the white people (a total of 55), and gaining a following of fifty or sixty enslaved men. When confronted by the militia, they fled into the woods and the Dismal Swamp. In the following months, many were captured and executed. Virginia subsequently passed legislation further restricting the behavior of both enslaved persons and free blacks (Heinemann et al. 2007:174–175; Johnson 2007:106–107; Wood and Walbert 2009). No large-scale slave revolts occurred after Nat Turner’s uprising in 1831, but the enslaved workers undermined the slave economy by working inefficiently, taking goods from their masters, breaking tools, and running away. The Fugitive Slave Act of 1850, which was part of the Compromise of 1850, empowered federal officials to assist owners seeking to reclaim runaway slaves (Library of Virginia 2014a). Demonstrations against slavery and return of escaped slaves in northern states were viewed by slaveholding Southerners as a violation of their Constitutional right to recapture their property (Heinemann et al. 2007:215).

Efforts to extend slavery into the western states led to increased tensions and occasional clashes between slaveholders and abolitionists. In 1859, abolitionist John Brown led two of his sons and a force of black and white men in an attack on the federal armory at Harper’s Ferry, intending to seize the arms and incite enslaved and free blacks to form an army that would force slaveholders to free their slaves. The raid was unsuccessful, and Brown was captured and executed for murder, conspiracy to incite a slave uprising, and treason against the Commonwealth of Virginia (Heinemann et al. 2007:215–216; World History Group 2015a).

Recovered correspondence suggested that Brown had acted with the support of influential abolitionists in the North, prompting Virginia Governor Henry Wise to expand the state's militia and launch a crackdown on suspected agitators (Heinemann et al. 2007:216).

Residents in the western part of Virginia, including what is now West Virginia, were less enthusiastic in their support of slavery than the Tidewater gentry of the eastern counties, and as early as the Virginia Constitutional Convention of 1829–1830 had supported abolition. However, political and economic power remained with the planters and moneyed interests of the Chesapeake region, and the slavery question would eventually precipitate a nationwide conflict and tear the state in two (Johnson 2007:126–127; Heinemann et al. 2007: 171–174, 208).

CIVIL WAR (1861–1865)

Much of the Civil War was fought on Virginia soil and throughout the Commonwealth survive battlefields, fortifications, earthworks, military headquarters, shipwreck sites, and other places that figured in the events of the bloody conflict. Among Virginia's main Civil War battlefields, Manassas, Fredericksburg, Spotsylvania Court House, the Wilderness, Petersburg, Richmond, and Appomattox, along with associated cultural landscapes, buildings, structures, and archaeological sites, are preserved by the National Park Service as outstanding, if poignant, historic resources and reminders of the national struggle. While many examples remain preserved through private and local governmental efforts, many other Civil War-era resources have no protection at all and are routinely lost, with acreage consumed almost daily as Virginia continues to experience increasing development. [VDHR 2011:127–128]

The Virginia Convention of 1861 was convened in February, after the November presidential election of Abraham Lincoln led to the secession from the Union of South Carolina, Mississippi, Florida, Alabama, Georgia, Louisiana, and Texas, and the formation of the Confederate States of America (World History Group 2015b). The majority of the delegates favored Virginia remaining in the Union on the condition that Lincoln forswore any coercion of the seceded states. However, the April conflict at Fort Sumter and Lincoln's call for troops to suppress the rebellion led to a vote for Virginia to secede. A number of delegates from the western counties voted against secession, and used the process to create a new state, with the northwestern counties becoming the Reorganized Government of Virginia, later re-named West Virginia (Heinemann et al. 2007:219; Williams 2013). The Virginia militia seized the arsenal at Harper's Ferry and also the Gosport Navy Yard at Norfolk, and the capital of the Confederate States was moved to Richmond (Heinemann et al. 2007:223). The commercial center at Suffolk—connected to Norfolk by rail as well as via the Nansemond and James rivers—was occupied by Confederate troops in 1861–1862, and by Union troops in 1862–1863 during skirmishes for the control of the Nansemond and Blackwater rivers (Wills 2001).

Staunton's role as a transportation hub and a collection point for the agricultural produce of the Shenandoah Valley was valued by both the Union and Confederate armies. In 1862, Confederate General Thomas "Stonewall" Jackson's "Valley Campaign" distracted Union forces focused on Richmond by attacking Union-held locations in the Shenandoah Valley. Jackson's victories also enabled the Confederacy to secure Staunton. After a battle in Kernstown in Frederick County, Jackson set up a headquarters at Elkton, between the Blue Ridge and Massanutten Mountains in Rockingham County, as Union troops approached. Jackson deceived Union forces by marching his army east to Charlottesville, then boarding trains to return to Staunton, and marching west to the mountains of recently-formed Highland County to shut off that access route to the Valley. At the Battle of McDowell, Jackson defeated the Union

forces to prevent capture of Staunton via the Staunton and Parkersburg Turnpike (Shenandoah Valley Battlefields Foundation 2015a, 2015b).

In the late summer and fall of 1864, as part of his objective of cutting off the Confederate supply line, U.S. General Ulysses S. Grant called for the destruction of the Shenandoah Valley's agricultural resources. After two months of fighting southward in the Shenandoah Valley from the Potomac River to Rockfish Gap near Waynesboro, attempting to destroy the Virginia Central Railroad, Union troops occupied Staunton. But General Philip H. Sheridan convinced Grant that his forces could not proceed further south. During the burning of the "Breadbasket of the Confederacy," Sheridan's troops withdrew to the north, systematically burning mills, barns, and public buildings, and destroying or carrying away grain, livestock and forage. Staunton's charitable and educational institutions were spared, but its railroad station, factories, foundries and mills were destroyed (Brown 1985; Shenandoah Valley Battlefields Foundation 2015c). Without Shenandoah Valley produce to sustain them, the cavalry and infantry units of both armies had to forage. Union troops returned to Staunton in February 1865, and after overcoming Confederate units at Waynesboro in Augusta County, the Union soldiers continued over the Blue Ridge Mountains to Charlottesville, confiscating horses and food supplies from farms in the countryside to the south while destroying the locks of the James River Canal, en route to Petersburg. In the vicinity of the Project, the lock at New Market (present-day Norwood) was destroyed and the adjacent Tye River warehouse was burned (Shenandoah Valley Battlefields Foundation 2015d; Smith 2014:19).

One of Grant's targets was the railroad hub at Petersburg. As part of the Richmond-Petersburg Campaign (also known as the Siege of Petersburg), Grant sent cavalry divisions to Southside Virginia to destroy the track, buildings, supplies, and rolling stock. In June 1864, under U.S. Generals James Wilson and August Kautz, the Wilson-Kautz Raid (also known as the Battle of Nottoway) destroyed portions of the Southside and Richmond & Danville railroads (Civil War Traveler 2014; Virginia State Parks 2011). Another mission to cut rail lines in December 1864 was the Hicksford Raid (in present-day Emporia) in Greensville County, in which U.S. Major General Gouverneur K. Warren's troops marched from Petersburg down the Weldon Railroad, wrecking 16–17 miles of it from the Nottoway River to the Meherrin River, confronting Confederate troops at Hicksford (The Siege of Petersburg Online 2014).

On April 1, 1865, Union Forces at the Battle of Five Forks captured the Southside rail line, the last one supplying Petersburg. The following day, Confederate General Robert E. Lee prepared to evacuate Petersburg and Richmond (Virginia Historical Society 2015a). As the Confederate forces retreated across Southside Virginia, battles occurred in Nottoway and Cumberland counties, with Confederate forces withdrawing after the Battle of Cumberland Church to the north of Farmville, just as Union troops arrived to occupy the town in Prince Edward County (Snedden 2015).

RECONSTRUCTION AND GROWTH (1866–1916)

Following the economic deprivation of the war years, the defeat of the South at the end of the Civil War led to further financial hardship, and in Virginia, the southern state most devastated by the war, a long period of rebuilding lay ahead. During Reconstruction, major changes occurred in Virginia, the effects of which greatly influenced the state well into the twentieth century. During this period, the foundations were laid for modern America to move away from a heavily agrarian-based economy to emerge as an industrialized and urban nation.

The expansion of Virginia's cities as commercial and industrial centers continued after the war as the state struggled to emerge from the ruins of the Confederacy. The late nineteenth century in particular became a time of enormous growth as Virginians found new wealth in the mining of coal and mineral resources, the exploitation of forest products, tobacco manufacturing, and the expansion of railroad and shipping lines.

Most of this prosperity was realized by white Virginians, not by most of the state's black residents. Although freedmen benefited from the brief period of military Reconstruction at the end of the war, when education, suffrage, and land ownership became available to blacks at last, their new-found freedom was quickly circumscribed by a new phenomenon – institutionalized racism. The white-dominated political and economic power structure ensured that black laborers were paid less than whites, that black schools received less funding than white schools, that black access to public facilities remained inferior to that of whites and that blacks (with the adoption of the 1902 Constitution) lost the franchise.

Blacks responded to racial segregation by creating their own institutions. During this period African Americans established independent black churches, corporations, and educational institutions, as well as fraternal and social self-help organizations. Despite this, however, lack of equal access to public institutions and programs, which had become cemented in Virginia's social and political structure, resulted in a lower degree of economic and political advancement for most blacks. [VDHR 2011:128]

Virginia's entire economy had been devoted to the Confederate war effort, with the armies provided with food from farms, along with supplies from arsenals and factories at Lynchburg and Danville in Southside Virginia, iron furnaces in the Shenandoah Valley, lead mines near Wytheville and salt from Smyth County in southwest Virginia (Heinemann et al. 2007:234). At the war's end, much of the lower Shenandoah Valley had been burned, and the region from Richmond west to the Blue Ridge Mountains had been scoured for food, fodder, and wood. For six months after the surrender of the Army of Northern Virginia at Appomattox, thousands of Virginians survived on rations provided by the Union army. The Confederate government-issued currency was worthless and most residents' personal savings had been depleted, resulting in a barter economy for the scarce goods available (Heinemann et al. 2007:241–242). With the assistance of Freedmen's Bureaus, some emancipated slaves looked for work in tobacco factories and flour mills, or used skills they had learned on plantations to start their own businesses as blacksmiths, shoemakers, and draymen, while others became hired agricultural laborers (Heinemann et al. 2007:243).

In 1867, Congress placed the South under military administration, with Virginia designated as Military District Number One (Library of Virginia 2014b). A constitutional convention was held in 1867–1868 to write the new laws of the Commonwealth (Heinemann et al. 2007:248). Its General Assembly ratified the Fourteenth and Fifteenth Amendments, and President Ulysses S. Grant readmitted Virginia to the Union in 1870 (Heinemann et al. 2007:250). The Virginia legislature pledged to pay its public debt that added wartime interest to its pre-war commitments for canal and railroad construction, and raised funds with coupon bonds whose coupons could be used by the bond holder instead of cash to pay state taxes. Following the end of the war, much of Virginia experienced Depression-like conditions, worsened by drought and high property taxes. Those who protested the funding act, many of whom were in rural areas, expected that it would raise property taxes and that the decline in revenues would result in state services being unfunded. They sought to have the interest rate of the debt readjusted lower, which was not achieved politically until 1881 (Heinemann et al. 2007:251, 258).

After the assassination of President Abraham Lincoln, President Andrew Johnson granted a Presidential pardon to those who aided the Southern war effort, and restored property rights in the South with the exception of slaves (Blue and Gray Trail 2015). With the loss of enslaved labor, many plantations divided their land into small parcels and farms, which were rented to tenants or worked in a sharecropping agreement. Between 1860 and 1900, the number of farms tripled while their average size was reduced by a third (Heinemann et al. 2007:272–273). Crop yields were lower and prices declined, and small landowners, tenants and croppers were often in debt to local merchants for food, seed and fertilizer. By 1900, one third of Virginia farmers did not own the land they worked. Some former planters relocated to cities such as Richmond for opportunities in the recovering markets and industries, becoming absentee landlords of their agricultural homes. (Heinemann et al. 2007:252). A large percentage of agricultural tenants and sharecroppers raised tobacco in Southside Virginia, but the limited area of sandy soil required for its production resulted in the loss of Virginia's position as the leading producer of tobacco to North Carolina and Kentucky (Heinemann et al. 2007:273).

In Staunton, the federal troops left in early 1866. A considerable number of former slaves moved from the eastern part of the state seeking higher wages and more tolerant surroundings. Three black churches were soon organized, with the 1865 African Episcopal Church being Virginia's first black church west of the Blue Ridge. These churches also served as schools and social centers for the black community (Brown 1985). Construction began in 1873 on the Valley Railroad line between Staunton and Winchester, which was later leased to the B&O Railroad (Abandoned Rails 2013).

Major floods on the James River in 1870 and 1877 contributed to the insolvency of the James River and Kanawha Canal. In 1880, the right of way for the route of the bankrupt canal company was conveyed to the Richmond and Allegheny Railroad, which built a rail line on the former canal's towpath. This line was acquired by the Chesapeake and Ohio Railroad in 1888, which constructed depots at both Norwood and Wingina around 1900 (Grymes 2014i; Smith 2014:25, 28).

In 1865, at Norwood in Nelson County, the Cabell family home "Norwood," which had been built by William Daniel Cabell on the Union Hill property to the west of "Soldier's Joy" in 1856, was converted to the Norwood High School and College, to provide secondary education for young men returning from Civil War service. The academy continued operation until 1897, at times on the support of the Cabell family. In 1887, the Cabell family donated land west of Union Hill for the St. John Baptist African-American church at Pine Hill Lane and for the Bethany United Methodist Church at Findlay Gap Road. The post office in the town of New Market, which had been known as Tye River Warehouse since 1821, was re-named Norwood in 1859. The post office at the nearby village of Hardwickville changed its name to Wingina in 1889 (Smith 2014:24, 27).

As tobacco production began to decline, Nelson County became known for its apples. Andrew Stevenson, U.S. minister to Great Britain from 1838 to 1841, whose home was in Albemarle County, Virginia, presented some Albemarle Pippin apples (prized as a dessert apple) to Queen Victoria. As a mark of her regard and gratitude, the Albemarle Pippin was designated a duty-free export and commanded premium prices in Britain. As a result, the Rockfish Valley became a center for apple production in the 1880s (Agelasto et al. 2006; Albemarle CiderWorks 2015). In Suffolk, some grain was produced in addition to tobacco, but a larger segment of the local economy was based on juniper and cypress shingles, lumber, tar, and turpentine harvested from the Dismal Swamp, as well as oyster packing. In addition to the Norfolk & Western and

Seaboard & Roanoke railroads, the Suffolk and Carolina railroad was opened in 1885 and was projected to connect the Nansemond River to shipping ports on Albemarle Sound in North Carolina, encouraging the development of Suffolk as a processing and shipping center for the lumber industry. The first peanut processing plant was opened in 1898, with Planters Peanuts moving their main facility to Suffolk in 1912 to be closer to the peanut plantations of Nansemond (of which Suffolk was a part until 1974) and surrounding counties. The construction of the Albemarle and Chesapeake Canal through the agricultural land of Norfolk County in 1858 created economic competition with the Dismal Swamp Canal, but the population of Suffolk doubled in the 1870s (Carolana 2015; City of Chesapeake 2015a; Wagner and Laub 1986).

Sections of the Southside Railroad destroyed during the war in 1865 were rebuilt, and in 1870, the railroad merged with the Norfolk and Petersburg Railroad and the Virginia and Tennessee Railroad to create the Atlantic Mississippi and Ohio Railroad, stretching from Norfolk to Bristol in southwestern Virginia. In 1881, it was reorganized as the Norfolk and Western Railroad, and helped to make Norfolk the largest coaling station in the world, as well as an exporter of lumber, cotton, and peanuts (Heinemann et al. 2007:262; Longwood University 2015a). The Portsmouth & Roanoke Railroad was completed to Norfolk County in 1835, enabling it to compete with Richmond and Petersburg, which had the advantage of rail and steamship facilities. However, the Portsmouth & Roanoke was soon merged into the Seaboard & Roanoke. In the postbellum period, Norfolk County's large plantations were divided into farms of 100 acres or less. Many of them operated as truck farms growing produce for northern markets, raising spinach, kale, peas, beans, berries, corn, and wheat, in addition to peanuts (Culhane 1999).

South of the Appomattox River in Prince Edward County, the Farmville Female Seminary, founded in 1839, was acquired by the Commonwealth in 1884. Its rotunda was constructed, and later became a state Normal School (Longwood University 2015b). In Suffolk, the Suffolk Female Institute was established in 1869, and located in the former Central Hotel, with the Suffolk Collegiate Institute chartered in 1872 (Library of Virginia 2014c; Wagner and Laub 1986).

In the 1880s, a movement called for industrial progress in the "New South," in contrast to the agricultural/plantation-oriented "Old South". Although Virginia remained predominantly agricultural, tobacco factories, coal mines, and textile, flour, and lumber mills were established (Virginia Historical Society 2015b). In 1880, Richmond was the second largest manufacturing center in the South, particularly in flour milling, iron making, and tobacco production. The development of mass-produced cigarettes beginning in the 1870s helped drive Richmond's economic recovery. The new prosperity funded infrastructure improvements like an electric street railway system and a central telephone exchange that were installed in the 1880s. However, many of the investors in Virginia's industrial growth were in the northern states, and a large percentage of the profits generated did not remain in Virginia. Approximately 80 percent of Virginia's citizens lived in rural areas, and did not see improvements to utility services until well into the twentieth century (Heinemann et al. 2007:263–265).

A financial panic in 1893 triggered another period of economic depression. The Panic of 1893 coincided with a glut of cotton and tobacco on the world markets, resulting in low commodity prices that forced many farmers to default on loans previously taken out for new equipment, additional land, and other investments. Some lost their farms and tenancy rates increased, particularly in the cotton belt. In the non-farm economy, widespread bankruptcies, closing

factories, and skyrocketing urban unemployment continued through 1897 (Heinemann et al. 2007:265, 275; Knetsch and Wynne 2011:31; United States History 2014b; Whitten 2003).

The challenges of the New South led to nostalgia for real or imagined better times of the past. In 1894, United Daughters of the Confederacy (UDC) was formed as a women's group that memorialized Southerners killed in the Civil War, participated in veterans reunions, and established cemeteries and monuments to commemorate the "Lost Cause." The UDC was formed to protect and perpetuate Confederate Memory, celebrating the traditional privileges of race, gender, and class by casting them as "natural" parts of the region's history (Heinemann et al. 2007:253; Janney 2014).

In 1896, the U.S. Supreme Court's *Plessy v. Ferguson* decision opened the door for Southern states to enact racial segregation laws. The ruling set a precedent that "separate" facilities for blacks and whites were constitutional as long as they were "equal." The "separate but equal" doctrine was quickly extended to cover many areas of public life, such as restaurants, theaters, restrooms, public schools, and public conveyances such as railroads. However, the facilities for blacks were usually inferior to those for whites (Heinemann et al. 2007:271; Wormser 2002). In 1926, the Public Assemblage Act required segregated seating at public gatherings. Virginia's 1924 Racial Integrity Act defined "white" as a person who had no trace of African American blood: the "one drop" rule (Heinemann et al. 2007:301–302). The 1902 Virginia constitution disenfranchised most African Americans (and about half of the white electorate) through poll tax and literacy tests, encouraging many black residents to move out of state (Heinemann et al. 2007:276–277).

In the early 1900s, the Progressive movement addressed the lack of funding for teachers, inadequate school facilities, and Virginia's 23 percent illiteracy rate. The 1906 Mann High School Act provided funding for the construction of high schools across the state. In rural areas, many of the new high schools provided agricultural education for boys, and domestic sciences for girls. The poor condition of Virginia's roads was also addressed, with the formation of the Virginia Good Roads Association and the 1906 creation of the State Highway Commission (Heinemann et al. 2007:279–283).

By 1920, Virginia's farms experienced increases in productivity, acreage, and prices, with diversification in potatoes, peanuts, apples, and livestock production. Although the state's agricultural economy was less dependent on tobacco, it was still the largest cash crop (Heinemann et al. 2007:283).

WORLD WAR I TO WORLD WAR II (1917–1945)

During this period, country residents migrated to cities in large numbers, as America became a truly urban nation and the number of viable operating farms began to decline. Many independent small farmers and sharecroppers from the rural South moved to the North's industrialized cities for better job opportunities and, for blacks, the hope of greater social equality as well. The decline in agricultural employment was accelerated by changes in farming, including the increasing use of more effective fertilizers and mechanization, resulting in a reduction of labor required for crop production.

As the country urbanized and its population experienced dramatic growth, two events occurred that transformed the roles and power of the national and state governments: the Great Depression and World War II. The existing political and financial structure was inadequate to deal with the negative economic consequences of the Great Depression,

so the size and scope of government programs expanded to treat them. Likewise, the logistical and organizational problems presented by the war resulted in an increase in the number and size of government agencies to overcome them. The Virginia scene changed dramatically with the rapid growth of a federal presence during this period, to meet the country's military mission in particular, and housing developments sprang up especially in Northern Virginia and Tidewater to house military personnel, war effort workers, and federal employees. State government grew similarly during this time.

These changes had several effects upon the landscape of Virginia and upon its historic resources. During the Depression, the federal government sponsored public works programs that improved highways and constructed public buildings, bridges, and parks throughout the state. These programs also served to halt the decline of the state's population. Synthetic textile industries were established in many areas of the state. The war brought thousands of servicemen and servicewomen to the Virginia suburbs of Washington, D.C. and to the Norfolk area, many of whom remained in Virginia after the war.

Traditionally a largely rural state with a generally poor network of roads, Virginia joined the national movement in standardizing auto-related transportation networks during this period. While streetcars contributed to the growth of suburbs, better roads and faster travel increased Virginia's role as a tourist destination, with Colonial Williamsburg – founded in the 1920s and developed in the 1930s with reconstruction and restoration of buildings in the colonial town – becoming a major attraction. [VDHR 2011:128–129]

Following the United States' 1917 entry into World War I, a U.S. Naval Operating Base was established at Norfolk, on the grounds of the 1907 Jamestown Exposition. Operations during World War I and World War II at the Naval Operating Base in Norfolk more than doubled its size. The former Gosport Shipyard in Portsmouth became the homeport for Navy ships based at Hampton Roads. The St. Julien's Creek Annex in Chesapeake, used as an ordnance and material storage facility since 1849, was used to supply ammunition to the fleet, as well as to conduct experiments and test loading for new ammunition (Butt 1951[1960]; McPhillips 2015; Virginia Department of Environmental Quality 2002).

The proximity of the naval yards provided employment to residents throughout Norfolk County. Opportunities to work away from the farm combined with improvements in mechanization and agricultural yields decreased the size of both farms and the agricultural workforce. Housing was constructed in the towns hosting the military installations for workers supporting the war effort. The construction of both single family and multi-family developments created the first wave of suburban expansion in the Tidewater region (Culhane 1999).

Following the World War I boom, a post-war recession caused increased unemployment with the return to "normalcy." Between 1919 and 1921, Virginia's gross farm income declined by 55 percent, and prices of produce dropped by 65 percent—no longer propped up by wartime demand. During the 1920s, agriculture became more diversified in the state, with more dairy farming and orchard development, but one third of Virginia's population had become urban (Heinemann et al. 2007:299, 305).

The effects of the Great Depression were delayed in Virginia, which was initially buffered by its economic balance between agriculture, industry, commerce and subsistence-level farming, as well as federal funding in the areas near Washington D.C. and Norfolk. However, a drought crippled the agricultural sector in 1930, exacerbating broader economic problems. The value of manufactured products in Virginia fell by 30 percent (compared with 50 percent nationwide), and

farm prices—including tobacco prices—declined. Many farmers stopped growing tobacco and focused on raising livestock and poultry, producing dairy products, and harvesting pulpwood from timber lots. Some rural businesses were ruined by the loss of farm income. Farmers struggled to prevent foreclosure on their farms and destroyed farm produce rather than sell it at prices lower than the cost of production. By 1933, steel production fell to 12 percent of capacity, and industrial construction was 8 percent of its 1929 level, with more than 25 percent of the workforce unemployed (Heinemann et al. 2007:311–314).

Buckingham, Cumberland, Prince Edward, Nottoway, Dinwiddie, Brunswick, and Greensville counties are part of the Southside Virginia tobacco-producing region (Virginia Tobacco Indemnification and Community Revitalization Commission 2007). Farms producing tobacco benefitted from a federal commodity price support program established under the Agricultural Adjustment Act of 1938 (Womach 2004). It stabilized tobacco prices by issuing marketing quotas to control supply by limiting the amount of tobacco grown. In return, farmers were guaranteed a price for their product above the cost of production (Huntrods 2012). Each farm's quota was assigned to the land, to enable farm income to be supported through artificially high market prices, instead of direct government payments (Womach 2004).

Many Virginians weathered the Depression years with assistance from President Roosevelt's New Deal programs. For example, under the New Deal's Federal Emergency Relief Administration, 40,000 to 50,000 Virginians were given work constructing schools, roads, parks, and sewers, while a Women's Work Division provided jobs in libraries, sewing rooms, and in clerical and recreational positions. The Works Progress Administration built roads, bridges, schools, post offices, hospitals and libraries (Heinemann et al. 2007:316, 319). Virginia also reaped the benefit of infrastructure improvements and various conservation and stewardship projects carried out by the Civilian Conservation Corps (CCC). Beginning in 1933, the CCC provided relief by employing more than three million men. The CCC put most of its effort into controlling erosion and flooding, but also engaged in forestry and wildlife management. Its contributions in Virginia included planting 15.2 million trees in reforestation and erosion control efforts, constructing 986 bridges, reducing fire hazards over 152,000 acres, stringing 2,128 miles of new telephone line, and stocking 1.3 million fish (Heinemann 2014; Virginia State Parks 2013). One CCC project was Camp Sherando in Augusta County, where workers constructed an earth-filled dam and 25-acre lake, excavated a channel and canal, and built a public campground, parking area, and truck trails between 1936–1938. The camp had semi-permanent wooden buildings, and after its closure as a CCC camp in 1941, it was used at the beginning of World War II as a Civilian Public Service camp for conscientious objectors (Otis et al. 1986).

After the Nazi invasion of France in 1940, government contracts for shipbuilding in Virginia increased. Employment in the Norfolk area quadrupled, creating housing and other shortages. Despite the urgent need for labor, segregated facilities and transportation were still required by law in the Southern states, even at federal facilities and projects. College campuses were used for government research laboratories and officer training units. Preparation for war created an economic boom that ended the Depression. Industrial production of chemicals, clothing, furniture, and tobacco also increased. Prices rose for farm products, while the number of farms decreased due the greater use of machinery, thus forcing many sharecroppers and tenant farmers to move to urban areas (Heinemann et al. 2007:323, 325–326).

In 1912, the Albemarle and Chesapeake Canal company could not meet its mortgage payments, and was purchased by the U.S. government as a toll-free intracoastal waterway.

Following the passage of the River and Harbor Act of 1927, the Dismal Swamp Canal was also purchased by the federal government, becoming part of the Atlantic Intracoastal Waterway channel that was developed from Norfolk, Virginia, to Miami, Florida. This 3,000-mile inland water route was used to safely ship large quantities of military cargo during World War II away from submarine activity in the Atlantic Ocean (City of Chesapeake, Virginia 2015b; U.S. Army Corps of Engineers, Norfolk District 2015; Walbert 2009).

During World War II, nearly all captured enemy personnel in Europe were transferred to camps within the United States. One of Virginia's base camps for prisoners of war was Camp Lyndhurst, located in Augusta County, south of Waynesboro at the former Civilian Conservation Corps Camp Sherando (Melton 2006:117). Due to wartime labor shortages, the prisoners of war at Camp Lyndhurst were contracted to perform agricultural labor in Augusta County, including harvesting the bumper apple crop in 1944, pulpwood cutting, logging, lumber production and food processing. North of Staunton, the Ingleside Resort and its golf course were requisitioned as an internment camp for German and Italian diplomats, their families, and staff members who were captured at their respective consulates during the Allies' desert campaigns in North Africa. These civilian internees held at the Ingleside Hotel were not required to work as the military prisoners were (Owen 2009).

With the progress of the war in Europe, U.S. Army surveyors identified former CCC Camp Pickett, east of Blackstone, as a location for a large post. In 1942, 42,000 acres in Nottoway, Dinwiddie, Lunenburg, and Brunswick counties were acquired and cleared to convert the camp into Fort Pickett. Its rapid development was a top priority after the U.S.'s entry into World War II. One thousand barracks were constructed for enlisted soldiers, with 70 officer's quarters and 400 administrative, storage, and special-purpose buildings. An Army airfield and railways were constructed to move troops on and off base, and the site had its own water and sewage treatment plants. Over 2,400 prisoners of war were held at Fort Pickett, in an area separated from the troops preparing for deployment (Freitus 2014; Seagrave 2012; Virginia National Guard 2014).

THE NEW DOMINION (1946 TO THE PRESENT)

Since World War II, the growth of government and related businesses in Washington, D.C., and in Richmond, has affected the adjacent counties as farmland has been lost in favor of housing and service facilities. A related phenomenon – the transportation route as development corridor – has occurred in the last half of the twentieth century. Although in previous periods some towns and villages were created or grew along the routes of internal improvements, such development remained fairly localized. More recently, however, not only have large communities sprung into being near highways such as Interstate 95, but a correspondingly elaborate system of support facilities has been established with them, including schools, shopping centers, office parks, airports, and additional roads. These transportation and support facilities presently exert the most dramatic pressures on historic resources and the natural environment in Virginia.

Such changes have been more a consequence than a cause of Virginia's exploding population growth since 1945. By 1955, Virginia had more urban residents than rural dwellers, and since that time the state has ranked fourteenth in population among the states. By 1990, most Virginians, like most Americans, live in suburbs defining the space between urban centers and rural regions.

Major themes define the Commonwealth's recent history, including the end of segregation and the victory of the Civil Rights movement; the increasing complexity of federal, state, and local government relations in social programs such as health, education, housing, community development, and welfare, and recognition of the challenge presented by promoting both economic development and environmental protection. These developments indicate that Virginia has entered a pivotal period of transformation, while continuing to build upon the Commonwealth's rich history, manifested by Virginia's many significant historic resources. [VDHR 2011:129–130]

In the post-war period, service members returned with experience from outside Virginia, and others who had been stationed in Virginia during the war remained, often marrying and starting families. These outside experiences provided the challenged Virginia's status quo and led to criticism of the state government's failure to provide good schools, eliminate poll restrictions and voter fraud, and improve participation in the democratic process. In 1947, Virginia was 44th of 48 states in the percentage of income spent on education and in the percentage of persons receiving welfare assistance, and it was last in old age assistance. President Truman's Committee on Civil Rights recommended an immediate end to segregation, and in 1948 Truman desegregated the armed forces, while the Commission on Higher Education proposed an end to segregated schools nationwide (Heinemann et al. 2007:331, 334).

One of the five cases involved in the 1954 *Brown v. Board of Education*, Topeka, Kansas decision, arose out of a 1951 strike by African-American students at the Robert Russa Moton High School in Farmville in Prince Edward County. Following the U.S. Supreme Court ruling that "separate but equal" in public education was unconstitutional, Virginia Governor Tom Stanley framed the decision as another dangerous example of federal interference in state affairs that could undermine the political and social status quo. He stated that he would use all means at his disposal to continue a system of segregated education in Virginia, or repeal the section of the state constitution that provided for the maintenance of free public schools (Heinemann 2007:340, 342). In the subsequent "Massive Resistance" to school integration, public schools in counties throughout Virginia were closed in 1958 and 1959, with private academies being held at churches and other civic organizations. Schools in Prince Edward County were closed from 1959 to 1964 (Robert Russa Moton Museum 2015). Support for continued segregation was the strongest in the Southside counties, which had a high percentage of African-American residents, and fears of race-mixing were strong. Both the Virginia Supreme Court of Appeals and the federal district court determined the state's actions to be unconstitutional (although the "freedom of choice" plans perpetuating school segregation were not declared illegal until 1968), and in 1959, black students entered formerly all-white schools, beginning with Norfolk and Arlington. Sit-ins were held in Richmond in 1960, and in Farmville and Danville in 1963, with segregation of public facilities ending after the Civil Rights Act of 1964 (Heinemann et al. 2007:341, 347–348, 355).

After World War II ended, federal expenditures and employment continued to sustain economic growth, and enabled expansion in Virginia's textile, chemical, and furniture industries. With the onset of the Korean War in 1950, the United States returned to a wartime status, with its defense industry mobilized, Virginia National Guard and reserve units activated, and Navy shipyard employment doubled (Heinemann et al. 2007:338). In 1953, the naval operations in Norfolk were re-named Naval Station Norfolk. Expanded in the 1970s and 1980s to accommodate larger ships and a rebuilt fleet, it is one of the largest military facilities in the world. During the space program of the 1960s, it served as the Recovery Control Center

Atlantic, providing command and communications for all the ships and aircraft involved in the recovery of Apollo 7 (Taylor and Calhoun 2012).

The 1920 census showed that, for the first time, more Americans were living in urban areas than rural ones. But in Virginia, this transition did not occur until 1950, when the census recorded that the majority of Virginians lived in cities and towns. Although Virginia's population growth was concentrated in its southwestern counties at the beginning of the twentieth century, after 1950, the center of population moved east toward the port cities and Richmond, and then north toward the Washington, D.C. metro area (Lombard 2014). By 1970, only 5 percent of Virginia's population lived on farms. In the early 2000s, when soybeans replaced tobacco as Virginia's largest cash crop, only half of those living in Virginia were natives, compared with 90 percent in 1900 (Heinemann et al. 2007:355, 375; Virginia Historical Society 2015c).

Augusta County continues to have the greatest amount of farm acreage among Virginia counties, and is a leader in agricultural products and the production of beef cattle, sheep and lambs, milk cows, and poultry (Augusta County, Virginia 2008). In Highland County, wool remains an important commodity, with the third largest number of sheep among Virginia counties (Highland County Chamber of Commerce 2014). Corn, soybeans, small grains and hay are produced in the Piedmont and Tidewater counties. Timber for lumber and pulp is processed, marketed, and stored in the City of Suffolk (Coleman et al. 1960; Hammer 2007; Harper and Nicholson 2009; Mooney and Caine 1901; Reber et al. 1981, 2007; Virginia Soil Survey Staff, Natural Resources Conservation Service 2009).

U.S. domestic production of tobacco was at its peak in 1954 and began to decline in the second half of the twentieth century, with domestic and foreign buyers turning to non-U.S. suppliers (Huntrods 2012, Internal Revenue Service 2011). Prices for the product grew as excise taxes were imposed, making tobacco one of the most heavily taxed agricultural commodities. As demand dropped, agricultural quota allotments consequently declined, which further limited production. In addition, concerns about the effects of smoking on health began to surface in the 1950s, and public smoking became increasingly restricted (Huntrods 2012). In 1998, the Attorneys General of 46 states signed the Master Settlement Agreement with the four largest tobacco companies in the United States to settle state suits to recover billions of dollars in costs associated with treating smoking-related illnesses. Virginia's share of the settlement was estimated at \$4.1 billion. Federal tobacco quotas and price supports were phased out beginning in 2005, and programs were instituted to ease farmers' transition to the free market. Forty-one counties in tobacco-dependent areas of Southwest and Southside Virginia, including Dinwiddie County, participated in the programs (Virginia Tobacco Indemnification and Community Revitalization Commission 2007).

As a result of the Federal-Aid Highway Act of 1956, a national system of highways was constructed in the 1960s and 1970s, and provided a boost to manufacturing in the Shenandoah Valley (Heinemann et al. 2007:353). As travel by automobile became more popular than rail travel through the early twentieth century, the Chesapeake & Ohio Railroad discontinued passenger service on the line in the 1960s, reducing the amount of commercial and tourist activity in its service area (Smith 2014:25).

During the twentieth century, textiles and furniture manufacturing became leading industries in the Piedmont region of Virginia. Today, textile manufacturing in Virginia—with production ranked fifth in the nation—is concentrated in the Southside region. The 1994 North American Free Trade Agreement intensified this industry's decline that began in the 1970's with increased

globalization and technological advances (Kestner and Lang 1999; Virginia Main Street Communities 2016).

In 1974, Nansemond County was consolidated with the city of Suffolk, becoming the largest city in Virginia (Advisory Council on Historic Preservation 2009). While still the home of Planters Peanuts, the company's stature as a major employer in Suffolk has waned with the growth in military computer technology research, government jobs and the construction of a Target distribution center (Applegate 2006).

RESULTS

This chapter presents the information assembled during the updated file search, and the results of recent survey efforts.

PREVIOUSLY RECORDED RESOURCES IN THE VICINITY OF THE PROJECT

In light of changes to the proposed alignment of the Project, the review of previously recorded historic resources in the vicinity of the Project has been updated. Table 1 summarizes the 711 previously recorded resources within 0.5 miles of the current Project. Among those, seven are listed on the NRHP, four of which are also listed on the Virginia Landmarks Register (VLR). The majority of the resources have not been assessed for NRHP eligibility or are considered not eligible.

Among the 711 previously recorded historic resources within 0.5 miles of the Project, 172 are located in the APE, based on terrain analysis and observations about the viewshed during the field survey. The list of previously recorded historic resources presented in Table 1 includes 294 resources recorded by Dovetail for the current Project, with 172 of these within the current Project APE. During the current field effort, ERM resurveyed nine of the Dovetail resources within the Project APE to provide additional information to bolster the associated NRHP-eligibility recommendations and assessment of Project effects. ERM also revisited 15 resources recorded prior to the Dovetail survey work, all in Pocahontas County.

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
<i>Augusta County</i>		
007-0003	Hughart Run Bridge (Current)	Unassessed
007-0012	Chapel Hill (NRHP Listing)	NRHP Listed, VLR Listed
007-0014	Fairmont (Historic), Farm, 104 Hebron Road , Joseph Mitchell House (Historic)	Unassessed
007-0015#	Folly (Current)	NRHP Listed
007-0097	Buckhorn Inn (Current), Buckhorn Tavern (Historic)	Unassessed
007-0099#	Shenandoah Mountain Game Preserve	Recommended Not Eligible
007-0100	Hebron Presbyterian Church and Cemetery (Historic/Current)	Determined Potentially Eligible
007-0102	Hereford House (Current), Oakland (Historic/Current), Samuel Blackburn House (Historic)	Unassessed
007-0103*	Revercomb House (Historic/Current)	Unassessed
007-0119	Bridge, Hamilton Draft (Historic)	Unassessed
007-0130#	Abney, William Austin, House/ Solitude	Recommended Not Eligible
007-0134	Hite House (Historic), Hite-Wood House (Historic), House, 820 Jennings Gap Road , Wood House (Current)	Unassessed
007-0233	Farm, 3029 Stuarts Draft Highway , George Harper Farm (Historic/Current), Harper House (Historic/Current), Jonathan Harper House (Historic)	NRHP Listed, VLR Listed
007-0246	Dryden Farm (Historic), House, Roudabout Ln (Rt. 738) , Richard K. Swope House (Current)	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
007-0272	James Thompson House, 300 Dryden Road (Historic/Location)	Determined Potentially Eligible
007-0397	David Sterrett Farm (Historic), Reid Cabin (Current)	Determined Not Eligible
007-0434	Siple House (Current)	Unassessed
007-0435	Gilkerson-Cash House (Current)	Unassessed
007-0442	Hunter Mountain Farm (Historic/Current)	Unassessed
007-0445*	West Augusta Cemetery (Historic)	Unassessed
007-0447	Cross, Thomas, House (Historic)	Unassessed
007-0448#	Jake Long House	Recommended Not Eligible
007-0449	Anthony House (Current)	Unassessed
007-0450	Whiteway Lunch (Historic/Current)	Unassessed
007-0454	Michael's Country Store (Current)	Unassessed
007-0455*	Carson House (Historic)	Unassessed
007-0456	Deerfield United Brethren Church (Historic)	Unassessed
007-0457*	Irvin-Thomas House (Historic/Current)	Unassessed
007-0458	Hodge Barn (Historic/Current)	Unassessed
007-0459	Calfpasture River Steel Truss Bridge (Historic/Current)	Unassessed
007-0460	Clay Hill School (Historic)	Unassessed
007-0462	Bartley House (Historic)	Unassessed
007-0463	Thomas Montgomery House (Historic)	Unassessed
007-0467	Dula House (Historic)	Unassessed
007-0472	Cross Keys Inn (Current)	Unassessed
007-0473	Clay Hill School (Historic), Clay Hill Schoolhouse Site #1 (Current)	Unassessed
007-0474	Ryan, Nicholas, House Site (Current)	Unassessed
007-0475	Lebanon Springs Church and School (Current)	Unassessed
007-0476	Hoy's Store (Historic/Current)	Unassessed
007-0478	West Augusta Methodist Church (Current)	Unassessed
007-0480*	Montgomery, John, House Site (Current)	Unassessed
007-0482	Bartley, Mary, House (Current)	Unassessed
007-0487	Alto Vista (Historic), Taylor House (Historic/Current)	Unassessed
007-0488	Deerfield Baptist Church (Historic/Current)	Unassessed
007-0489	Ralston House (Historic/Current)	Unassessed
007-0490	Whiting House (Historic/Current)	Unassessed
007-0752	Hunters Cemetery (Historic/Current)	Determined Not Eligible
007-0793	McClanahan, William, House (Current)	Unassessed
007-0794	Brown-Sandy House (Current)	Unassessed
007-0798	Lasser House (Historic/Current)	Unassessed
007-0804	Roudabush-Ashby House Sites (Historic)	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
007-0806	Bridge No. 6162, Route 801 , Jennings Branch Steel Truss Bridge (Historic)	Determined Not Eligible
007-0809	Sieg, H. B., House Site (Current)	Determined Not Eligible
007-0833	C&O Bridge #2254	Determined Not Eligible
007-0863	Beulah Baptist Church (Current)	Unassessed
007-0869#	Jesse Bridge House	Recommended Not Eligible
007-0870	James Robert Bridge House	Unassessed
007-0871	Mount Torry Furnace (Virginia Furnace)	Unassessed
007-0882	Guthrie-Ott Servant House and Main House Site (Historic), Servant House, 1036 Guthrie Rd (Rt. 652)	Unassessed
007-0898	Coalter, John, House (Historic/Current)	Unassessed
007-0900	Patton-McChesney House Site	Unassessed
007-0906	Bridge #6629	Determined Not Eligible
007-0911	Folly Mills Site and Miller's House (Current)	Unassessed
007-0914	Cochran Church (Current)	Unassessed
007-0915	Oak Grove Church (Current)	Unassessed
007-0917	G.M. Cochran's Mill (Historic/Current)	Determined Eligible
007-0918	House, 1691 Old Greenville Rd, J.R. Paris House (Current), Red Gables (Historic)	Unassessed
007-0919	Farm, 210 Folly Mill Road , M.R. Danner House (Current)	Unassessed
007-0923	Cochran's Mill Miller's House (Current)	Unassessed
007-1106#	Bridge #6429, Love Rd (Rt 814), Back Creek	Recommended Not Eligible
007-1107	McNair-Hanger House (Current)	Unassessed
007-1114	Myers, Gasper, House Site (Historic/Current)	Unassessed
007-1116	Quiet Retreat Site (Historic/Current)	Unassessed
007-1154	Deerfield Elementary School (Current), Deerfield School (Historic)	NRHP Listed, VLR Listed
007-1163	Bridge #6251, Dryden Rd (Rt. 737), Moffet Creek	Determined Not Eligible
007-1166	Bridge #1033, Hankey Mountain Hwy (Route 250)	Determined Not Eligible
007-1167	Bridge #1034 (Current)	Unassessed
007-1171	Bridge #6486 (Current), Folly Mills Bridge (Current)	Determined Not Eligible
007-1172	Bridge #1187, Middlebrook Rd (Rt. 252), Lewis Creek	Unassessed
007-1173	Bridge #1186, Middlebrook Rd (Rt. 252), Lewis Creek	Unassessed
007-1211	Hanger Mill (NRHP Listing), Hanger's Mill (Alleged), Huff Mill (Historic)	NRHP Listed, VLR Listed
007-1304	Bridge #6113 (Current)	Determined Potentially Eligible
007-1305	Bridge #1030 (Current)	Determined Not Eligible
007-1327	Bridge #1036, Rt. 250, Calfpasture River	Determined Not Eligible
007-5029	Deerfield Springhouse	Determined Not Eligible
007-5054	Bridge #1045 (Current)	Unassessed
007-5147#	Augusta Structure No. 6628	Recommended Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
007-5182	Bridge No. 6112, Route 721	Determined Not Eligible
007-5183	Bridge #6074	Determined Not Eligible
007-5210	Route 716 (Current), Staunton-Parkersburg Turnpike (Historic)	Determined Eligible
007-5227	House, 243 Dryden Road	Determined Not Eligible
007-5228	House, 3587 Churchville Avenue	Determined Not Eligible
007-5231	House, 812 Vinegar Hill Road	Determined Not Eligible
007-5398	Church, 1012 Guthrie Road , Mt. Zion Amish/Mennonite Church (Current Name)	Unassessed
007-5399	Farm, 50 Boccock Lane	Unassessed
007-5400	House, 796 Guthrie Road	Unassessed
007-5403	House, 161 Churchman's Mill Road	Determined Not Eligible
007-5450	House	Unassessed
007-5459	House, Roudabush Lane	Determined Not Eligible
007-5463#	House	Recommended Not Eligible
007-5464#	Outbuildings	Recommended Not Eligible
007-5465#	House	Recommended Not Eligible
007-5466#	Farm	Recommended Not Eligible
007-5467#	Farm	Recommended Not Eligible
007-5468#	Farm	Recommended Not Eligible
007-5469#	Farm	Recommended Not Eligible
007-5470#	Culvert	Recommended Not Eligible
007-5471#	House	Recommended Not Eligible
007-5472#	House	Recommended Not Eligible
007-5473#	House	Recommended Not Eligible
007-5474#	House	Recommended Not Eligible
007-5475#	House	Recommended Not Eligible
007-5476#	House	Recommended Not Eligible
007-5477#	House	Recommended Not Eligible
007-5478#	House	Recommended Not Eligible
007-5479#	House	Recommended Not Eligible
007-5480#	House	Recommended Not Eligible
007-5481#	Farm	Recommended Not Eligible
007-5482#	House	Recommended Not Eligible
007-5483#	Abandoned House	Recommended Not Eligible
007-5484#	Farm	Recommended Not Eligible
007-5485#	Barn, Cedar Green Road	Unassessed
007-5486#	Barn	Recommended Not Eligible
007-5487#	Farm	Recommended Not Eligible
007-5488#	House	Recommended Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
007-5489#	Farm	Recommended Not Eligible
007-5490#	Farm	Recommended Not Eligible
007-5491#	Farm	Recommended Not Eligible
007-5492#	House	Recommended Not Eligible
007-5493#	Barn	Recommended Not Eligible
007-5494#	Bridge	Recommended Not Eligible
007-5495#	House	Recommended Not Eligible
007-5496#	Barns	Recommended Not Eligible
007-5497#	Abandoned House	Recommended Not Eligible
007-5498#	Warehouse	Recommended Not Eligible
007-5499#	Farm	Recommended Not Eligible
007-5500#	House	Recommended Not Eligible
007-5501#	Farm	Recommended Not Eligible
007-5502#	House	Recommended Not Eligible
007-5513#	Virginia Central Railroad (C&O)	Unassessed
007-5526#	Barn	Recommended Not Eligible
007-5527#	House	Unassessed
007-5528#	House	Unassessed
007-5529#	House	Recommended Not Eligible
007-5530#	Farm	Unassessed
007-5531#	Barn	Recommended Not Eligible
007-5532#	Farm	Recommended Not Eligible
007-5541#	House	Recommended Not Eligible
007-5542#	House	Unassessed
007-5543#	House	Recommended Not Eligible
007-5544#	House	Recommended Not Eligible
007-5545#	House	Recommended Not Eligible
007-5546#	House	Recommended Not Eligible
007-5547#	House	Recommended Not Eligible
007-5548#	House	Recommended Not Eligible
007-5549#	House	Recommended Not Eligible
007-5550#	House	Recommended Not Eligible
007-5554#	House	Unassessed
007-5555#	House	Recommended Not Eligible
007-5556#	House	Unassessed
007-5557#	House	Unassessed
007-5558#	Mountain View Mennonite Church	Recommended Not Eligible
007-5566#	Farm, 156 Folly Mills Station Road	Recommended Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
007-5567#	House, 736 Middlebrook Road	Recommended Not Eligible
007-5568#	House, 737 Middlebrook Rd	Recommended Not Eligible
007-5569#	House, 739 Middlebrook Rd	Unassessed
007-5570#	House, 742 Middlebrook Road	Recommended Not Eligible
007-5571#	House, 746 Middlebrook Rd	Recommended Not Eligible
007-5572#	House, 753 Middlebrook Rd	Recommended Not Eligible
007-5573#	House, 762 Middlebrook Rd	Recommended Not Eligible
007-5574#	House, 764 Middlebrook Rd	Recommended Not Eligible
007-5575#	House, 767 Middlebrook Road	Recommended Not Eligible
007-5576#	House, 769 Middlebrook Road	Recommended Not Eligible
007-5577#	House, 772 Middlebrook Road	Recommended Not Eligible
007-5578#	House, 781 Middlebrook Rd	Recommended Not Eligible
007-5579#	Bridge #6712	Recommended Not Eligible
007-5580#	Farm, 40 Stingy Hollow Road	Recommended Not Eligible
007-5581#	House, 46 Stingy Hollow Road	Recommended Not Eligible
007-5582#	House, 51 Stingy Hollow Road	Recommended Not Eligible
007-5583#	House, 1042 Middlebrook Road	Unassessed
007-5584#	House, 1105 Middlebrook Road	Unassessed
007-5585#	Farm, 52/524 Black Creek Lane	Recommended Not Eligible
007-5586#	House	Recommended Not Eligible
007-5587#	House	Unassessed
007-5588#	House	Recommended Not Eligible
007-5589#	House	Recommended Not Eligible
007-5590#	House	Recommended Not Eligible
007-5591#	House	Recommended Not Eligible
007-5594#	Barn and Abandoned House,	Recommended Not Eligible
007-5595#	Farm Complex	Recommended Not Eligible
007-5596*#	House, 65 Schages Ln.	Recommended Not Eligible
007-5597#	House	Recommended Not Eligible
021-5012#	Appalachian Trail, segment crossing Project area in Augusta County	Determined Eligible
080-5161#	Blue Ridge Parkway Historic District, segment crossing Project area along the Augusta/Nelson county line	Determined Eligible
<i>Bath County</i>		
008-0011	Thomas M. Peters House (Historic), Wilderness Farm (Historic)	Unassessed
008-0126	John Samuel Ervin House	Unassessed
008-5015	Grady Roberts House	Unassessed
<i>Brunswick County</i>		
012-0002	Bothwick Hall	Determined Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
012-0003	Bothwick Hall Manager House	Unassessed
012-0034	Smokey Ordinary dependency	Determined Eligible
012-0037	Waqua Outbuilding	Unassessed
012-0057	Birdsong-Myrick House	Unassessed
012-0089	Hill House	Unassessed
012-0135	Waqua Creek Bridge #6033, Rt. 630	Determined Not Eligible
012-0136	House, Rt. 629	Determined Not Eligible
012-0138	Jeff's Grocery	Determined Not Eligible
012-0139	Raney Farm	Determined Eligible
012-0140	House, Rt. 712	Determined Not Eligible
012-0141	Whitt House	Determined Eligible
012-0144	Doyle House	Unassessed
012-0147	Rany Cemetery	Unassessed
012-0150	Bridge #1015, Rt. 58, Reedy Creek	Determined Not Eligible
012-0151	Bridge #6100, Old Stage Rd (Rt. 712), Sturgeon Creek	Determined Not Eligible
012-5017	Sills Cemetery, Governor Harrison Pkwy (Rt. 58)	Determined Not Eligible
012-5044	Wynnhurst	Determined Eligible
012-5072	Eppes Cemetery	Unassessed
012-5083	Bridge Abutments, Old Stage Rd (Rt. 712), Sturgeon Creek	Unassessed
012-5096	House, 20578 Governor Harrison Pkwy (Rt. 58)	Unassessed
012-5107	House, 20697 Governor Harrison Pkwy (Rt. 58)	Unassessed
012-5109	E.A. Raney General Store, 534-538 Freeman Cross Rd (Rt. 634)	Unassessed
012-5110	House, 639 Freeman Cross Rd (Rt. 634)	Unassessed
012-5111	House, 644 Freeman Cross Rd (Rt. 634)	Unassessed
012-5120#	Single Dwelling, 50 Grassy Pond Road	Recommended Not Eligible
012-5121#	Single Dwelling, 7428 Belfield Road	Recommended Not Eligible
012-5122#	Single Dwelling, Belfield Road	Recommended Not Eligible
012-5123#	Single Dwelling, 7537 Belfield Road	Recommended Not Eligible
012-5124#	Pelhams United Methodist Church	Recommended Not Eligible
012-5125	House, 7805 Belfield Rd (Rt. 606)	Unassessed
012-5134#	Ebenezer Presbyterian Chapel	Recommended Not Eligible
012-5136#	Farmstead	Recommended Not Eligible
012-5145#	House	Recommended Not Eligible
012-5146#	Single Dwelling, 3475 Old Stage Road	Recommended Not Eligible
012-5147#	House	Recommended Not Eligible
012-5148#	House	Recommended Not Eligible
012-5171	House, Governor Harrison Pkwy (Rt. 58)	Unassessed
012-5172	House, 5092 Reedy Creek Rd (Rt. 634)	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
012-5173	House, Reedy Creek Rd (Rt. 634)	Unassessed
012-5174#	Cemetery	Recommended Not Eligible
012-5183#	Farm	Recommended Not Eligible
012-5184#	House, 21140 Governor Harrison Parkway	Recommended Not Eligible
012-5185#	House, 21198 Governor Harrison Parkway	Recommended Not Eligible
012-5186#	House, 21424 Governor Harrison Parkway	Recommended Not Eligible
012-5187#	House, 22344 Governor Harrison Parkway	Recommended Not Eligible
012-5188#	House, 22614 Governor Harrison Pkwy	Unassessed
012-5189#	House, 3623 Old Stage Rd	Recommended Not Eligible
012-5190#	Cemetery, Belfield Rd	Unassessed
012-5191#	House	Unassessed
<i>Buckingham County</i>		
014-0006	Cacerta House	Unassessed
014-0014	Millwood House	Unassessed
014-0016	Mount Rush House	Unassessed
014-0019	Perry Hill House	Unassessed
014-0028	Westfield House	Unassessed
014-0042	Afton House	Determined Eligible
014-0049	Fairview house	Unassessed
014-0050	Garnett House	Unassessed
014-0069	Curds House	Unassessed
014-0074	Edgewood House	Unassessed
014-0090	Marks House	Unassessed
014-5056#	Outbuildings	Recommended Not Eligible
014-5057#	Outbuildings	Recommended Not Eligible
014-5059#	Second Liberty Baptist	Unassessed
014-5060#	First Liberty Baptist Church	Unassessed
014-5061#	House	Recommended Not Eligible
014-5062#	Farm	Unassessed
014-5063#	House	Recommended Not Eligible
014-5065#	House	Unassessed
014-5066#	House	Unassessed
014-5068#	House, South James River Road	Recommended Not Eligible
014-5069#	House, 5745 South James River Road	Recommended Not Eligible
014-5070#	House, 331 High View Road	Recommended Not Eligible
014-5072#	Andersonville Ostrich Ranch	Recommended Not Eligible
014-5073#	House	Recommended Not Eligible
014-5074#	House	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
<i>Chesapeake City</i>		
131-0031	Richard Odeon House	Unassessed
131-0035	Dismal Swamp Canal Historic District (incl. Gilmerton Lock, Jericho Ditch)	Unassessed
131-0456	Cemetery, Old Mill Road	Unassessed
131-0459	Cemetery, Old Mill & Jeans Court	Unassessed
131-0465	House, 524 Washington Highway	Unassessed
131-0479#	Norfolk & Western Railroad Corridor	Determined Not Eligible
131-0498	House, 1020 Shell Dr.	Unassessed
131-0499	House, 804 Shell Rd.	Unassessed
131-0500	House, 772 Firman St.	Unassessed
131-0504	House, 948 Deep Creek Blvd.	Unassessed
131-0524	Weston-Robol House	Unassessed
131-0525	House, 1524 Shell Rd.	Unassessed
131-0526	House, 1546 Shell Rd.	Unassessed
131-0527	House, 1551 Shell Rd.	Unassessed
131-0528	House, 1606 Shell Rd.	Unassessed
131-0529	House, 1608 Shell Rd.	Unassessed
131-0530	House, 1618 Shell Rd.	Unassessed
131-0531	House, 1724 Shell Rd.	Unassessed
131-0532	House, 106 Alice St.	Unassessed
131-0533	House, 105 Alice St.	Unassessed
131-0534	House, 120 Alice St.	Unassessed
131-0535	House, 2317 Firman St.	Unassessed
131-0540	House, 3248 Galberry	Unassessed
131-0541	House, 3269 Galberry	Unassessed
131-0542#	House	Recommended Not Eligible
131-0543	House, 3357 Galberry	Unassessed
131-0544	House, 3409 Galberry	Unassessed
131-0545	House, 3553 Galberry Rd	Unassessed
131-0546	House, 2917 Yadkin	Unassessed
131-0547	Farmhouse, end of Bass Lane	Unassessed
131-0808	Gilmerton Bridge #1890, Rt. 13, S. branch - Elizabeth River	Unassessed
131-5034	Hollowell House	Unassessed
131-5035	Warehouse (depot?), 1708 Shell Rd	Unassessed
131-5036	House, 1604 Shell Rd	Unassessed
131-5316	Bridge #1808, Rt. 13 spanning Rt. 460 and N&S RR	Determined Not Eligible
131-5325	Sunray Agricultural Rural Historic District (Sunray Village)	Unassessed
131-5325-0010	House, 301 Compaz Road	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
131-5325-0011	House, 304 Compaz Road	Unassessed
131-5325-0012	House, 305 Compaz Road	Unassessed
131-5325-0013	House, 312 Compaz Road	Unassessed
131-5325-0014	House, 316 Compaz Road	Unassessed
131-5325-0015	House, 317 Compaz Road	Unassessed
131-5325-0016	House, 328 Compaz Road	Unassessed
131-5325-0017	House, 329 Compaz Road	Unassessed
131-5325-0018	House, 333 Compaz Road	Unassessed
131-5325-0019	House, 337 Compaz Road	Unassessed
131-5325-0020	House, 340 Compaz Road	Unassessed
131-5325-0021	House, 341 Compaz Road	Unassessed
131-5325-0022	House, 344 Compaz Road	Unassessed
131-5325-0023	House, 345 Compaz Road	Unassessed
131-5325-0063#	House	Recommended Not Eligible
131-5325-0066	House, 4633 Peach Road	Unassessed
131-5325-0067	House, 4716 Peach Road	Unassessed
131-5325-0068	House, 4724 Peach Road	Unassessed
131-5325-0085	Garage, 4821 Sondej Road	Unassessed
131-5325-0086	House, 4833 Sondej Road	Unassessed
131-5325-0125	House, 4733 Sunray Avenue	Unassessed
131-5325-0130	4745 Sunray Avenue	Unassessed
131-5325-0131	House, 4749 Sunray Avenue	Unassessed
131-5325-0133	House, 4757 Sunray Avenue	Unassessed
131-5325-0134	House, 4800 Sunray Avenue	Unassessed
131-5325-0135	House, 4801 Sunray Avenue	Unassessed
131-5325-0136	House, 4809 Sunray Avenue	Unassessed
131-5325-0137	House, 4812 Sunray Avenue	Unassessed
131-5325-0138	House, 4821 Sunray Avenue	Unassessed
131-5325-0139	House, 4825 Sunray Avenue	Unassessed
131-5325-0140	House, 4832 Sunray Avenue	Unassessed
131-5325-0141	House, 4833 Sunray Avenue	Unassessed
131-5325-0142	House, 4840 Sunray Avenue	Unassessed
131-5325-0143	House, 4841 Sunray Avenue	Unassessed
131-5325-0144	House, 4848 Sunray Avenue	Unassessed
131-5325-0145	House, 4849 Sunray Avenue	Unassessed
131-5325-0146	House, 4853 Sunray Avenue	Unassessed
131-5325-0147	House, 4861 Sunray Avenue	Unassessed
131-5325-0148	House, 301 Truitt Road	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
131-5325-0149	House, 341 Truitt Road	Unassessed
131-5325-0150	House, 401 Truitt Road	Unassessed
131-5325-0151	House, 420 Truitt Road	Unassessed
131-5325-0152	House, 421 Truitt Road	Unassessed
131-5325-0153	House, 428 Truitt Road	Unassessed
131-5325-0154	House, 433 Truitt Road	Unassessed
131-5325-0155	House, 436 Truitt Road	Unassessed
131-5325-0156	House, 440 Truitt Road	Unassessed
131-5325-0157	House, 500 Truitt Road	Unassessed
131-5325-0158	House, 501 Truitt Road	Unassessed
131-5325-0159	House, 508 Truitt Road	Unassessed
131-5325-0160	House, 509 Truitt Road	Unassessed
131-5325-0161	Duplex, 513-515 Truitt Road	Unassessed
131-5325-0162	House, 520 Truitt Road	Unassessed
131-5325-0168	House, 4705 Peach Road	Unassessed
131-5355	Sears Kit House, 612 Happy Acres Rd	Unassessed
131-5382	House, 1201 Richmond Avenue	Unassessed
131-5480	House, 3577 Galberry Rd	Unassessed
131-5481	House, 3561 Galberry Rd	Unassessed
131-5482	House, 3525 Galberry Rd	Unassessed
131-5483	House, 3509 Galberry Rd	Unassessed
131-5484	House, 3496 Galberry Rd	Unassessed
131-5486	House, 3484 Galberry Rd	Unassessed
131-5487	House, 3472 Galberry Rd	Unassessed
131-5488	House, 3456 Galberry Rd	Unassessed
131-5489	House, 3464 Galberry Rd	Unassessed
131-5490	House, 3368 Galberry Rd	Unassessed
131-5491	House, 3318 Galberry Rd	Unassessed
131-5492	House, 513 Happy Acres Rd	Unassessed
131-5493	House, 608 Happy Acres Rd	Unassessed
131-5494	First Care, PC Deep Creek, 616 Happy Acres Rd	Unassessed
131-5495	House, 2809 Flag Rd	Unassessed
131-5496	House, 2817 Flag Rd	Unassessed
131-5497	House, 2821 Flag Rd	Unassessed
131-5498	House, 2825 Flag Rd	Unassessed
131-5499	House, 2829 Flag Rd	Unassessed
131-5500	House, 2833 Flag Rd	Unassessed
131-5501	House, 2841 Flag Rd	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
131-5502	House, 2845 Flag Rd	Unassessed
131-5503	House, 2888 Flag Rd	Unassessed
131-5504	House, 2884 Flag Rd	Unassessed
131-5505	House, 2848 Forehand Drive	Unassessed
131-5506	House, 2829 Forehand Drive	Unassessed
131-5507	House, 2825 Forehand Drive	Unassessed
131-5508	House, 2821 Forehand Drive	Unassessed
131-5513	House, 2708 Bywood Ave	Unassessed
131-5514	House, 2712 Bywood Ave	Unassessed
131-5515	House, 2716 Bywood Ave	Unassessed
131-5516	House, 2720 Bywood Ave	Unassessed
131-5517	House, 2721 Bywood Ave	Unassessed
131-5520	House, 2717 Bywood Ave	Unassessed
131-5524	House, 521 Gerrey Drive	Unassessed
131-5525	House, 525 Gerrey Drive	Unassessed
131-5526	House, 520 Gerrey Drive	Unassessed
131-5534	House, 2700 Garnes Ave	Unassessed
131-5535	House, 2704 Garnes Ave	Unassessed
131-5536	House, 2708 Garnes Ave	Unassessed
131-5537	House, 2712 Garnes Ave	Unassessed
131-5538	House, 2716 Garnes Ave	Unassessed
131-5539	House, 2720 Garnes Ave	Unassessed
131-5540	House, 2724 Garnes Ave	Unassessed
131-5541	House, 2728 Garnes Ave	Unassessed
131-5542	House, 2721 Garnes Ave	Unassessed
131-5543	House, 2717 Garnes Ave	Unassessed
131-5544	House, 2713 Garnes Ave	Unassessed
131-5545	House, 2713 Garnes Ave	Unassessed
131-5546	House, 2705 Garnes Ave	Unassessed
131-5547	House, 2701 Garnes Ave	Unassessed
131-5548	House, 601 Bond Ave	Unassessed
131-5549	House, 605 Bond Ave	Unassessed
131-5550	House, 609 Bond Ave	Unassessed
131-5551	House, 2637 Fenway Ave	Unassessed
131-5553	Deep Creek Middle School (Fmr. High School), 1955 Deal Drive	Unassessed
131-5555	House, 3344 Galberry Rd	Unassessed
131-5556	House, 2741 Fenway Ave	Unassessed
131-5557	House, 2737 Fenway Ave	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
131-5558	House, 2733 Fenway Ave	Unassessed
131-5559	House, 2729 Fenway Ave	Unassessed
131-5560	House, 2725 Fenway Ave	Unassessed
131-5561	House, 2721 Fenway Ave	Unassessed
131-5562	House, 2717 Fenway Ave	Unassessed
131-5563	House, 2713 Fenway Ave	Unassessed
131-5564	House, 2709 Fenway Ave	Unassessed
131-5565	House, 2705 Fenway Ave	Unassessed
131-5566	House, 2708 Fenway Ave	Unassessed
131-5567	House, 2712 Fenway Ave	Unassessed
131-5568	House, 2716 Fenway Ave	Unassessed
131-5569	House, 2720 Fenway Ave	Unassessed
131-5570	House, 2724 Fenway Ave	Unassessed
131-5571	House, 2728 Fenway Ave	Unassessed
131-5572	House, 2732 Fenway Ave	Unassessed
131-5573	House, 2736 Fenway Ave	Unassessed
131-5574	House, 2740 Fenway Ave	Unassessed
131-5575	House, 2744 Fenway Ave	Unassessed
131-5576	House, 2725 Fenway Ave	Unassessed
131-5577	House, 2756 Fenway Ave	Unassessed
131-5578	Sweet Potato House (House, 768 Shell Rd)	Unassessed
131-5579	House, 768 Shell Rd	Unassessed
131-5580	House, 533 Windwood Drive	Unassessed
131-5581	House, 101 Tuttle St	Unassessed
131-5582	House, 2308 Firman St	Unassessed
131-5583	House, 2304 Firman St	Unassessed
131-5584	House, 100 Southway St	Unassessed
131-5585	House, 800 Shell Rd	Unassessed
131-5586	House, 805 Shell Rd	Unassessed
131-5587	House, 201 Jarvis Rd	Unassessed
131-5588	House, 200 Gruen St	Unassessed
131-5612	Johnson Family Cemetery, off of Annabranth Trace	Unassessed
131-5614	Hampton Roads Executive Airport	Unassessed
131-5740#	House	Recommended Not Eligible
131-5741#	House	Recommended Not Eligible
131-5742#	House	Recommended Not Eligible
131-5842#	House	Recommended Not Eligible
131-5843#	House	Recommended Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
131-5844#	House	Recommended Not Eligible
131-5845#	House	Recommended Not Eligible
131-5846#	Veterinary Hospital	Recommended Not Eligible
131-5847#	House	Recommended Not Eligible
131-5848#	House	Recommended Not Eligible
131-5849#	House	Recommended Not Eligible
131-5850#	House	Recommended Not Eligible
131-5851#	House	Recommended Not Eligible
131-5852#	House	Recommended Not Eligible
131-5853#	House	Recommended Not Eligible
131-5854#	House	Recommended Not Eligible
131-5855#	House	Recommended Not Eligible
131-5856#	House	Recommended Not Eligible
131-5857#	House	Recommended Not Eligible
131-5858#	House	Recommended Not Eligible
131-5859#	House	Recommended Not Eligible
131-5860#	House	Recommended Not Eligible
131-5861#	House	Recommended Not Eligible
131-5862#	House	Recommended Not Eligible
131-5863#	House	Recommended Not Eligible
131-5864#	Faith Tab Apostolic Holiness Church	Recommended Not Eligible
131-5865#	House	Recommended Not Eligible
<i>Cumberland County</i>		
024-0170	House, Raines Tavern Rd	Unassessed
024-0171	House, Raines Tavern Rd	Unassessed
024-0173	Farm, Raines Tavern Rd	Unassessed
024-0174	House, Raines Tavern Rd	Unassessed
024-0175	John Lancaster House, 556 Raines Tavern Rd (Oertel House)	Determined Not Eligible
024-0179	House, 1107 Plank Rd	Unassessed
024-0180	House, Plank Rd	Unassessed
024-0181	Sharon Baptist Cemetery	Unassessed
024-0311	High Bridge Farm	Unassessed
024-0318	House, Rt. 653	Unassessed
024-0384	St. Pauls School	Unassessed
024-0385	Barber Shop, Rt. 45	Unassessed
024-0386	House, Rt. 45	Unassessed
024-0391	Stoddert School	Unassessed
024-0416#	High Bridge Battlefield	Determined Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
024-5006#	Cumberland Church Battlefield	Determined Eligible
024-5026	Blanton House, 572 Raines Tavern Rd	Determined Not Eligible
024-5104#	Farm	Recommended Not Eligible
024-5105#	House	Recommended Not Eligible
024-5109#	Farm	Recommended Not Eligible
123-0084	Appomattox River Navigations (Upper Appomattox Canal), segment crossing Project area on Cumberland/Prince Edward County Line	Determined Eligible
<i>Dinwiddie County</i>		
026-0007#	Harper House	Determined Eligible
026-0029	Darvills House	Unassessed
026-0037	Bailey-Thomas House	Unassessed
026-0059	Glenwood House	Unassessed
026-5212#	Farm	Recommended Not Eligible
026-5213#	House	Recommended Not Eligible
026-5214#	House	Recommended Not Eligible
026-5215#	House	Recommended Not Eligible
026-5216#	Commercial Building	Recommended Not Eligible
026-5217#	Abandoned House	Recommended Not Eligible
026-5218#	Bridge	Recommended Not Eligible
026-5219#	Abandoned House	Recommended Not Eligible
026-5220#	House and Barn	Recommended Not Eligible
026-5221#	Abandoned House	Recommended Not Eligible
026-5222#	Houses	Unassessed
<i>Greensville County</i>		
040-5014	Round Hill Church (Rock Hill Methodist Church)	Unassessed
040-5048#	House, 429 Radium Road	Recommended Not Eligible
040-5058#	House, Radium Road	Recommended Not Eligible
040-5062#	House	Recommended Not Eligible
040-5063#	Farm	Recommended Not Eligible
040-5064#	House	Recommended Not Eligible
040-5065#	House	Recommended Not Eligible
040-5066#	House	Recommended Not Eligible
040-5068#	House	Recommended Not Eligible
040-5069#	House	Recommended Not Eligible
040-5070#	Abandoned House	Recommended Not Eligible
040-5071#	House	Recommended Not Eligible
<i>Highland County</i>		
045-0007*	Wade, Sidney, House (Historic)	Determined Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
045-0055*	Bird, George Anson, House (Historic), Bird, George Campbell, House (Current)	Unassessed
045-0120^*#	McDowell Battlefield (Current Name), Sitlington's Hill (Historic)	Determined Eligible
045-5013*	Bridge #1033 (Current)	Determined Not Eligible
045-5014*	Bridge #1005 (Current)	Determined Not Eligible
045-5015*	Bridge #1007 (Current)	Determined Not Eligible
045-5016*	Bridge #1008 (Current)	Determined Not Eligible
045-5017*	Bridge #1006 (Current)	Determined Not Eligible
<i>Nelson County</i>		
062-0005	Elk Hill House	Unassessed
062-0006	Glenthorn	Determined Eligible
062-0023	Midway Mill	Unassessed
062-0031#	Wintergreen House	Determined Not Eligible
062-0092#	Simpson House	Unassessed
062-0117#	Harris/Slaughter's/Wintergreen Country Store	NRHP Listed
062-0133	N&S Railroad Bridge spanning Rt. 641	Unassessed
062-0452	James River Wildlife Management Area	Unassessed
062-5020	Elk Hill Baptist Church	Unassessed
062-5041	Grape Lawn House	Unassessed
062-5090#	Bridge #1030, Rt. 151, S. Fork - Rockfish River	Determined Not Eligible
062-5119#*	South Rockfish Valley Rural Historic District	NRHP Listed
062-5119-0032#	Farm	Recommended Not Eligible
062-5119-0113#	Farm	Unassessed
062-5121#	Red Apple Orchards	Determined Potentially Eligible
062-5160#*	Warminster Rural Historic District	Determined Eligible
062-5161#	House	Recommended Not Eligible
062-5164#	House	Recommended Not Eligible
062-5180#*	Chesapeake and Ohio Railroad	Determined Potentially Eligible
<i>Nottoway County</i>		
004-5013#	Sayler's Creek Battlefield (Nottoway County Component)	Determined Eligible
067-0018	Aspen Hall	Determined Eligible
067-0031	Mountain Hall Farm	Unassessed
067-0036	Old Homestead	Determined Eligible
067-0089	House, Rt. 669	Unassessed
067-0090	House, Rt. 669	Unassessed
067-0096	House, Rt. 628	Unassessed
067-0097	House, Rt. 628	Unassessed

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
067-0098	House, Rt. 628	Unassessed
067-0110	Fort Pickett Historic District	Determined Not Eligible
067-0111	House, Rt. 631 & 619	Unassessed
067-0112	Bridge, Rt. 631, West Creek	Unassessed
067-0113	Jennings Ordinary Hunt Club	Unassessed
067-0122	M.D. Ritchie House	Unassessed
067-0124	Tenant House, Rt. 618	Unassessed
067-0125	J.T. Rice House	Unassessed
067-0126	Turkey Island Farms	Unassessed
067-0186#	Bright Shadows	Recommended Not Eligible
067-0207	Wellville Stationmasters House	Unassessed
067-0231	Store/Gas station, Rt. 618	Determined Eligible
067-0232	House, Rt. 618	Determined Not Eligible
067-0233	House, Rt. 618	Unassessed
067-0236	House, Rt. 618	Determined Not Eligible
067-5041#	House	Recommended Not Eligible
067-5042#	House	Recommended Not Eligible
067-5043#	Abandoned House	Recommended Not Eligible
067-5044#	House	Recommended Not Eligible
067-5045#	Mount Pocket Farm	Recommended Not Eligible
067-5046#	House	Recommended Not Eligible
067-5047#	House	Recommended Not Eligible
067-5049#	House	Recommended Not Eligible
067-5050#	House	Recommended Not Eligible
067-5051#	House	Recommended Not Eligible
<i>Prince Edward County</i>		
073-5014#	Rice's Station Battlefield	Determined Eligible
073-5088	Simpson Tract, Sailor's Creek Battlefield	Unassessed
073-5092#	Abandoned House	Recommended Not Eligible
<i>Southampton County</i>		
087-0092#	Thomaston (General George Thomas House)	Determined Eligible
087-0105	Moor House	Unassessed
087-5330	Farm, 27405 Smith Ferry Road	Unassessed
087-5395	Cedar View House	Unassessed
087-5404	House, 23412 E. Railroad Av	Unassessed
087-5505#	Rosewell Dairy, 31118 Meherrin Rd	Determined Eligible
087-5601#	Farm	Recommended Not Eligible
087-5602#	House	Recommended Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
087-5603#	House	Recommended Not Eligible
087-5605#	House	Recommended Not Eligible
087-5606#	House	Recommended Not Eligible
087-5607#	House	Recommended Not Eligible
087-5608#	House	Recommended Not Eligible
087-5609#	Galilee Baptist Church and Cemetery	Recommended Not Eligible
087-5610#	House	Unassessed
087-5611#	House	Recommended Not Eligible
087-5612#	House	Recommended Not Eligible
087-5613#	House	Unassessed
087-5614#	Farm	Recommended Not Eligible
087-5615#	Birdsong Peanuts	Recommended Not Eligible
087-5616#	House	Recommended Not Eligible
087-5617#	House	Recommended Not Eligible
087-5618#	Farm	Unassessed
087-5619#	Ruins	Recommended Not Eligible
270-5014	Newsoms School For Blacks, 22389 Thomaston Rd, Southampton County	Unassessed
<i>Suffolk City</i>		
133-0016	Waters Family Cemetery	Determined Not Eligible
133-0025#	Mintonville	Determined Not Eligible
133-0038	South Quay Town	Unassessed
133-0073	Dr. Barnes House	Unassessed
133-0101	Rountree Farm	Determined Eligible
133-0102	Pruden Farm	Unassessed
133-0105#	E.P. Bradshaw Log Corn crib	Unassessed
133-0106	A.E. Norfleet House	Unassessed
133-0207	House, Godwin Boulevard, near Red Top	Unassessed
133-0208	Newby House	Unassessed
133-0209#*	House	Recommended Not Eligible
133-0210	Joiner Farm, 4200 Matoake Road	Unassessed
133-0215*	Wright House	Unassessed
133-0217	Sessoms House	Unassessed
133-0221	Tenant House of 2395 Nansemond Parkway	Unassessed
133-0232	Weaver Farm	Unassessed
133-0233#	Eley Farm	Recommended Not Eligible
133-0235	Gardner Place	Unassessed
133-0337	House, 10469 S. Quay Road	Unassessed
133-0338	Johnson-Williams House	Determined Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
133-0387	House, 6755 S. Quay Road	Unassessed
133-0388	House, 6753 S. Quay Road	Unassessed
133-0389	House, 6751 S. Quay Road	Unassessed
133-0390	House, 6749 S. Quay Road	Unassessed
133-0391	House, 6745 S. Quay Road	Unassessed
133-0392	Holland School for White Students, 6741 S. Quay Rd	Unassessed
133-0471	S. Quay Drawbridge #1966, Rt 189 spanning Blackwater River	Determined Not Eligible
133-0691	Holland Historic District	Unassessed
133-0739	House, 6797 Holy Neck Road	Unassessed
133-5039#*	Suffolk II Battlefield (Hill's Point Battlefield)	Determined Eligible
133-5052	House, 396 Rt. 771	Determined Not Eligible
133-5192#*	Hampton Roads Beagle Club, 4501 Pruden Blvd. (Rt. 460)	Determined Not Eligible
133-5193	House, 4329 Pruden Blvd. (Rt. 460)	Determined Not Eligible
133-5198	Rountree Farm, 5466 Old Myrtle Rd	Determined Not Eligible
133-5199	House, East side of Old Myrtle Road	Determined Not Eligible
133-5254	Archer Family Cemetery	Determined Not Eligible
133-5262	House, Archer's Mill Road	Unassessed
133-5263	House, 3216 Archer's Mill Road	Unassessed
133-5264	House, 3212 Archer's Mill Road	Unassessed
133-5265	House, Intersection of Kings Fork Road and Little Creek Road	Unassessed
133-5266	House, 3600 Little Creek Road	Unassessed
133-5267	House, 3857 Indian Trail	Unassessed
133-5391	Suffolk I Battlefield (Norfleet House Battery)	Determined Eligible
133-5444	House, 4441 Pruden Boulevard	Recommended Not Eligible
133-5469#	Darden House	Unassessed
133-5473#	House	Recommended Not Eligible
133-5477#	House	Recommended Not Eligible
133-5478#	House	Recommended Not Eligible
133-5480#	House	Recommended Not Eligible
133-5481#*	House	Recommended Not Eligible
133-5482#	House	Unassessed
133-5483#	Farm	Recommended Not Eligible
133-5484#	Farm	Recommended Not Eligible
133-5485#	House	Recommended Not Eligible
133-5486#	House	Recommended Not Eligible
133-5487#	House	Recommended Not Eligible
133-5488#	House	Recommended Not Eligible
133-5489#	House	Recommended Not Eligible

TABLE 1		
Previously Recorded Historic Resources within 0.5 Miles of Project		
VDHR Number	Property Description	NRHP Status
133-5490#	House	Recommended Not Eligible
133-5491#	House	Recommended Not Eligible
133-5492#	House	Unassessed
133-5493#	House	Recommended Not Eligible
133-5494#	House	Recommended Not Eligible
133-5495#	Farm	Recommended Not Eligible
133-5496#	House	Recommended Not Eligible
133-5497#	Farm	Recommended Not Eligible
133-5498#	House	Unassessed
133-5499#	House	Unassessed
133-5500#	House	Recommended Not Eligible
133-5547#	House	Recommended Not Eligible
133-5548#	House	Recommended Not Eligible
133-5549#	House	Recommended Not Eligible
133-5550#	House	Recommended Not Eligible
133-5551#	House	Recommended Not Eligible
133-5552#	House	Recommended Not Eligible
133-5553#	House	Recommended Not Eligible
133-5554#	Ruins	Recommended Not Eligible
133-5555#	Abandoned House	Recommended Not Eligible
133-5556#	Farm	Recommended Not Eligible
133-5557#	House	Recommended Not Eligible
133-5558#	House	Recommended Not Eligible
133-5559#*	Cemetery	Recommended Not Eligible
133-5560#*	House	Recommended Not Eligible
133-5561#	House	Recommended Not Eligible
133-5562#	House	Recommended Not Eligible
133-5563#*	House	Recommended Not Eligible
133-5564#	House	Recommended Not Eligible
133-5565#	House	Recommended Not Eligible
133-5566#	House	Recommended Not Eligible
133-5567#	House	Recommended Not Eligible
091-5098^#*	Norfolk & Western Railway, portion that crosses Project area in Suffolk City	Determined Eligible

Note: shaded entries indicate extant resources that are located in the Project's APE.

^ indicates resources that are located in more than one county
indicates resources surveyed by Dovetail for the current Project
* indicates resources resurveyed by ERM

NEW SURVEY FINDINGS

A total of 73 resources were surveyed during the current field effort (Table 2). They do not represent the full complement of resources in the APE associated with the Project segments covered in this report. The remainder of the APE will be surveyed from public rights-of-ways in a subsequent mobilization. Of the resources surveyed, nine are recommended eligible for the NRHP, and one resource is listed on the NRHP. ERM recommends that there will be no adverse effects to these resources. Details on the resources can be found below.

The referenced photos and sketch maps for each resource can be found in Appendix B.

TABLE 2				
Summary of Resources in the APE				
Resource	Map Location	Description	NRHP Recommendation	Project Effects
<i>Augusta County</i>				
045-0120^*#	Appendix A, Sheet 9	McDowell battlefield	Eligible	No adverse effect
007-0103*	Appendix A, Sheet 8	Revercomb House, ca. 1850	Eligible	No adverse effect
007-0445*	Appendix A, Sheet 9	West Augusta Cemetery	Ineligible	N/A
007-0455*	Appendix A, Sheet 8	Side gable dwelling, ca. 1875	Ineligible	N/A
007-0457*	Appendix A, Sheet 9	Georgian dwelling, ca. 1840	Ineligible	N/A
007-0480*	Appendix A, Sheet 8	Farm complex, ca. 1900	Eligible	No adverse effect
007-5596#	Appendix A, Sheet 11	Side gable dwelling, ca. 1955	Ineligible	N/A
007-5681	Appendix A, Sheet 9	I-house dwelling, ca. 1900	Ineligible	N/A
007-5682	Appendix A, Sheet 7	Farm complex, ca. 1910-1960	Ineligible	N/A
007-5683	Appendix A, Sheet 7	American Small House, ca. 1955	Ineligible	N/A
007-5684	Appendix A, Sheet 8	Vernacular cottage dwelling, ca. 1930	Ineligible	N/A
007-5685	Appendix A, Sheet 7	Side gable dwelling, ca. 1945	Ineligible	N/A
007-5686	Appendix A, Sheet 8	Side gable dwelling, ca. 1955	Ineligible	N/A
007-5687	Appendix A, Sheet 8	Ranch house, ca. 1965	Ineligible	N/A
007-5688	Appendix A, Sheet 8	Side gable dwelling, ca. 1955	Ineligible	N/A
007-5689	Appendix A, Sheet 9	Saltbox dwelling, ca. 1905	Eligible	No adverse effect
007-5690	Appendix A, Sheet 9	Modern dwelling, ca. 1985 and historic outbuilding, ca. 1960	Ineligible	N/A
007-5691	Appendix A, Sheet 9	Bungalow dwelling, ca. 1910	Ineligible	N/A
007-5692	Appendix A, Sheet 11	I-House variation, ca. 1900	Ineligible	N/A
007-5693	Appendix A, Sheet 11	Side gable dwelling, ca. 1920	Ineligible	N/A
007-5694	Appendix A, Sheet 9	Side gable dwelling, ca. 1950	Ineligible	N/A
007-5695	Appendix A, Sheet 9	I-House, ca. 1900	Ineligible	N/A
007-5696	Appendix A, Sheet 9	Side gable dwelling, ca. 1940-1960	Ineligible	N/A
007-5697	Appendix A, Sheet 9	Ranch house, ca. 1960-1970	Ineligible	N/A
007-5698	Appendix A, Sheet 12	Barn, ca. 1960	Ineligible	N/A

TABLE 2				
Summary of Resources in the APE				
Resource	Map Location	Description	NRHP Recommendation	Project Effects
007-5699	Appendix A, Sheet 9	I-House, ca. 1880	Ineligible	N/A
<i>Bath County</i>				
008-5053	Appendix A, Sheet 4	Craftsman Bungalow, ca. 1930	Eligible	No adverse effect
008-5054	Appendix A, Sheet 5	Shed, ca. 1940	Ineligible	N/A
008-5055	Appendix A, Sheet 5	Side gable dwelling, ca. 1965	Ineligible	N/A
008-5056	Appendix A, Sheet 5	Central hall dwelling, ca. 1920s	Ineligible	N/A
008-5058	Appendix A, Sheet 5	Side gable dwelling, ca. 1965	Ineligible	N/A
008-5059	Appendix A, Sheet 5	Side gable dwelling, ca. 1925	Ineligible	N/A
008-5060	Appendix A, Sheet 5	Ranch house, ca. 1965	Ineligible	N/A
008-5061	Appendix A, Sheet 5	Gabled T dwelling, ca. 1900	Ineligible	N/A
008-5062	Appendix A, Sheet 7	Side gable dwelling, ca. 1965	Ineligible	N/A
008-5063	Appendix A, Sheet 7	Side gable dwelling, ca. 1940	Ineligible	N/A
<i>Dinwiddie County</i>				
026-5226	Appendix A, Sheet 17	I-House, ca. 1900	Ineligible	N/A
<i>Highland County</i>				
045-0007*	Appendix A, Sheet 1	Sidney Wade House, 1826	Ineligible	N/A
045-0055*	Appendix A, Sheet 2	Georgie Anson Bird House, ca. 1890	Ineligible	N/A
045-5013*	Appendix A, Sheet 2	Beam bridge 1003, 1930	Ineligible	N/A
045-5014*	Appendix A, Sheet 2	Beam bridge 1005, 1930	Ineligible	N/A
045-5015*	Appendix A, Sheet 1	Beam bridge 1007, 1929	Ineligible	N/A
045-5016*	Appendix A, Sheet 1	Beam bridge, 1008, 1929	Ineligible	N/A
045-5017*	Appendix A, Sheet 1	Beam bridge 1006, 1929	Ineligible	N/A
045-5079	Appendix A, Sheet 1	Farm buildings, early to mid 20 th cent.	Ineligible	N/A
045-5080	Appendix A, Sheet 1	Side gable dwelling, ca. 1950	Ineligible	N/A
045-5081	Appendix A, Sheet 1	Side gable dwelling, 1842	Ineligible	N/A
045-5082	Appendix A, Sheet 2	Side gable dwelling, ca. 1950	Ineligible	N/A
045-5083	Appendix A, Sheet 2	Side gable commercial, ca. 1940	Ineligible	N/A
045-5084	Appendix A, Sheet 1	Barns, ca. 1965	Ineligible	N/A
045-5086	Appendix A, Sheet 2	Side gable dwelling, ca. 1910	Ineligible	N/A
<i>Nelson County</i>				
062-5119#*	Appendix A, Sheet 13	South Rockfish Valley Rural Historic District	Listed, 2016	No adverse effect
062-5160#	Appendix A, Sheet 15	Warminster Rural Historic District	Eligible	No adverse effect
062-5180#	Appendix A, Sheet 15	Chesapeake and Ohio Railroad	Eligible	No adverse effect
062-5221	Appendix A, Sheet 14	Log Cabin, ca. 1900	Ineligible	N/A
062-5222	Appendix A, Sheet 14	I-House, ca. 1965	Ineligible	N/A

TABLE 2				
Summary of Resources in the APE				
Resource	Map Location	Description	NRHP Recommendation	Project Effects
<i>City of Suffolk</i>				
133-0209#*	Appendix A, Sheet 22	I-house, ca. 1890	Ineligible	N/A
133-0215*	Appendix A, Sheet 22	Wright House, 1788	Ineligible	N/A
133-5039#*	Appendix A, Sheet 19	Siege of Suffolk	Eligible	No adverse effect
091-5098*	Appendix A, Sheet 21	Norfolk and Petersburg Railroad, 1851	Eligible	No adverse effect
133-5192#*	Appendix A, Sheet 21	Hampton Roads Beagle Club, ca. 1950	Ineligible	N/A
133-5444*	Appendix A, Sheet 21	Bungalow dwelling, 1950	Ineligible	N/A
133-5481#	Appendix A, Sheet 19	Holland Cemetery, 1867	Ineligible	N/A
133-5558	Appendix A, Sheet 21	Side gable vernacular, 1945	Ineligible	N/A
133-5560	Appendix A, Sheet 21	Ranch house, 1961	Ineligible	N/A
133-5563	Appendix A, Sheet 21	American Small house, ca. 1950	Ineligible	N/A
133-5566	Appendix A, Sheet 20	Cape Cod Revival dwelling, ca. 1960	Ineligible	N/A
133-5571	Appendix A, Sheet 21	Side gable dwelling, 1960	Ineligible	N/A
133-5572	Appendix A, Sheet 21	Outbuilding, ca. 1965	Ineligible	N/A
133-5573	Appendix A, Sheet 22	Minimal Traditional dwelling, ca. 1950	Ineligible	N/A
133-5574	Appendix A, Sheet 22	Tudor Revival dwelling, ca. 1947	Ineligible	N/A
133-5575	Appendix A, Sheet 22	Classical Revival dwelling, ca. 1913	Ineligible	N/A
133-5578	Appendix A, Sheet 22	I-House, ca. 1890	Ineligible	N/A
^ indicates resources that are located in more than one county				
# indicates resources surveyed by Dovetail, resurveyed and reassessed by ERM in 2016				
* indicates resources recorded prior to survey work by Dovetail, resurveyed and reassessed by ERM in 2016				

Augusta County

Twenty-six resources were recorded in Augusta County, including the McDowell Battlefield, 045-0120, which is in both Augusta and Highland counties, but which is intersected by the Project in Augusta County. Resources include dwellings, farm complexes, a battlefield, and a cemetery. Seven of the resources were revisited by ERM in the current survey effort, and 19 resources are newly recorded. Four Augusta County resources, including the McDowell battlefield (045-0120) and three dwellings (007-0103, 007-0480, and 007-5689) are recommended eligible for the NRHP; however, the Project will have no adverse effect on any of these resources.

045-0120

The McDowell battlefield area is centered east of McDowell, between Bull Pasture River and Sitlington's Hill in Highland and Augusta counties, Virginia (Appendix A, Sheet 9). Approximately 7,440 acres are included in the American Battlefield Protection Program (ABPP) study area, which covers large sections of U.S. Route 250 and the areas surrounding the town of McDowell. The proposed Project crosses both the ABPP study area and proposed National

Register boundary the end of the southeast battlefield approach corridor at Ramseys Draft in Augusta County at West Augusta Road/Route 716, west of Deerfield Valley Road/Route 629. The valley is used as farmland with widely-spaced farm buildings, board fencing along the road, pasture covering the relatively level bottomland on the southwest side of the road, woods on the northeast side, and a large cornfield to the southeast, outside the battlefield area (Appendix B, Figure 1).

NRHP Assessment: According to V-CRIS, 045-0120, McDowell Battlefield is recommended eligible for the NRHP under Criterion A because as part of Stonewall Jackson's Valley Campaign in the Civil War, the battle made a significant contribution to broad patterns in history. It is also eligible under Criterion B because of its association with Stonewall Jackson. Recognizing the few modern intrusions and limited development in the area, the documentation of the battlefield noted that the landscape has excellent integrity, conveying the feeling of the 1862 battle that occurred in this location. Therefore, it may be eligible under Criterion C, as well. The study area was determined eligible for the NRHP in 2015.

Assessment of Effects: The proposed Project will have a minimal effect on the resource, as it crosses a peripheral location (albeit included in the proposed National Register boundary) for a distance of less than 0.25 miles (Figure 2). Visual effects will be limited to the tree cut within the resource boundary on the northeast side of the road, and across the pasture to the southwest, outside the boundary of the battlefield. Those tree cuts will be visible from only a limited number of vantage points within the battlefield boundary. In the context of the overall resource, these effects are not considered to be significant enough to impair the qualities that make the resource eligible for the NRHP.

007-0103

This farm complex is located at 3157 Deerfield Valley Road, approximately 0.2 miles southeast of the proposed Project (Appendix A, Sheet 8). Situated on relatively level bottom land, the complex includes a residence within a maintained, landscaped yard and outbuildings within a fenced yard. Entry to the yard is through a gate along a pathway bordered by hedges. Adjacent to the maintained yard are fields and farm buildings (Appendix B, Figure 2). The area surrounding the complex is rural, with more modern houses built along the road, primarily to the south of the 007-0103. The complex largely retains its pastoral setting with views to the mountains in the distance predominantly to the north and southeast.

Built in ca. 1850, the two-story, three-bay, wood frame Classical Revival Revercomb House has a hipped roof composed of standing seam metal and decorative single brackets at the cornice. There are external brick chimneys at the east and west elevations. The walls are clad in clapboard with corner-board details. The residence rests on a stone foundation, while concrete and concrete block foundations are found on additions. The primary façade (south) features a central, partial-width two-story porch with a pediment. The pediment has a recessed fanlight and a single bracket cornice resting on Doric columns. The first floor entry is through a paneled door with a door surround that includes sidelight panels and a four-light transom. The balcony also features a paneled door and door surround with sidelights and a six-light transom, and jigsaw balusters in its railing panels. The primary façade features hipped roof bay windows with single bracket cornices, six-over-six and four-over-four double-hung wood windows, under which is wood paneling. The second floor windows are six-over-six wood frame double hung windows with wood surrounds and sills. There are several additions to the residence, many of which appear to be historic. The primary historic addition to the rear (north) is a two-story

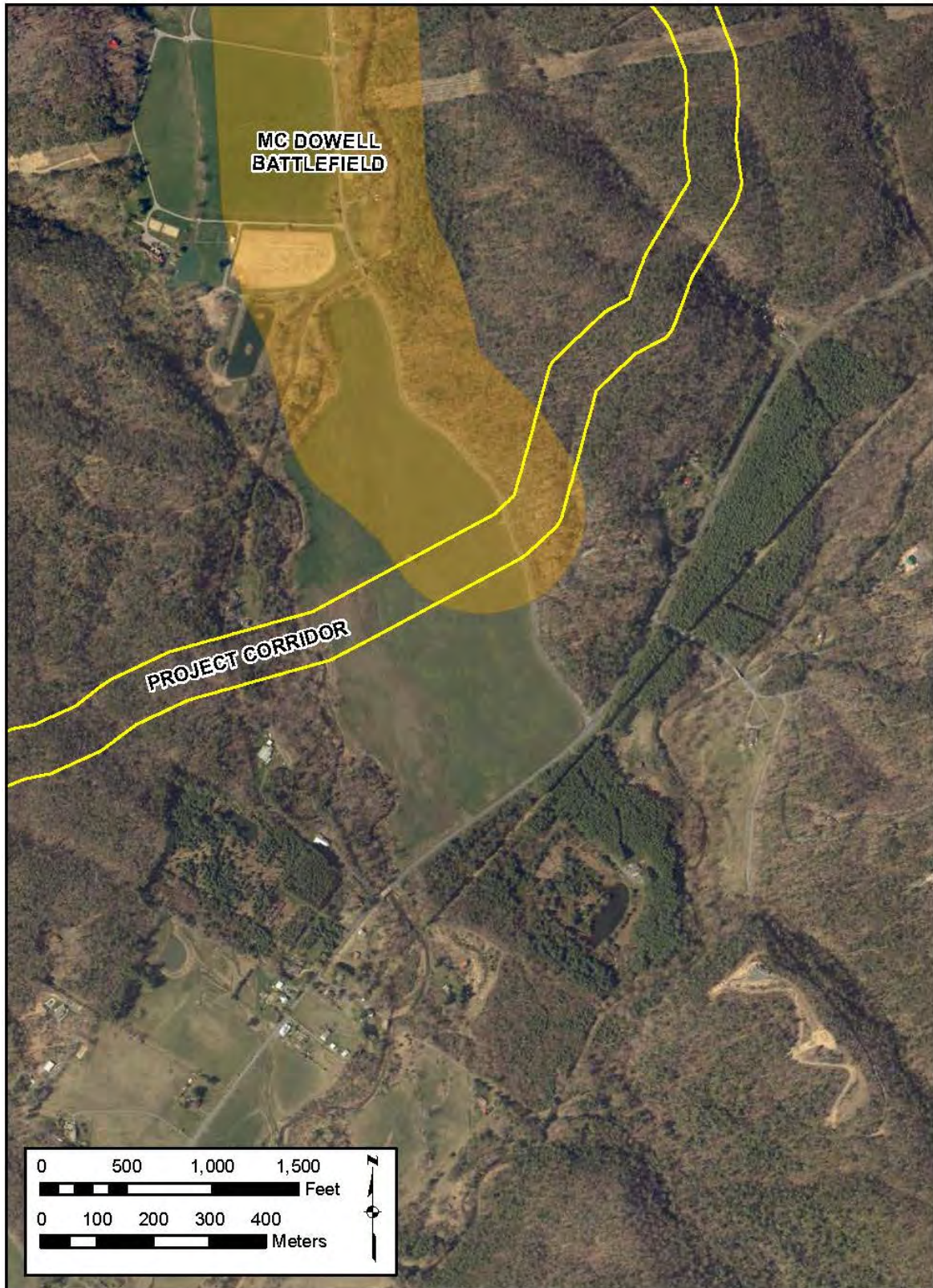


Figure 2. 045-0120 boundary in relation to the Project.

hipped roof extension, which was likely added to the main block shortly after construction. The height of this addition is lower than that of the main block, only reaching the cornice line. It features an internal brick chimney. Shed additions have been added to the length of the rear addition on both the east and west elevations. These additions appear to have been added ca. 1930. They feature two-over-two double-hung wood windows with wood surrounds on the first story and six-over-six double-hung wood windows on the second story, which were possibly reclaimed from the hipped roof addition. These additions have a concrete block foundation. Two small one-story ca. 1950 shed roof additions (likely serving as bathrooms) have been added to the corner of the main block and the ca. 1930 additions. Resting on concrete block foundations, the eastern addition has a two-over-two wood frame window while the western shed addition has a transom window. Entry into the eastern addition can be gained through a three-light wood panel door. A covered patio with a shed roof has been added to the north of the residence. The west end, resting on a concrete slab foundation, has been enclosed and has a one-over one aluminum frame window. Entry is through a modern door (Appendix B, Figures 3–5).

Within the maintained portion of the yard, there are four historic outbuildings. A ca. 1920 wood frame one-story summer kitchen has a front-gable standing seam metal roof with an internal brick chimney on the east slope. It is located in the southeast corner of the maintained yard. Resting on fieldstone piers with some replacement concrete sections, the structure is covered in clapboard siding. Fenestration includes fixed windows with three vertical and paired four-paned fixed windows. The entry in the north gable end is a replacement. A poured concrete pad off the north elevation has a cast iron water pump (Appendix B, Figure 6). Northwest of the residence is a one-story, wood frame front gable shed with a standing seam metal roof. It is covered in clapboard and board and batten siding. An original off-center board door is in the east gable end (Appendix B, Figure 7). A one-story front-gable board and batten shed is located north of the residence. The roof is composed of corrugated metal with a shed roof extending to the east and supported by posts. Entry is gained through vertical board door (Appendix B, Figure 8). Located northeast of the residence is a one-story wood frame building. The front gable building has a standing seam metal roof and the walls are composed of board and batten and vertical board. The south gable end extends to an open covered work space. Entry is gained through a short vertical plank door on the south gable end (Appendix B, Figure 9).

East of the residence and south across the street are associated farm buildings. A one-story side-gable wood frame workshop/storage building constructed in ca. 1960 is located on the south side of Deerfield Valley Road, southwest of the residence. The roof is composed of standing seam metal and walls are clad in diagonal board that has been covered with faux brick asphalt shingles. There is an internal concrete block chimney on the north slope. Windows consist of six-over-six double hung wood frame, and entry can be gained either through a sliding bay entry or a modern personnel door into the “shop” portion of the structure (Appendix B, Figure 10). To the west of workshop/storage building is a one-story wood frame barn. The front gable structure has a standing seam metal roof and is covered in clapboard siding. The structure rests on wood piers. It is falling into disrepair, and windows and doors are absent (Appendix B, Figure 11). West of the residence and on the north side of the road situated within a maintained area adjacent to a pasture are three barns. The first barn is a historic one-story, three-bay wood frame structure with a side gable standing seam metal roof. The walls are clad in corrugated metal and vertical board. The foundation consists of concrete. Hipped additions have been added to the barn, and there is a small gable addition on the north elevation

(Appendix B, Figures 12 and 13). A non-historic three bay one-story asymmetrical side gable equipment barn with a standing seam metal roof and metal siding is to the west of the property. A large drive-in opening is on the south gable end (Appendix B, Figure 14). Also on the property is a side-gable livestock barn with pens and an attached concrete silo with a domed roof. The barn is wood frame and pole construction with a standing seam metal roof (Appendix B, Figure 15).

NRHP Assessment: Originally recorded by Grace P. Heffelfinger in 1972, a Phase II survey was conducted by Ann McCleary in 1979. No NRHP status was given for the property by either of the previous surveyors. ERM's recommends that the resource is eligible for listing on the NRHP under Criterion C. The dwelling is a good example of Classical Revival design in an area where high style architecture is rare. Although there have been alterations, they are not on the primary façade, and do not detract from the feeling of the structure. Furthermore, most of the additions appear to be historic. The outbuildings within the maintained portion of the yard are well-kept, and a summer kitchen is unusual for this area. The agricultural support buildings and fields contribute to the resource's setting and feeling, and provide a good example of the built environment and landscape of late nineteenth and early twentieth century farms in the region. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and it is also recommended as not eligible for the NRHP under Criteria A and B.

Assessment of Effects: The proposed pipeline will have no adverse effect on this resource due to distance (0.2 miles) from the structures, and the fact that the pipeline traverses an open field where no vegetation will be removed, beyond a thin tree line along a creek. Although the proposed Project will cross an agricultural field associated with the property, its ascent on a ridge to the northwest will be screened by mature trees from the vantage point of the architectural resources that are integral to the property's eligibility for the NRHP (Figure 3). The Project will not compromise the resource's integrity of setting or feeling, as the viewshed will be largely unchanged. For these reasons, ERM recommends that no further consideration of the resource is necessary.

007-0445

The West Augusta Cemetery is located on West Augusta Road/Route 716 in Augusta County, Virginia. It is 934 feet west-northwest from the proposed Project and is located on a plateau in a hillside that slopes down to the south (Appendix A, Sheet 9). It is wooded above to the north and west with another wooded ridge to the southwest. There is an open vista to the south towards farm fields. The cemetery is enclosed with a wooden fence (Appendix B, Figure 16). West Augusta Cemetery has approximately 500 interments, between 1848 and 2016, with about 70 dating to the nineteenth century, 175 from the twentieth century, and 30 from the twenty-first century (Appendix B, Figure 17). Some of the headstones are significantly weathered and illegible, but the cemetery is in overall good condition and is well maintained. Prominent families buried here include Hamilton, Kershner, and Long.

NRHP Assessment: Originally recorded by Ann McCleary in 1978, 007-0445 was not assessed for NRHP eligibility at that time. The West Augusta Cemetery is not associated with significant events that contributed to the broad patterns of history, nor the lives of persons significant in the past, so it is not eligible for the NRHP under Criteria A or B. It also is not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of



Figure 3. 007-0103, proposed NRHP boundary and relationship to the Project.

construction, and does not represent the work of a master or possess high artistic value. Likewise, it does not meet Criteria Consideration D for Cemeteries. Therefore, ERM recommends that West Augusta Cemetery is not eligible for the National Register.

007-0455

007-0455 is located at 542 Bear Wallow Flat Road, a rural road surrounded by agricultural fields and lightly wooded properties (Appendix A, Sheet 8). One other residence (007-5688) is south along the driveway from 007-0455, but it is not visible from this resource. The proposed pipeline is 156 feet to the northwest of 007-0455. Other residences are sparsely scattered along Bear Hollow Flat Road. 007-0455 is on a level, maintained grass lawn within Deerfield Valley. Mature trees are present to the north, south, and west, and an agricultural field is to the east of the property.

Built in ca. 1875, the one-and-a-half story vernacular structure is clad in board and batten, which may be covering a log structure (Appendix B, Figure 18). The side gable roof is composed of standing seam metal and there is a large exterior stone chimney with a brick cap on the northeast elevation. Windows are replacement six-over-three recessed double hung wood sash, with casement windows in the gable ends. The primary entry is through a replacement door off a partial-width shed roof porch on the east elevation, which is supported by lumber resting on a wood deck. A secondary entrance on the west elevation is through a replacement door off a partial width porch. The shed roof is supported by lumber resting on a wood deck (Appendix B, Figure 19 and Figure 20). A replacement well house features a concrete pad, gabled metal roof, and wooden housing (Appendix B, Figure 21). The wood frame outhouse covered in board and batten with a shed roof and a cut-out moon is likely a replacement as well (Appendix B, Figure 22). Also on the property is a one-story wood shed with a front gable standing seam metal roof, and board and batten walls. The shed rests on brick piers. An off-center entry is through a wood panel door on the east gable end. Shed roof extensions have been added to the shed (Appendix B, Figure 23).

NRHP Assessment: Originally recorded in 1978 by Ann McCleary, 007-0455 was reported as a log house with one-over-one windows and a full width porch. No NRHP assessment was given by McCleary. Since that time, material changes, including replacement wall cladding, porches, doors, and windows have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM further recommends it as not eligible for the NRHP under Criteria A and B.

007-0457

The proposed pipeline is 623 feet southeast of 007-0457 at 159 Bear Wallow Flat Road (Appendix A, Sheet 9). Except for the barn, the residence and support buildings are abandoned and have begun to fall into disrepair. The residence is on a flat knoll that slopes in all directions. The yard is no longer maintained and grasses, privet, and other vegetation has begun to take over. The area surrounding the residence is primarily agricultural fields with mature trees on slopes, and bordering the fields. Woods are present to the south and east of the property.

The three and a half story central passage fieldstone house has had stucco applied to the fieldstone (Appendix B, Figure 24). Built in ca. 1840, the Georgian House has a side gable roof composed of standing seam metal. Six internal stucco-covered brick chimneys are present—

two on peak on the southeast and northwest ends, and one each on each side slope of the southeast and northwest ends. Windows are six-over-six double hung wood sash with wood surrounds, and the half story contains two-over-two single-hung windows with wood surrounds. The primary entrance on the southwest is through an original panel door off a recessed porch area. It would have originally been accessed via either steps or a porch leading to the second floor. The door has both a four-light transom and six-light side lights. A secondary entrance on the northeast elevation is at grade due to the terrain upon which the residence is built. This entrance matches that found on the primary façade (Appendix B, Figures 25 and 26). Within the vicinity of the residence are several dilapidated outbuildings. These include a fallen-over one-story vertical board outhouse with a shed standing seam metal roof, and a one-story wood frame vertical board shed with a standing seam metal roof. Entry is through a central door on the west elevation (Appendix B, Figures 27 and 28). A second shed on the property is a one bay, one-story wood frame structure covered in vertical board with a standing seam metal shed roof (Appendix B, Figure 29). In the field southwest of the residence are two barns presumed to be associated with the residence. The first barn is a one-story, wood frame side gable three bay structure with a standing seam metal roof. The walls are clad in board and batten. The central entrance is through a sliding bay on the west elevation. The building is three piles deep and rests on a poured concrete foundation. The addition to the east has fallen in (Appendix B, Figure 30). The second barn is a gable structure with a standing seam metal roof. Walls are composed of horizontal board, and possibly board and batten walls, as is evident by the wood stored under the roof of the collapsed structure. The walls are no longer intact and the roof is resting on the ground (Appendix B, Figure 31). Near the barns is a pond fed by a creek that also runs south by the residence.

NRHP Assessment: Originally recorded as the Irvin-Thomas House in 1978 by Ann McCleary, 007-0457 was reported to resemble an I-house with Greek Revival mantels and an interior in fairly original condition. No NRHP assessment was given. Since that time, neglect has caused the fabric to deteriorate, and the overall house and outbuildings are failing. For these reasons, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-0480

Located in the outskirts of the town of Deerfield, on the south side of Deerfield Valley Road (Route 629), the residence of 007-0480 is on a hilltop, while the farm structures are primarily located within a flat valley (Appendix A, Sheet 8). The proposed pipeline is 433 feet to the northeast. The residence is no longer occupied. What was once a maintained yard now consists of tall grasses with a few mature hardwood trees. Surrounding the property are agricultural fields currently being used as pasture, with gently rolling hills leading to the mountains, which are visible in the distance to the southeast. A transmission line corridor runs along the roadway in the agricultural field adjacent to the farm buildings.

The one-and a half story wood frame vernacular residence was built in ca. 1900, and has minimal Classical details such as the corner pilasters and returns on the roof-line (Appendix B, Figure 32). The side gable structure has a standing seam metal roof, and the walls are clad in clapboard. Additions to the structure have caused the current form to be a gabled T. The structure rests on brick piers. The primary façade features corner pilasters. There is a central on-peak brick chimney with decorative corbelling on the main block. Windows on the main

block are three-over-one double-hung wood with wood surroundings and sills. Entry is gained through an original wood panel door off a nearly full-width porch on the north façade. The porch's hipped roof is supported by lumber four-by-fours with slight decorative carving, resting on a wood deck. A ca. 1910 one-story side gable addition to the south has materials consistent with the main block, and includes an internal brick chimney. Added onto this historic addition is a ca. 1950 one-story shed addition on the west elevation. Windows on the shed addition are one-over-over horizontal aluminum frame, and entry is through a wood panel door (Appendix B, Figures 33 and 34). There are two barns, two sheds, and a root cellar associated with the residence. A historic one-story side gable board and batten shed is located to the rear of the residence. The roof is composed of corrugated metal. No remaining windows or doors are present (Appendix B, Figure 35). The first barn is approximately 744 feet across the agricultural field near a tree line. The wood frame front gable barn with a hay loft is covered in vertical board with some metal replacement. The roof is composed of metal. Entry is through a sliding door on the north façade (Appendix B, Figure 36). The second barn, a shed, and the root cellar are located to the west of the residence. This second shed is a one-story wood frame wood frame structure with a front gable corrugated metal roof. A shed addition extends off the west elevation. Set on large stacked stone piers, the structure is covered in vertical board. The entry on the southeast gable end is missing (Appendix B, Figure 37). The second barn is a large wood frame three bay gabled T variation of a bank barn with a standing seam metal roof. The walls are clad in vertical board. Entry on the southeast elevation, which is at grade, is through sliding doors (Appendix B, Figure 38). Built into a side bank, the root cellar is constructed of concrete block with Bricktex compositional asphalt faux brick covering in the gable end. The front gable structure has a corrugated metal roof. Entry is through an opening in the northeast gable end; however the door is missing (Appendix B, Figure 39).

This resource was originally recorded by Ann McCleary in 1978 as the John Montgomery House Site. That house, which dated to the mid nineteenth century, burned in the 1920s and is no longer extant. It was reportedly similar to the nearby Eugene Montgomery House (007-0463), which has a hall and parlor plan. The exact location of the house site is unknown, but it is listed as a secondary resource of the property.

NRHP Assessment: ERM recommends that the existing house with its associated agricultural outbuildings is eligible for listing in the NRHP under Criterion C. It is a good example of its type and although there have been alterations, they are not on the primary façade, and do not detract from the feeling of the structure. Furthermore, at least one of the additions is historic. The barns and other outbuildings are in good condition and help create the setting and feeling of the complex, which remains largely intact, as does the agricultural landscape. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, so the ERM recommends that this resource is not eligible for the NRHP under Criteria A and B.

Assessment of Effects: The proposed pipeline will have no adverse effect on this resource as the Project will traverse an agricultural field and require minimal vegetation change; thus the viewshed will remain largely intact. ERM recommends that no further consideration of the resource is necessary (Figure 4).

007-5596

The property at 65 Schages Lane is located 157 feet east-northeast of the proposed Project (Appendix A, Sheet 11). The resource sits to the west of existing agricultural land. The



Figure 4. 007-0480, proposed NRHP boundary and relationship to the Project.

residence and outbuildings sit in a maintained yard with dense mature tree growth to the west and to the south.

The one and a half story, vernacular house on the property was built circa 1955. The house has a side-gabled, steep pitched, metal roof with one interior, on-peak concrete masonry unit chimney with two courses of brick at the top (Appendix B, Figure 40). The west elevation has two individual shed-roof additions with different pitches (Appendix B, Figure 41). The house foundation is continuous concrete block with a sub-ground level basement entry on the west elevation. The house is clad in horizontal vinyl siding with vertical vinyl siding at the gable ends. The east façade of the house has an addition that serves as the entry with one-over-one, double-hung, vinyl windows. Immediately adjacent to the mud room/entry addition is a modern wood deck with twisted wood banister. The windows on the original block of the east façade consist of paired six-over-six double-hung, vinyl windows, and a tripartite window with a single center pane flanked by four-over-one double-hung, vinyl windows. The south elevation of the house on the shed-roofed addition has a nine-light door covered with a screened door, accessed via a small wood deck. There are only two windows on the south elevation, one on the first story, which is a six-over-six double hung vinyl window. The half-story window is a vinyl, horizontal sliding window. The west elevation of the house has three consecutive horizontal sliding windows on the larger shed-roofed addition, and a single, six-over-six, double-hung, vinyl window on the smaller addition. The basement entry is located on the west elevation and has concrete masonry unit retaining walls and stepped-down entry. The north elevation of the house has two casement windows at the basement level and two six-over-six, double-hung, vinyl windows on the first level. The half-story window is a vinyl, horizontal sliding window (Appendix B, Figure 42). Approximately seven feet south of house is a concrete well pad with existing hand pump (Appendix B, Figure 43). Located approximately seven feet southwest of house is a circa 2009, concrete, in-ground pool with enclosed wood fence (Appendix B, Figure 44). Approximately 190 feet from the house is a circa 2000 standing seam metal shed. The shed has a front facing, standing seam, gable roof with continuous shed. On the north façade the shed is a single sliding door on metal track. The gable end is clad in vinyl siding (Appendix B, Figure 45). Immediately west of the shed is a wood outbuilding with a single pen. The outbuilding has two open entries on either side. The visible fenestration on the north façade consists of two fixed-pane windows, one six-light vertical and one six-light horizontal (Appendix B, Figure 46).

NRHP Assessment: Originally recorded in 2015 and recommended ineligible for Inclusion on the NRHP, the vernacular house and associated outbuildings are typical for the area. Modifications and the deterioration of the buildings have resulted in a loss of integrity, and ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5681

The resource located at 289 Bear Wallow Flat Road in West Augusta, Virginia, is approximately 74 feet southeast from the proposed Project (Appendix A, Sheet 9). The site borders Route 629/Deerfield Valley Road to the east, and is surrounded by pasture and a few occupied residences. It is located in a moderately flat area with mountains and thick vegetation to the west. A utility line is located to the east of the house and runs north to south.

The circa 1900 two-story, three-bay vernacular dwelling is an original I-house plan with a rear T addition to the west elevation (Appendix B, Figure 47). It has a fieldstone pier foundation with brick infill that support a structural system with clapboard siding. A concrete masonry unit chimney topped by a terracotta pipe pierces the center ridge of the T-addition. The exterior is covered by a replaced, moderately pitched, side-gabled standing seam metal roof. The primary entrance is centered on the south elevation, which includes a five-paneled wooden door and a wooden storm door (Appendix B, Figure 48). Other fenestration includes four two-over-two, double-hung wooden windows, with two flanking either side of the primary entrance and two on the second floor. The south elevation also includes a poured concrete, partial-width porch with a metal shed roof supported by three, rounded metal posts. The east and west elevations of the original block include two-over-two, double-hung wooden windows on the first and second floor. The east elevation of the rear T-form addition includes a five-paneled door, with a wooden storm door flanked by two-over-two, double-hung, wooden windows. The north elevation includes a fixed two-over-two, wooden window and returns on the cornice. The west elevation of the T-form addition includes a secondary porch with two, five-paneled, wooden doors, with one storm door protecting the northernmost door and another two-over-two, double-hung, wooden window (Appendix B, Figure 49). The secondary porch's roof and floor is no longer extant, but it was connected to a small shed roofed addition in the northwest corner of the T-form addition. Both the original block and the addition have wooden corner boards. To the southeast of the house are the remnants of a well curb.

NRHP Assessment: This resource is of a vernacular design and does not exhibit high artistic value as the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, a number of changes and deterioration have resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5682

The resource at 138 Claybourne Lane is located north of Deerfield Road, with Claybourne Lane primarily being a named driveway. The resource was once a historic farm complex situated in a flat, cleared pastoral field bordered by forested hills to the north and west, sloping to the north, and a small creek along the western boundary. There is a radio tower present to the south. The resource is located approximately 130 feet from the proposed Project (Appendix A, Sheet 7).

The resource is a complex consisting of seven buildings, two of which are historic. The following description begins at the southern portion of the complex, moving north (Appendix B, Figure 50). The southernmost building is a circa 1960–1970 side gabled, three bay storage building, constructed of concrete masonry units, covered with ribbed metal panels at the eaves and roof. There are two replacement vinyl roll-up doors, one Masonite paneled personnel door, and grooved wood panels on the east façade (Appendix B, Figure 51). Immediately north is a circa 1980 four-bay equipment shed, facing east, constructed of treated lumber, with no foundation (posts in ground), clad with plywood panels, and covered with corrugated metal roof panels. One of the historic buildings is an end gabled chicken house that sits on concrete block piers, and is clad with board and batten wood siding, and covered with a standing seam metal roof. The front (east façade) features an updated metal panel as a door. The structure was reported to be 100 years old, circa 1910s (Appendix B, Figure 52). A small creek runs

immediately behind all three of these structures, and there is a wood bridge that spans across to the other historic structure, reported to have been a dairy, west of the four-bay shed. The circa 1950 end gabled concrete masonry unit structure was built into a berm/hillside, like a root cellar, features horizontal wood siding in gable end and a vertical board wood door, and is covered by a tin roof. The structure is surrounded by vegetation, and the bridge has lost structural stability (Appendix B, Figure 53). About 50 feet north of the chicken house is a circa 1980s storage structure constructed with wood posts, clad with horizontal boards at the lower part and ribbed metal panels at upper wall and roof. West of the four bay shed, across the driveway, sit a circa 1980s pre-manufactured storage building, resting on concrete block piers, with vinyl exterior covering walls and roof, and exterior one-over-one aluminum hopper type windows (Appendix B, Figure 54). At the northeastern end of the complex is a circa 1980 one-story ranch house with an asphalt shingle hipped roof. The house features a raised basement on the west end, as the house was built into a hill and responds to the slope. The lower level of the house is red brick and the upper level is untreated clapboard interrupted by pairs and bands of metal framed casement and fixed windows. The eastern wing features an exterior brick chimney, reported to have been built at same time as the house. The front (south) façade features a brick stoop at main entrance, and there is a one-story partial width porch at the lower, west, level with a hipped asphalt shingle roof supported by square wood posts. South and west of this complex is a circa 1980–1990 mobile home with vinyl skirting on all façades covering the foundation; a sliding glass door opens to a raised wood deck is at the east end. A small prefabricated end gabled metal storage building is positioned east of the mobile home. All buildings are in good condition. It is speculated that the historic farmhouse associated with the historic buildings was located in the vicinity of the pre-fabricated vinyl structure, east of the driveway.

NRHP Assessment: The farmhouse associated with the outbuildings of this complex is no longer extant, and the design of the surviving outbuildings is not uncommon to the area. The circa 1980 ranch house has not yet attained the threshold for eligibility. ERM recommends that this resource is not eligible for listing in the NRHP due to loss of integrity from the demolished farmhouse. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5683

The residence located on Deerfield Valley Road is approximately 527 feet northwest of the proposed Project (Appendix A, Sheet 7). Set back from the road, the residence and supporting structures are within a level maintained yard with a gentle slope to the north. The ridgeline of Walker Mountain is visible to the south, and mature tree growth is present from the base of the mountain and continues up the mountainside. Additional mature trees are scattered throughout the property and the surrounding area. Also visible from the resource is a ca. 1970 Ranch house to the west.

Built in ca. 1955, the resource is a one and a half story American Small House gabled “T” covered in compositional asphalt shingles (Appendix B, Figure 55). There is one on-peak internal chimney on the main block, which has been covered with faux stones to echo the wall material. The house is currently covered in concrete cast to give the appearance of natural stone, with asbestos siding in the gable ends; however, there is evidence that the concrete covers brick, as is evident from the deeply recessed window wells. Entry is through a panel door on the west façade, or through a panel door off the southern covered patio. Fenestration consists of one-over-one aluminum windows with vinyl storm windows. The southern enclosed

porch, serves as a sun room with numerous aluminum windows (Appendix B, Figures 56 and 57). A root cellar is built into the hill to the south of the residence. This front gable structure has a compositional asphalt roof and the walls are clapboard. The foundation and wing walls are concrete block. Entry is gained through a plank door, and fenestration is modern vinyl windows (Appendix B, Figure 58). A modern three bay garage constructed with concrete block with a side gable compositional asphalt roof sits to the rear of the residence. Also on the property is a wood frame shed covered with vertical board with a shed roof composed of corrugated metal. Entry into the shed is through either a plank entry door or a bay door (Appendix B, Figure 59).

NRHP Assessment: The house's design is common in the surrounding area, and its modifications have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5684

The resource is located at 3057 Deerfield Valley Road. The residence and outbuilding are set back from the road on a maintained fairly level yard that slopes to the north and east. The structure is approximately 397 feet north-northeast of the proposed pipeline (Appendix A, Sheet 8). The residence is surrounded by pasture land with mature trees at the borders. An unnamed drainage crosses the property and drains into a pond south of the residence. Other residences in the vicinity are concentrated to the south along Deerfield Valley Road, although one newer ranch house, also set back from the road, is to the east of 007-5684.

Built in ca. 1930, this one-story, wood frame, three-bay vernacular cottage is covered in clapboard siding (Appendix B, Figure 60). The hipped roof has a gable protrusion to the south. The roof is composed of standing seam metal and the main block features an internal concrete block chimney. Windows are two-over-two double-hung wood sash with wood sills and surrounds. Entry on the west elevation is through an original wood panel door with one light that is off a full-width, at-grade porch with a shed roof supported by lumber posts. The large addition to the east on the rear of the original block appears to be historic, and materials are consistent with the main block. This side gable addition has an internal concrete block chimney on the north slope. Attached to the historic addition is a shed roof addition with a modern entry door. The foundation on the structure is poured concrete and concrete block, replacing earlier piers (Appendix B, Figure 61, and Figure 62). Several outbuildings are present on the property including an outhouse, two chicken coops, four sheds, a root cellar, and a modern workshop. The outhouse is a one-story wood frame structure with a compositional asphalt shed roof and vinyl siding. Entry is through a modern door. Shed one is a modern shed with T1-11 siding, vinyl windows, and a side-gable corrugated metal roof. The second shed on the property is a side-gable structure with a standing seam metal roof, and board and batten siding. A shed addition has been added to the east. The third shed on the property has a standing seam metal gambrel roof and T1-11 siding. Windows are vinyl and entry is through a large hinged door. A small side-gable shed with compositional asphalt shingles has walls made of T1-11 siding, and vinyl windows with a modern entry door covered by the roof-line. Also on the property is a large two-bay metal-clad workshop with a standing seam side-gable roof. A root cellar is integrated into the hillside. It has a front gable compositional asphalt roof and the building is constructed of brick. A modern replacement door is in the south gable end.

NRHP Assessment: 007-5684 is a common example of its type, and its addition and modifications have impacted its integrity. Most of the outbuildings are not of sufficient age or style to contribute to the resource. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5685

Located at 3844 Deerfield Valley Road, this residence is approximately 911 feet north-northeast of the proposed Project corridor, near the Hamilton Branch drainage (Appendix A, Sheet 7). The nearly level maintained lawn gently slopes downward to the north toward Deerfield Valley Road, and has a gradual rise to the south. The residence is within a rural setting with other mid-to late twentieth century residences in the vicinity. Pasture land bordered by mature hardwoods is visible to the south, and mature hardwood trees also define the boundaries of the property. Numerous additions to the residence have obscured the original form of the residence; however the owners indicate that it was once a four-room structure, and they have added the rear bathroom, back enclosed porch, and a family room. The structure rests on a concrete block foundation.

Built in ca. 1945, this one-story wood frame vernacular house has a side-gable standing seam metal roof and the walls are clad in vinyl siding (Appendix B, Figure 63). There is an internal, central on-peak brick chimney, and an external concrete block chimney on the west gable end. Fenestration consists of one-over-one aluminum frame windows that are both single and paired, with decorative shutters. A picture window is present on the primary (north) façade. Replacement doors are present throughout the structure. Primary entry is through a full-width porch with a shed roof on the façade, which has a modern wood deck and modern lumber supports. Entry can also be gained through a recessed porch on the rear (south) elevation. The south elevation also has a shed roof addition (Appendix B, Figure 64 and Figure 65). Numerous outbuildings are present on the property. These include a modern front-gable two-bay garage with asphalt shingle roof and walls clad in vinyl siding, two prefabricated sheds, a covered grill area with a gable, a low-to-the ground concrete block well covered with a front-gable metal roof, and an open storage area with a front gable standing seam metal roof supported by posts.

NRHP Assessment: The house's design is common in the surrounding area, and its additions and modifications have impacted its integrity. Furthermore, the outbuildings, though some may be historic, are common forms. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5686

The property at 186 Hummingbird Lane is 1,712 feet east-southeast of the proposed Project (Appendix A, Sheet 8). The resource sits in the valley of Brushy Ridge and Elliot Knob. To the south and east of the resource are wooded areas. Pasture and agricultural land are mixed throughout the landscape north of Hummingbird Lane toward County Road 629.

The one-story, side-gabled, vernacular house, built in 1955 has an indiscernible foundation. The house has a mix of roof types: cross-gabled on the southwest, shed on the northwest, and a flat roof running along the southeast portion of the house (Appendix B, Figure 66). A front-gabled addition was added to northeast elevation of the resource circa 1970. The house has clapboard siding and asphalt roof cladding (Appendix B, Figure 67). T1-11 siding clads the 1970s addition. The southwest façade of the resource has a two paneled door with nine lights coupled with a wood storm door. There is a patio with a metal shed roof supported by two wood beams. The windows are one-over-one with fixed shutters and corrugated metal awnings. A projecting tripartite, vinyl window with center fixed window flanked by one-over-one windows is located on the northwest façade. The remaining windows are one-over-one vertical sliding, vinyl windows with wood surrounds. A metal chimney is visible along the roof slope of the 1955 portion of the resource. A one-over-one horizontal sliding window with corrugated metal awning is on the southeast façade alongside a six-over-one, vertical sliding window with fixed shutters. Double one-over-one windows with fixed shutters are located on the southeast façade of the 1970s addition. The house has a brick, gable-end chimney on the northeast façade, flanked on one side by a narrow one-over-one window and the other by a nine-light, two-paneled door that opens out to a wood deck with fieldstone steps that runs the partial length of the façade (Appendix B, Figure 68). A concrete in-ground pool, constructed circa 1970, is located approximately 55 feet to the southwest of the house (Appendix B, Figure 69). A circa 1960s gabled shed is located approximately 13 feet southeast of the house. The shed has a concrete masonry unit foundation with an asphalt roof. The shed is clad with horizontal-oriented clapboard siding. Two, one-over-one, vertical windows flank either side of the northwest entry. One, one-over-one window is located on the west façade and two one-over-one windows are located on the east façade. The southeast façade of the shed has a wood, shed-roof extension supported by lumber posts (Appendix B, Figure 70). Located approximately 200 feet southeast from the shed is a circa 1940s outbuilding. The outbuilding is clad in metal siding with a four-over-four fixed window on the southwest façade. The covered patio of the shed is supported by lumber posts. A deteriorated, wood cupola sits in the center of the roof (Appendix B, Figure 71).

NRHP Assessment: The vernacular house and associated outbuildings buildings are not exceptional for the area. Modifications to the house and the deterioration of the farm buildings have resulted in a loss of integrity, and ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5687

The residence located at 120 Hummingbird Lane, approximately 200 feet north-northeast of the proposed Project, is located in a valley associated with the Calfpasture River (Appendix A, Sheet 8). Situated on a small level lot within a maintained yard, a stream lined with trees and scrub flows southeast of the structure. Other residences along Hummingbird Lane are contemporary with this residence. To the north of the residence are pastures with mountains in the distance.

Built in ca. 1965, this one story, wood frame side-gable vernacular Ranch style structure is covered with composite T1-11 wood siding (Appendix B, Figure 72). The roof is covered with compositional asphalt shingles, and there is an off-peak internal brick chimney. A partial-width shed roof is on the northwest façade. The roof is supported by filigree metal columns resting on poured concrete. Scalloping details have been applied to the porch roofline. Windows of the

structure are two-over-two double-hung wood with aluminum storm windows, with a picture window flanked by smaller windows on the primary façade. Entry is through a diagonal, three-light wood panel door. An addition to the west has a gable roof, with materials consistent with the main block. The entire structure rests on a concrete block foundation (Appendix B, Figure 73). Two sheds are present on the property. One shed is a one-story front-gable structure with a corrugated metal roof and aluminum siding. Entry is through a wood plank door in the west gable end. This shed rests on concrete block piers. The second outbuilding is a one-story front-gable structure composed of concrete block. It has a corrugated metal roof with exposed rafter tails. A wood panel door is on the west gable end. Both outbuildings appear to be contemporary to the residence (Appendix B, Figure 74).

NRHP Assessment: The house's design is common in the surrounding area, and its addition and replacement siding have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5688

The resource is at Bear Wallow Flat Road, and is 200 feet west of the proposed Project (Appendix A, Sheet 8). The property is located at the end of a rural road in a cleared area of manicured lawn surrounded by pasture to the northwest and southwest, and woods to the northeast and southeast.

The resource includes three structures: a small circa 1955 vernacular house, one shed, and one root cellar (Appendix B, Figure 75). The house is a one and half story, concrete block house on a concrete block foundation. Its primary façade faces northeast, and it has a partial-width, screened porch with shed roof and wood deck (Appendix B, Figure 76). It is three bays wide and has a central, original entry door, paneled with one light, flanked on either side by paired one-over-one, double-hung, wood-framed replacement windows. The roof is side-gabled and with asphalt shingles and exposed rafter tails. There is one internal concrete-block chimney, and one external concrete block chimney on the southeast elevation. There is a partial-width porch on the northwest elevation with a wood deck and hipped roof supported by 4 x 4 carved wood posts. A central wood panel original door is has one light. There is a gabled, projected entry addition to the southeast with wood deck stoop and aluminum awning over a modern door. Windows in the addition are aluminum casement. The shed is a single-story, wood-frame structure set on concrete block piers. It has vertical board siding, and was constructed contemporary with the house. It has entries on northwest, northeast, and southeast sides, consisting of plank doors. There is a triple row of fixed, wood-frame windows on the southwest elevation. The roof is a standing-seam, gable-end over the central portion, with wood-frame additions to the southeast. The southeast addition is clad in vertical board with a standing-seam, shed roof. There is a two-bay mower storage with a shed roof facing northwest off the addition as well. One final concrete-block addition with a metal, shed roof is located on the southwest elevation. The root cellar is a single-story, wood-frame, vertical-board clad building on a fieldstone foundation that was constructed contemporary with the house. It has a hinged, vertical board door on the south elevation. It has a standing-seam, gable-end roof. The building is built into a small hill, and entrance to the lower portion is on the north elevation, and is a vertical-plank, original door (Appendix B, Figure 77).

NRHP Assessment: The house's vernacular design is a common example of its type, and the associated outbuildings are also typical of the region. As there are no significant architectural features displayed, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5689

The resource located at 15 Tranquil Lane is located in Deerfield Valley, approximately 175 feet off of Bear Wallow Flat Road in a large, flat, cleared and mowed lawn and is approximately 875 feet from proposed Project (Appendix A, Sheet 9). The area surrounding it is heavily forested, with other cleared pastoral outlets adjacent to the north and east. Few other residential structures are within the area, none of which are immediately in sight.

The two-story Saltbox house was reported to date to 1905, and referred to as "Damascus Place" (Appendix B, Figure 78). Uncommon to the area, the exterior siding of the house is clad in chestnut weatherboard, rests on a continuous field stone foundation, and is covered by a replacement standing seam metal roof. The front, northeastern façade features a partial central front porch with a shed roof supported by squared wood columns and no railings, which appears to be a historic addition. Two wood (cross and bible style) front doors are protected by the porch and are reported to both open to the living area. Two-over-two wood framed windows are found on the first floor, and fixed six-light windows on the second floor (Appendix B, Figure 79). The northwestern and southeastern elevations of the house are similarly treated, with the northwestern elevation having an additional window between floors, possibly to light the stairwell. The southwestern elevation features a secondary full-length porch that has a shed roof carried on squared wood columns and one wood door. There is one interior masonry chimney located in the center, just south of the ridge line.

There is a well located at the southeast corner of the house with a replacement aluminum box covering. On the opposite side of the driveway from the house to the east, there is a circa 1900 end-gabled root cellar, which has a raised field stone foundation, replacement plywood exterior siding, and standing seam metal roof (Appendix B, Figure 80). To the southeast of the house there is a modern three-bay open air shed, supported by wood posts that is covered by a corrugated metal roof. A modern pre-fabricated side gabled accessory building is located adjacent to the shed. There is a modern above ground swimming pool north of the accessory building. At the rear, far southeast corner of the property there is a southeast facing modern shed that has corrugated metal panel siding and roofing with a wood post and metal fencing that is used to shelter animals. The house is in excellent condition, and the root cellar is in fair to poor condition.

NRHP Assessment: The materials and form of the house are uncommon to the area and the main house has retained much of its integrity in materials, workmanship, and setting. The root cellar has suffered a loss of integrity in materials caused by neglect. ERM recommends that the house is eligible for listing in the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM therefore recommends it as not eligible for the NRHP under Criteria A or B. The proposed NRHP boundary includes the house, outbuildings, and surrounding wooded lot associated with the legal tax boundary (Figure 5).

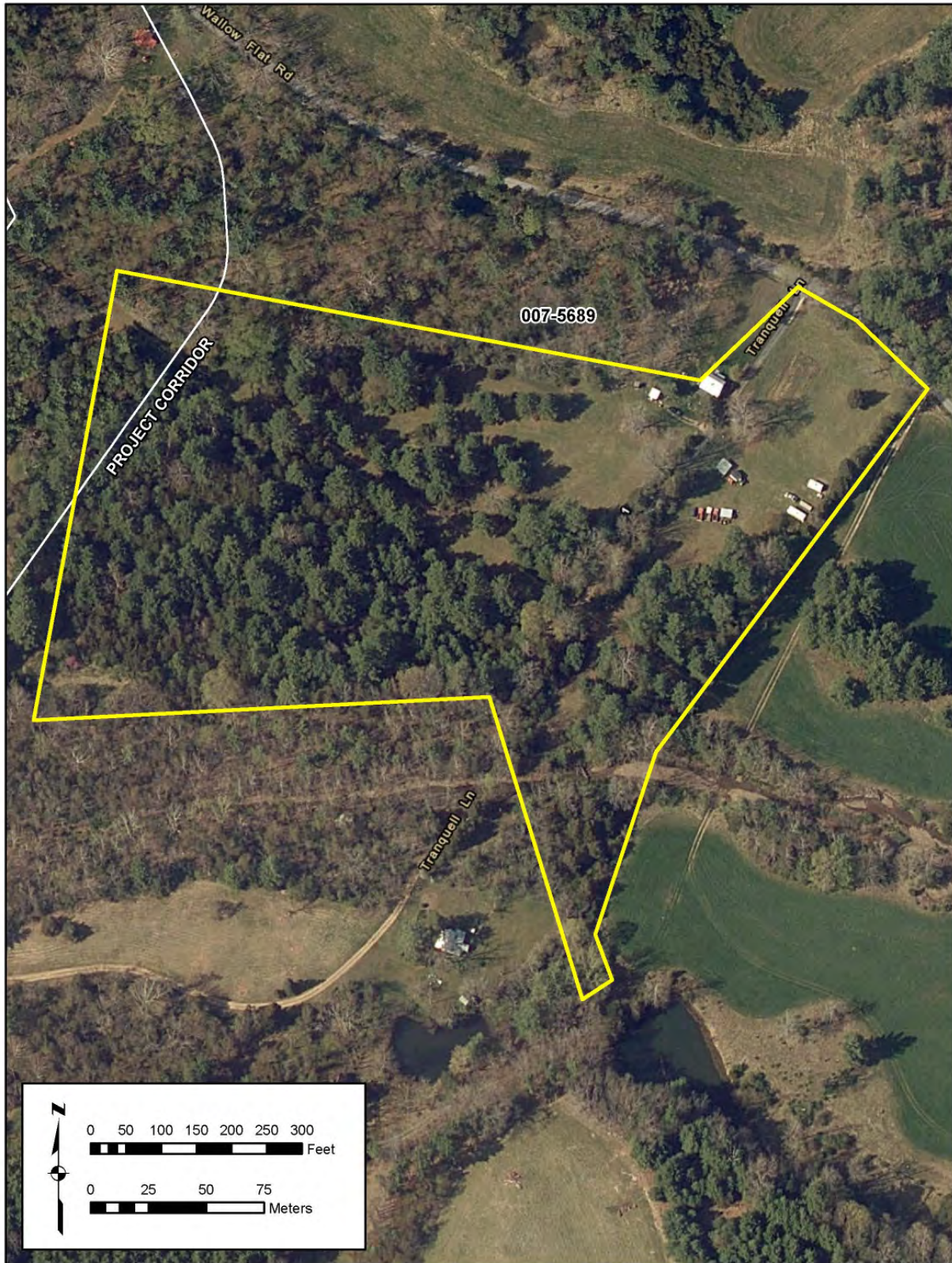


Figure 5. 007-5689, proposed NRHP boundary and relationship to the Project.

Assessment of Effects: Although the proposed Project crosses the parcel on which 007-5689 is located, the proposed route is on the west side of the resource, beyond a heavily wooded area, and cannot be seen from the structures due to thick vegetation. As such, effects to 007-5689 from the Project would not compromise the historic setting or feeling as experienced from the architectural resources, which form the basis of the property's NRHP eligibility. For these reasons, ERM recommends that there would be no adverse effect from the proposed Project on the resource.

007-5690

007-5690 is located approximately 640 feet northwest of the proposed Project at 1654 Route 629 (Appendix A, Sheet 9). It is set back from the road on a nearly level floodplain associated with the Calfpasture River. The maintained yard is surrounded by mature trees and is not visible from the roadway. Access to the property is by a long wooded drive over a ford. Agricultural fields are visible to the northeast and southeast.

The main house currently on the property dates from ca. 1985. A ca. 1960 wood frame one-story front-gable structure that once may have been a residence is also located on the property (Appendix B, Figure 81). The ca. 1960 structure is set on fieldstone piers with concrete stabilization. The roof is composed of corrugated metal, and the walls are clad in plywood and corrugated metal. Numerous additions to the structure include open sheds to the northeast and southwest. Windows are one-over-one double-hung aluminum sash and the southwest elevation has a six-light wood panel door, while entry on the southeast is through a rustic-style door (Appendix B, Figures 82 and 83). Also on the property is a wood frame outhouse covered in vertical board with a corrugated metal shed roof and a hinged vertical board door.

NRHP Assessment: The main house on the property is not of sufficient age for NRHP consideration. The associated historic structure does not embody a distinct style and has had many material replacements that have impacted its integrity. Furthermore, it is no longer associated with contemporary structures with the exception of an outhouse. ERM recommends that the historic structure associated with this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5691

The resource located at 1375 Deerfield Valley Road is approximately 448 feet southeast of the proposed Project in Augusta County, Virginia (Appendix A, Sheet 9). It is situated on the northwest side of the road in a rural setting with few residences along the road and no visible, immediate neighbors. 007-5691 is surrounded by pasture with a creek at the base of a wooded hillside to the southwest.

007-5691 is a circa 1910 one-story vernacular bungalow with a standing seam metal hipped roof and a number of additions (Appendix B, Figures 84–86). It has wavy edge asbestos siding on the original block and a concrete pier foundation with concrete block infill. An external brick chimney is on the west elevation of the hipped portion, an internal brick chimney is on peak on the rear gable, and another is external on the north side of a shed addition. Primary entry is through an almost full-width enclosed porch on the southeast. Clad in T1-11 siding with a shed roof, the porch has a row of one-over-one vinyl windows. The external door and sidelights are

replacements, but the now internal door appears to be the original six-light wood panel door. Also on the internal porch wall are original two-over-two double-hung wood sash windows. The enclosed porch is accessed via a modern wooden deck. The windows on the original block consist of one-over-one, double-hung, vinyl replacements flanked by fixed, vinyl shutters. Various additions have been added to the residence between the 1950s and 1970s. The northeast elevation has two additions: the smaller of the two to the southeast has a shed roof, composite wood siding, and pairs of fixed and double-hung vinyl windows. The larger addition on this elevation has a corrugated metal shed roof and one-over-one and louvered windows. It serves as an enclosed porch with a sliding door. As with the primary entrance, the original façade inside the enclosed porch retains original two-over-two double-hung wood windows. The northwest addition has a metal shed roof with vinyl windows and composite wood siding. Entry is gained either through a storm door or a sliding door accessed via a wooden deck.

Adjacent to the house are three barns, seven sheds, a root cellar, a pool, and chicken coop. Northwest of the house is an early twentieth century, one-story, side-gabled shed with a standing seam metal roof and board-and-batten exterior (Appendix B, Figure 87). It does not have a visible foundation. There is a four-paned, fixed, wooden window on the northeast elevation. The southeast side of the gabled roof extends further into a small porch supported by carved wooden piers and lattice siding. The southwest elevation has an asphalt shed roof addition supported by four wooden piers. The northwest elevation has a hinged, wooden plank door. North of the house is another shed with a side-gabled, corrugated metal roof with exposed rafters built in the mid-twentieth century (Appendix B, Figure 88). This one-story shed has a board-and-batten exterior and fieldstone foundation and is extremely deteriorated. The southeast elevation has three, two-over-two, double-hung, wooden windows and a hinged, wooden plank door. The southwest elevation has a double, hinged, wooden plank door while the northwest and northeast elevations are boarded up. The third shed is a circa mid-twentieth century, extremely deteriorated structure with a vertical wooden board exterior and side-gabled, corrugated metal roof (Appendix B, Figure 89). It is located west of the house and has open fenestration for windows on the northwest elevation. The vegetation surrounding the shed is too overgrown on the other elevations to decipher the fenestration or foundation. The fourth shed is situated west-southwest of the house and is a one-story, mid-twentieth century, front-gabled structure with a corrugated metal roof and vertical wooden board exterior (Appendix B, Figure 90). It also is extremely dilapidated and has a wooden floor with an unknown foundation. The fifth shed is west of the house and is a modern, prefabricated structure with T1-11 siding that rests on a concrete pad with an asphalt shingle, gambrel roof (Appendix B, Figure 91). It has a one-over-one, double-hung, vinyl window on the northwest elevation and a hinged double-door entrance on southeast. The sixth shed is another modern shed, located southwest of the house with vertical wooden siding and a gambrel, asphalt shingle roof. It has no fenestration on the northwest elevation, but has a vinyl sliding window on the northeast and northwest elevations. It has a large, hinged, plywood double-door on the southeast elevation. The seventh shed is northeast of the house and is associated with the pool. The shed is a circa 1960s, one-story, corrugated metal shed roof structure with exposed rafter tails and board-and-batten exterior. It has a hinged, wooden plank door on the southwest and southeast elevations and a one-over-one, double-hung, wooden window boarded up in wooden lattice board on the southwest elevation. It has a fieldstone foundation.

There are three barns associated with 007-5691. The first barn is north of the house and is a circa 1960 front-gabled, two-bay structure with vertical wooden siding and a standing seam metal roof (Appendix B, Figure 92). It is one-story with a hay loft and has a concrete masonry

unit foundation with a shed roof addition on the northeast elevation. The main entrance is on the southeast elevation and is composed of two large openings and a small opening above. There is no other fenestration on the barn, except for a large door opening on the southeast elevation and a small door opening on the northwest elevation of the shed addition. The second and third barns are situated across Deerfield Valley Road, on the southeast side of the road. The second barn is east of the house and is a side-gabled structure with a standing seam metal roof (Appendix B, Figure 93). It only has fenestration on the southwest elevation, including a large sliding door and a smaller metal door. The modern barn has horizontal wooden siding on the lower walls and metal siding on the upper portions. The third barn is located south of the house and is a front-gabled, wood-framed structure with vertical wooden boards on the exterior (Appendix B, Figure 94). It has a standing seam metal roof and shed roof additions to the northwest and southeast elevations, as well as a gabled extension to the southwest. The historic barn was built around 1910, and the later additions were added in 1952. It has open fenestration on the southwest elevation and a hinged, plank door on the gabled-end of the northwest elevation. The historic barn has a fieldstone foundation.

007-5691 also has a chicken coop, root cellar, and a pool. The chicken coop is northwest of the house and is wooden framed with a corrugated metal shed roof and vertical plank exterior. It has two openings on the southeast elevation. The early-twentieth century root cellar is located to the southwest of the house on the other side of the creek (Appendix B, Figure 95). It was built into the hillside and has a fieldstone foundation and lower floor with two rows of concrete masonry blocks between the fieldstone and the roof. It has a standing seam metal, front-gabled roof and has vertical wooden planks between the roof and concrete masonry blocks on the gable ends. It has a hinged, wooden plank door on the east elevation. The mid-twentieth century pool is located northeast of the house and is in-ground and made of concrete.

NRHP Assessment: 007-5691 and its associated outbuildings are of vernacular design and do not exhibit high artistic value or the work of a master. They do not represent outstanding examples of a particular architectural style or building type. In addition, the material changes to the dwelling and extensive additions have resulted in a loss of integrity. The deterioration of the outbuildings has resulted in a further loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5692

The resource located at 8 Hodges Draft is located north of the intersections of Hodges Draft Lane, Deerfield Valley Road, and Old Parkersburg Turnpike (Appendix A, Sheet 11). The resource is a complex consisting of eight historic structures that begin at the base of a hill and continue northward to the middle of the hill (Appendix B, Figure 96). The house and the outbuildings located near it are vacant and are overgrown with trees and other vegetation. One of the historic barns is still in use. Generally, the setting of the structures is rural; they are surrounded by agricultural fields, with few other residences nearby.

The circa 1900 vernacular two-story house was difficult to assess due to heavily overgrown vegetation and limited visibility. The original form of the structure is undetermined, and is possibly an I-house variation. The wood framed structure features two major additions, one located on the southeast corner and a rear shed addition along the northwest façade. The entire structure is clad with clapboard siding and a standing seam metal roof. The original

sections of the house feature a concrete pier foundation with infill, and the additions feature continuous concrete block. There are two original side exterior chimneys that begin as fieldstone and are continued with brick, differing in height on each end. There is one internal and one external brick chimney located on the additions. The primary porch spans the full length of the southeast elevation (front), and the northwest (rear) porch has been enclosed. The original block features two-over-two wood framed windows, while the enclosed rear porch features a mixture of window types. Two projecting shed entries have been added to the northwest and southwest façades (Appendix B, Figure 97). There is a circular well located immediately north of the northeast corner of the house, with fieldstone walls extending above the ground surface approximately two and a half feet.

The end gabled root cellar was built into the hillside, almost entirely in the ground, northeast of the house. It faces Deerfield Valley Road. The southeast façade features a central, vertical board doorway in a fieldstone wall. The standing seam metal and fiberglass roof is missing in some areas, and the wide overhanging eaves show exposed rafter tails.

There are four historic wood framed sheds, one of which is dilapidated. The closest to the house is an end gabled structure with standing seam metal, and a wood plank opening in the northeast gable end. There is another wood framed shed with a field stone foundation and poured concrete floor that was likely used as an animal shelter; the date of March 3, 1937 is handwritten in the concrete. The largest shed is located near the top of the hill, on the northernmost fringe of the complex. This shed is clad in vertical board, has no windows in the openings, rests on wood sills, and is entered by a vertical plank door on the south façade.

There are two historic side-gabled barns associated with this complex of structures, directly north and south of one another. The northernmost barn is the larger of the two; it is dilapidated. It has a wood frame with a hay loft, multiple entries to the north, some of which are missing doors. The barn is resting on a fieldstone foundation, and has a standing seam metal roof. The smaller barn is located along Hodges Draft Lane, and is of similar construction, but rests on a concrete block replacement foundation and has sliding bay doors on the east end gable (Appendix B, Figure 98). The southern barn is still in use, but is in poor condition.

NRHP assessment: ERM recommends that this resource is not eligible for listing on the NRHP under Criterion C due to its many additions and poor condition, which have compromised the resource's integrity. Many of the structures are falling into disrepair and are no longer good examples of their type. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5693

The resource is at 65 Hodges Draft Lane, and is 200 feet northwest of the proposed Project (Appendix A, Sheet 11). The property is located off a rural road in a cleared area of manicured lawn with scattered trees on the property, surrounded by pasture land and tree lines. The topography slopes to the northeast, away from the gravel road.

The house is a circa 1920 single-story, wood-frame building set on a concrete block foundation and clad in vinyl siding (Appendix B, Figures 99 and 100). On the southwest façade, it features a central, wood-frame, shed-roof, partial-width porch with chamfered posts and a raised wood floor. The entrance is at center with a paneled wood door and metal screen door. Two

replacement one-over-one, vinyl-frame, single-hung windows with mullion inserts are on either side of the entrance. These same replacement windows are also featured on the northwest and southeast elevations of the original block. The roof is side-gabled and clad in standing-seam metal. An internal concrete block chimney is on the ridge-line, off-center slightly to the south. The house has a large, irregular-footprint addition on the northeast. The addition features a variety of vinyl windows, including paired and single one-over-one vinyl windows and fixed pane windows. The northwest side had a projected entry with wood patio and railing and a vinyl door. The southeast side has several sliding glass doors that lead out onto a slightly raised, wood deck as well as a brick patio. The roof of the addition is cross-gabled and composed of ribbed metal. There is a formerly exterior brick chimney at the south end of the addition where the addition connects with the original house.

There is a highly modified, mid twentieth century accessory building just east of the house that now serves as an additional living space (Appendix B, Figure 101). It is a wood-framed building with an L-shaped footprint set on a concrete block and poured concrete foundation. The original portion is to the southwest, and features clapboard siding and a vertical board door, while the large circa 1990 addition is clad in vinyl and features vinyl one-over-one windows on its southeast elevation and a vinyl door entry with a semi-circle window. The addition also has a sliding glass door that leads onto a brick patio on the eastern end of its southeast elevation. The roof is cross-gabled and clad in asphalt shingles.

The last circa 1920 building on the property is a two-story root cellar to the northeast of the house. It is a built-into-berm structure with fieldstone foundation and aligned with the historic house. The fieldstone is plastered over around the center of the first floor, and a vertical plank door is at center. The second floor is wood-framed with board-and-batten siding. It has a one-over-one, vinyl-frame, single-hung window at center. The roof is gable-end and clad in standing-seam metal. There is a door to the upper level at the rear. To the northeast is a wood-frame addition on the upper level, clad in vinyl siding with a single one-over-one vinyl window on its northwest elevation.

There are two other circa 2000 structures on the property: a prefabricated shed further east from the house, past the accessory building, and a gazebo to the northwest. The shed is a wood frame structure set on a poured concrete foundation and clad in ribbed metal. It has a large, roll-up door entrance to the southeast, and a vinyl door to the north of the roll-up door. The southwest, northwest, and northeast elevations each have one small one-over-one, aluminum window. The roof is gable-end and clad in ribbed metal. The gazebo is an octagonal, wood-frame structure set on concrete block. It has railing around all sides except one, and has decorative wood brackets around the tops of the wood posts. The peak features a cupola at top.

NRHP Assessment: The resource has seen multiple modifications that are incompatible in material and form. The house's original vernacular design is a common example of its type, and the associated outbuildings are also typical of the region. As there are no significant architectural features displayed and due to modifications, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5694

The resource is located off Clay Hill Church Lane, and is 263 feet northwest of the proposed Project (Appendix A, Sheet 9). The property is located along a rural road in a cleared area of manicured lawn surrounded by woods. The elevation is sloped gently upwards to the northwest.

The house is a single-story, wood-frame building set on concrete block piers and clad in a combination of plywood and asphalt shingles (Appendix B, Figures 102 and 103). The building has two wood-frame porches with wood flooring, one on the southeast corner and another on the northwest corner. The northwest porch has a simple plywood door and a corrugated-fiberglass shed-roof covering, while the southeast porch is an extension of a shed-roof addition and has a nine-light, wood-paneled door. There have been multiple alterations to the original building, but the original circa 1950s portion appears to be to the western part of the existing building, which has a low-pitch, ribbed-metal, side gable-roof, and several six-over-six, double-hung wood-frame windows with aluminum storm windows. In addition to the older windows, there are several one-over-one, aluminum frame windows. There is a single exterior, concrete-block chimney located on the north elevation near the porch.

In addition to the house, there are multiple associated buildings, sheds, and trailers (Appendix B, Figure 104). Beginning at the far south, is a mid-twentieth century, aluminum tow trailer with aluminum-frame, awning windows. It connects to a wood-frame addition clad in ribbed-metal, and it has a metal screen-door entrance on its west elevation. It has a ribbed-metal, shed roof. Immediately north of the trailer and addition is a small, single-story, wood-frame building consisting of one section to the north with clapboard siding, a section to the south with vinyl siding, and a wood-frame, open-air breezeway between the two. The non-historic building is set on concrete block piers and has a low-pitched, ribbed-metal, side-gable roof at varying heights. There are vinyl doors leading into the breezeway, and the northern clapboard-sided section has several one-over-one, vinyl-frame, double-hung windows with mullion inserts. Immediately north of this building is another mid-twentieth century trailer featuring the same characteristics of the one previously described, except it is facing north and south so that its aluminum door entrance is facing to the west. This trailer is overgrown and has no additions. One last, larger trailer is located on the western side of the road. It is a circa 1970 Taurus trailer, clad in aluminum with aluminum-frame awning and fixed-pane windows.

To the north of the house are three additional buildings, primarily appearing to be used for storage and equipment. The first is northeast of the house across the road; it is a single-story, wood-frame building clad in milled lumber. The north side of the west elevation features a partial-width porch with wood flooring supported by simple posts that extends off of a side-gable, asphalt-shingle roof. On the north side of the structure is a wood-frame carport addition with a ribbed metal, shed roof. Just north of that building is a wood-frame shed clad in particle board. It has particle-board double-doors on the west elevation, and a ribbed-metal, shed roof. There is a single one-over-one, double-hung vinyl-frame, window on the south elevation with mullion inserts. The final structure, on the opposite side of the road just north of the house, is a wood-frame equipment shelter set on ground. It has three primary bays on its east elevation, and a vertical plank wall on its west, or rear, elevation. It has a ribbed-metal, shed roof. There is a small, one-bay open addition to the south to shelter equipment; it shares the same material characteristics of the rest of the structure.

NRHP Assessment: The resource has seen multiple modifications that are incompatible in material and form. The house's vernacular design is unremarkable, and the associated outbuildings are also typical of the region. As there are no significant architectural features displayed, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5695

The resource at 88 Methodist Church Lane is approximately 500 feet north of the proposed Project (Appendix A, Sheet 9). The property is along a gravel driveway past a Methodist church. It is within a clearing in the woods with a manicured lawn, and the terrain slopes downwards from the north.

The house is a circa 1900 two-story, wood-frame, I-house set on fieldstone piers (Appendix B, Figure 105). It is clad in clapboard siding and features a wood-frame, screened porch with a standing-seam metal hipped roof that wraps around the southeast and northeast elevations (Appendix B, Figure 106). There are two additions to the original I-form section to the northwest and southwest. The original I-form section features two-over-two double-hung, wood-frame windows with aluminum storm windows. Rolled asphalt sheets cover portions of the clapboard siding on both the I-house section and the northwest addition. There are also four-light, fixed-pane, wood-frame windows on the southwest and northeast elevations as well. There is a fieldstone chimney, once external but now partially covered by an addition, with raised chimney cap located on the southwest elevation and a brick internal chimney with arched chimney cap at the northeast side. The roof is side-gabled and composed of asphalt shingles.

The northwest addition is a single-story, wood-frame addition with clapboard siding and six-over-six wood-frame, double-hung windows. There is an original, wood door with two lights on the northeast side of the addition, and a four-light, fixed-pane, wood-frame window. There is an additional fieldstone chimney with an arched chimney cap on the northwest elevation exterior. The southwest addition is a large, wood-frame carport used for storage that connects the original house with a mobile home. It is center-gabled with two shed bays on northwest and southeast sides. The roof is composed of asphalt shingles, and the gable end is clad in particleboard sheets.

Two additional structures on the property are the aforementioned mobile home to the southwest of the house, and a storage shed to the northeast of the structures (Appendix B, Figure 107). The modern mobile home is a prefabricated design built by the current owner; plywood and decorative log covering around foundation prevents identification of the foundation type. The mobile home features one over one, single-hung, vinyl-frame windows with applied mullions, as well as vinyl-frame sliding windows. There are three entries with vinyl doors. The entry to the southeast has been converted to connect an air conditioner unit. The roof is gable-end with asphalt shingles. There is a wood-frame porch on the southwest elevation set into the ground with posts. It is wood-floored, and has a shed roof with corrugated metal.

The shed is a circa 2000 wood-framed structure clad in ribbed-metal siding and set on a poured concrete foundation. The primary entrance faces the southeast and has sliding, ribbed-metal, double doors. There are three fixed-pane, single-light, vinyl windows on the northwest

elevation, and one on the southwest elevation above a vinyl door. It has a standing-seam metal shed roof.

NRHP Assessment: The house's vernacular design is a common example of its type, and although it contains portions of its original fabric, modifications and surrounding modern intrusions alter the integrity and character of the original design. As such, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5696

The resource at 134 Methodist Church Lane is located at the very northern terminus of the road, and is approximately 300 feet from the proposed Project (Appendix A, Sheet 9). Its site slopes from a wooded ridge to the west, to a stream below the resource. The area around the house is cleared and mowed, and is wooded beyond. There are no nearby structures.

The circa 1940–1960 one-story side-gabled vernacular house has a rear ell addition. The rear ell has a shed-roofed addition at the south elevation, a side-gabled addition on its north elevation, and the gabled addition also has shed-roofed extension at its east side. (Appendix B, Figures 108 and 109). It is covered in vinyl siding, which extends to the ground, prohibiting identification of the foundation. The foundation responds to the site's slope, and appears to be at-grade at the rear and raised at the east façade (Appendix B, Figure 110). The house has two chimneys: one stone exterior end chimney on the original block, and one brick exterior end chimney at the end of the ell on the west elevation. The majority of the windows are modern one-over-one, double-hung, vinyl windows with applied six-over-six mullions. The western addition features two two-light sliding windows. The primary porch spans the full length of the house at the east elevation, with a raised foundation and a shed roof.

There are three outbuildings associated with this resource. The closest is a shed-roofed outbuilding, possibly a well house, located southwest of the house. It is constructed of concrete masonry units, with an asphalt shingled roof, and a hinged door made of wood planks. A circa 1950–1960 shed is aligned with the house's southwestern corner. It has a front-facing gable, opening to the west, with an open shed bay to the north. The shed has fieldstone footings, vertical wood siding, an asphalt shingle roof and is being used to store firewood. A circa 2000s detached end gabled garage/accessory structure located south-southeast from the house, has a concrete masonry foundation, with vinyl siding above. The roofing material is asphalt shingles. There is one large vinyl roll up door on the west elevation. The east elevation features a lower level shed roof carried by square wood posts. There is a wood deck at the north side that leads to a Masonite personnel door with a large light. There is a one one-over-one vinyl window on the north elevation. There is a modern deer stand just northeast of the garage. The house and accessory structures are in good condition.

NRHP Assessment: Although in good condition, the house's design and materials are common to the area, and the multiple additions and modifications to materials have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5697

The resource located at 659 Deerfield Valley Road in Augusta County is approximately 0.16 miles east-southeast from the proposed Project (Appendix A, Sheet 9). It is situated at the bottom of a toe slope with the terrain rising to the southwest. The area behind the house is cleared and mowed, with woods and a ridge above.

007-5697 is a circa 1960–1970s one-story, brick, compact ranch house with an asphalt shingle, side-gabled roof and rear covered patio addition (Appendix B, Figures 111 and 112). It has a brick foundation and one interior brick chimney on the southwest elevation. Primary entry is on the southeast façade through a vinyl, multi-paneled door with an upper fan light and a vinyl storm door with a large light. The southeast façade also includes two, one-over-one, double-hung, vinyl sash replacement windows with six-over-six applied mullions and a tripartite window with applied mullions. All of the windows have rowlock sills. There also are two concrete steps that lead to a partial length shed-roof porch constructed of brick and poured concrete. The porch is currently supported by four turned wood posts. Both the northeast and southwest elevations have louvered vents in the gable ends and one-over-one, double-hung, vinyl replacement windows with applied mullions. The northwest elevation appears to have originally had a shed-roof porch, perhaps screened, but which has subsequently been fully enclosed. The brickwork on the southwest elevation appears to be original and continuous with the main block. The northwest elevation of the enclosed porch has one, one-over-one, double-hung, vinyl sash window and two with six-over-six applied mullions. There is also a vinyl storm door with a large light protecting the rear entry. The rear entry into the enclosed porch is accessed via a covered patio addition whose shed roof is attached to the roof slope of the main block. Asphalt shingle roofing and vinyl siding is used on the patio addition by four, squared posts (Appendix B, Figure 113). The northeast elevation of the main block features a double-hung vinyl window with six-over-six applied mullions. The house is in good condition.

Adjacent to the house are a shelter, two sheds, a root cellar and a garage. The first shelter is located northwest of the house and is a circa 2000 gabled, open shelter supported by square wood posts. It has a poured concrete slab foundation, horizontal wooden siding at the northeast façade, and a ribbed metal paneled roof. A shed is located further northwest of the house and is a circa 1960 storage structure with aluminum panel siding and an oxidized metal shed roof (Appendix B, Figure 114). It has an open bay with clipped corners on the southeast elevation, and a shed roof addition on the northwest elevation with wooden siding. It is in fair to good condition. The last shed is located north of the house and is a circa 1990 coated metal carport with a roll up door and personnel door. It is also in good condition. The resource also includes a circa 1960s root cellar, located north of the house, that has concrete masonry walls, a front-gabled, asphalt shingle roof, vertical wooden siding at the top gable ends and a hinged, wooden plank door (Appendix B, Figure 115). To the west of the house is a circa 1990 two-bay, front-gabled garage with an asphalt shingle roof, and vinyl siding. It has two, vinyl roll-up doors on the southeast elevation, a paneled, vinyl personnel door with an upper fan light on the northeast elevation, and a one-over-one, double-hung, vinyl sash window on the northwest elevation. It is also in good condition.

NRHP Assessment: 007-5697 and its associated outbuildings are of a vernacular design that does not exhibit high artistic value or the work of a master. They do not represent outstanding examples of a particular architectural style or building type. In addition, the material changes to the dwelling and additions have resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this

Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

007-5698

The property at 3890 Lyndhurst Road is 1,622 feet southwest of the proposed Project (Appendix A, Sheet 12). The property is surrounded by dense mature tree growth and agricultural land to the east, north, and south; residential development lies to the northwest.

The resource consists of ca. 1960 eight-bay cow barn with concrete masonry unit cladding and a front-gable standing seam metal roof with exposed rafters. The gable ends are clad in clapboard siding (Appendix B, Figures 116 and 117). Concrete masonry units make up the foundation of the barn. The barn has openings at each gable end that allows for direct passage from end to end; part of the wall has been removed on one end (Appendix B, Figure 118). The house currently associated with the barn, and located 200 feet away, is a circa 1975 mobile home (Appendix B, Figure 119). The mobile home foundation is obscured by skirting. The roof is flat. The façade is comprised of corrugated metal panels. The northwest façade has a mix of one-over-one double-hung windows and paired one-over-one double-hung windows with fixed metal shutters. There is a wood deck with a lattice foundation and wood banisters leading up to the entrance. The door is made of vinyl with a single window and is covered by a screen door. The northeast façade has a single one-over-one double hung window. The south elevation has a partial rear porch with a lattice foundation and wood banisters. Approximately 100 feet from the mobile home is a modern shed built circa 1980. The shed is clad in T1-11. The shed has a gambrel, asphalt shingle roof and small four-over-four windows with fixed shutters (Appendix B, Figure 120). The northwest façade has double, half X-brace doors. The northeast façade has one, half X-brace door. Approximately 140 feet from the mobile home is a modern standing seam metal shed with a front facing, standing-seam metal gable (Appendix B, Figure 121). The shed is a single bay wide with double metal doors.

NRHP Assessment: The barn's design is common in the surrounding area, and it is no longer associated with its original dwelling or contemporary outbuildings. It is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and it is also recommended as not eligible for the NRHP under Criteria A and B.

007-5699

The resource at 90 Hodges Draft Lane is located near the intersection of Deerfield Valley Road and Hodges Draft Lane, and is approximately 0.1 miles from the proposed Project (Appendix A, Sheet 9). The terrain slopes gently to the south, with mowed pastureland to the east and south, and mature forest to the west and north. There is a mixture of historic and modern structures in the immediate vicinity.

The resource is a complex that includes a total of seven structures, five of which are historic (Appendix B, Figure 122). The main structure is a circa 1880 vernacular I-House with a rear shed addition and a full-width, two-story porch addition on the façade, most of which has been screened and a small portion of which has been enclosed on the west side (Appendix B, Figure 124). The historic wood clapboard siding has been encased with vinyl siding; a modern (green) standing seam metal roof covers the original block and additions. There is one internal brick chimney located on the ridgeline near the west end of the house. The original block features

large paned, wood framed, double-hung, two-over-two windows and smaller wood framed, single-hung, six-over-six windows. There are three original wood paneled doors along the south (front) elevation. An approximate construction date of 1939 was reported for both the rear shed addition and enclosed portion of the front porch. Casement windows were also installed at this time on the second floor along the rear of the house to match the new shed addition windows. There is one external brick chimney at the northeast corner of the shed addition. The foundation for the original portion of the house is continuous field stone, while the rear addition has poured concrete piers for support. The side gabled roof features cornice returns on both ends, but only the gable end closest to Hodges Draft Lane features shingles (east elevation).

A Civilian Conservation Corps one-room log cabin was reported by the owner to have been moved to the property in the 1950s (approximately 20 years after its construction), and it is located at the northeastern corner of the complex. There is chinking between the logs and there is saddle notching joining the logs. The side-gabled structure has an asphalt shingle roof with exposed rafter tails. There are three fixed windows on the structure, two with one light, and one with four lights (Appendix B, Figure 125).

There is a circa 1920s octagonal wood gazebo, referred to historically as the “summer house” according to the current owner, located east of the main house. The structure is supported by wood logs and capped with an asphalt roof (Appendix B, Figure 126). Located about 60 feet west of the main house is a root cellar. The fieldstone walled structure features a second story side-gabled circa 1900 addition with a screened front porch, paneled wood door, and six-over-six windows (Appendix B, Figure 127). There is one historic shed located at the southwestern corner of the complex. Originally used as a garage and carriage house, the structure serves as a storage shed now. The structure has a continuous field stone foundation, wood clapboard siding, asphalt roofing, exposed rafter tails, and a wood sliding door on the east elevation. The historic wood well house was reported to have been recently torn down and replaced. Located immediately south of the main house, the circa 2010 well house is end-gabled, has horizontal paneled plywood siding, a rolled asphalt roof, and a poured concrete foundation. The eastern half of the structure is not enclosed. There is a circa early 1990s front-gabled two-bay garage at the eastern edge of the complex. The garage has a poured concrete foundation, paneled plywood siding, rolled asphalt roofing material, and features two metal roll-up doors on the south façade and one personnel door on the west. The structures are in overall good condition.

NRHP Assessment: The resource has been modified, and a number of its outbuildings have been replaced or relocated. In particular, the façade has been dramatically transformed with the screened-in porch and addition on one side, impacting the historic design. Also, many of the original materials have been replaced. Although the structures are well maintained and retain the overall setting and feeling of the farmstead, agricultural residences of this era are not uncommon in the area and 007-5699 is no longer a good example of period agricultural properties. Therefore, ERM recommends that this property is ineligible under Criterion C. Historic research failed to uncover significant events or personages associated with the resource that would suggest eligibility under Criteria A or B.

Bath County

Ten newly recorded resources and no previously recorded resources were surveyed in Bath County. These include nine dwellings, and one outbuilding. Only one of the resources, 008-5053, is recommended eligible for listing on the NRHP. However, the Project will have no adverse effect to this resource due to intervening topography and terrain.

008-5053

The resource located at 9709 Dry Run Road is located on the west side of the road, immediately north of a small creek, in a rural area that is sparsely populated (Appendix A, Sheet 4). The immediate areas to the west and east of the house are cleared and mowed and are currently being used for light farming. Other surrounding areas are heavily wooded with mature growth. The proposed Project is approximately 500 feet north of the proposed Project.

The circa 1930 one-and-a-half story end gabled Bungalow has minimal Craftsman elements, namely prominent knee braces at the overhanging eaves on the gabled ends and exposed rafter tails on the east and west elevations (Appendix B, Figure 128). The house rests on a continuous concrete masonry unit foundation, is clad with clapboard siding, features wood framed two-over-two windows on all elevations and paired one-over-one windows in the half story. The primary porch spans the full length of the front (south) façade, is covered by a hipped roof is supported by squared wood posts, and rests on concrete masonry unit piers. There is a rear addition on the north elevation that is similar in materials to the rest of the house and may be an enclosed porch. It features a hipped roof and two-over-two windows on the east and west elevations, and a reconstructed section of the north wall, containing a rear entrance, a 24-light picture window, a one-over-one window, and replacement siding (Appendix B, Figure 129). There is one interior brick chimney with simple corbelling at the top, and the entire roof is covered in asphalt shingles. There is an end gabled two-story root cellar directly behind the house (north) that rests on a continuous concrete masonry unit foundation with diagonal board above, a corrugated metal roof, and a fixed eight-light window in the half story. There is a circa 1950 one-and-a-half story end-gabled utility barn located at the southwestern corner of the cleared and mowed area. It faces east and is clad with vertical board and a replacement corrugated metal roof. There is one hinged door, currently broken, at the southwest corner of the east façade (front) and a hay loft in the half story. There is an opening in the western corner of the north façade for another access point (Appendix B, Figure 130). The house and root cellar are in fair condition, and the barn is in poor condition.

NRHP Assessment: Though of common form and style, the house has retained much of its historic fabric, and has seen minimal changes to its overall form, which is rare in the area where most historic dwellings have been extensively modified through additions and replacement materials. The barn has suffered a loss in integrity due to neglect and the root cellar has possibly not yet reached the threshold of historic significance. Thus, the outbuildings do not contribute to the eligibility of the resource. ERM recommends that 008-5053 is eligible for listing in the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, so ERM recommends it as not eligible for the NRHP under Criteria A and B.

Assessment of Effects: Located at a base of a hill, and surrounded by trees, 008-5053 is on a parcel that the proposed Project crosses. The proposed NRHP boundary includes the residence and its legal tax parcel (Figure 6). However, due to distance, as well as intervening topography and vegetation, the tree cut associated with the proposed pipeline corridor would not be visible from the vantage point of the dwelling, and thus the Project would not compromise the setting and historic feeling of the resource. Therefore, ERM recommends that the proposed Project would have no adverse effect on 008-5053.

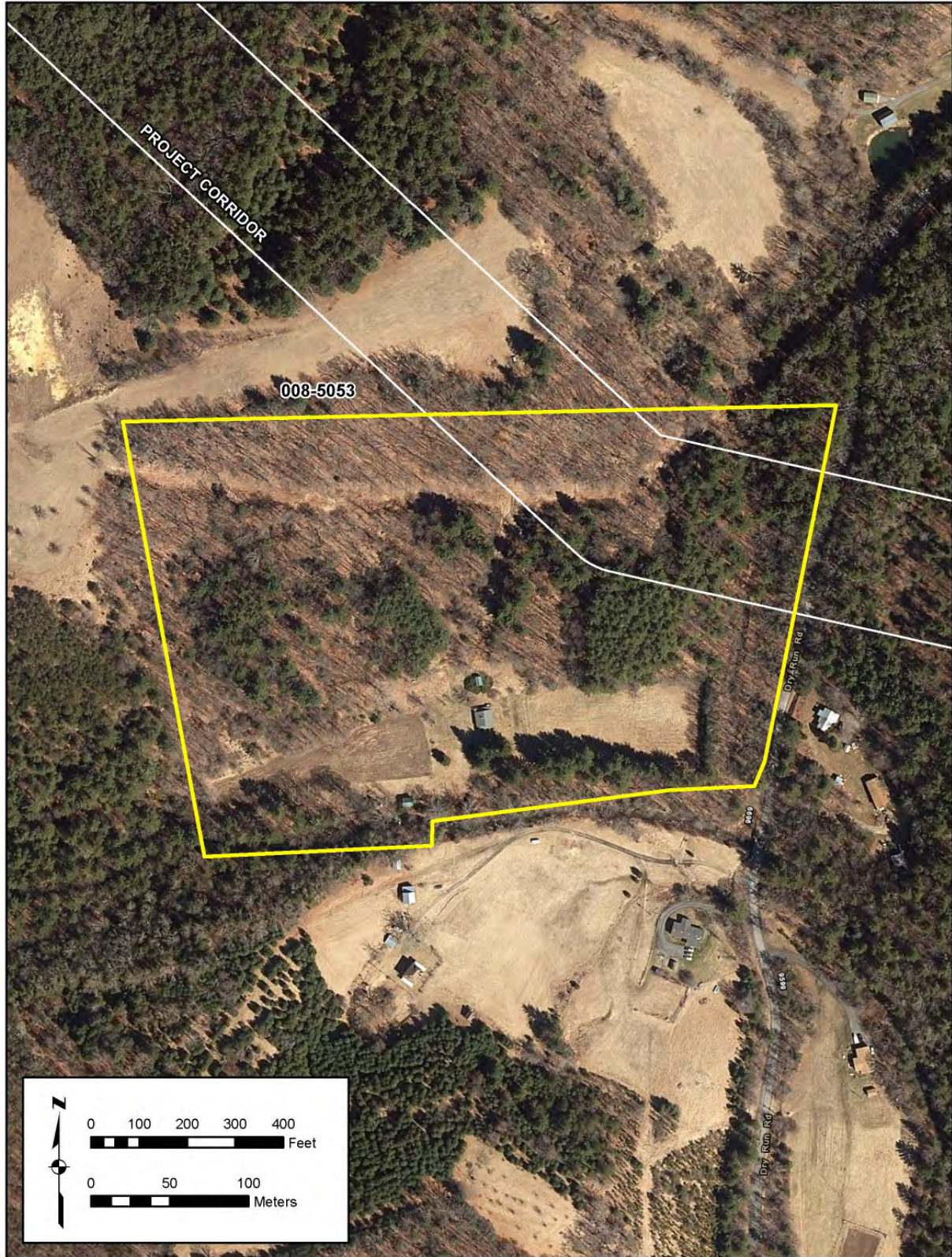


Figure 6. 008-5053, proposed NRHP boundary and relationship to the Project.

008-5054

The resource is located along the west side of Scotchtown Draft Road (with a possible number of 571) and is approximately 1,000 feet east of the proposed Project (Appendix A, Sheet 5). The structure is positioned at the base of a hill with a westward slope, next to an access road, west of Jordan Hollow and White Sulphur Spring. The surrounding area is heavily forested, with few other structures nearby and none visible from the resource. The structure is located in an electric transmission line corridor, which runs parallel to Scotchtown Draft Road. The closest pole is immediately adjacent to the northeast corner of the structure.

The circa 1940 one-story, two-room shed rests on a wood pole foundation with fieldstone footings that responds to the slope of the hill. It is clad in a combination of asphalt shingles and plywood, and is covered by a corrugated metal roof (Appendix B, Figure 131). The primary entrance is located on the north façade in a recessed porch, through a wood door with four lights over two panels (Appendix B, Figure 132). The structure appears to have an addition on the south end, where there is a change in building materials. There is an additional metal, personnel door on the west façade of this section (Appendix B, Figure 133). There is one fixed window in the original section, and one one-over-one in the addition. An old metal shipping container sits west of the shed. About 70 feet south-southwest of the structure is a circa 1970–1980 shed roofed outhouse that is clad with vertical wood panels and a ribbed metal roof. The resource appears to be used as a temporary hunting cabin and is in fair condition.

NRHP Assessment: The shed's design is unremarkable, and its addition and modifications have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

008-5055

The resource is located at 175 Scotch Draft Road, off the southwest side of Scotchtown Draft Road, near the intersection of Deerfield Road and is approximately 90 feet northwest of the proposed Project (Appendix A, Sheet 5). The surrounding area is rural, wooded on most sides, but the south has been cleared for agricultural purposes. The resource is located in a cleared lot, fenced off from the fields, and is bordered by Stuart Run on the northwest side, which passes under a bridge at Scotchtown Draft Road.

The circa 1965 one-story side-gabled concrete masonry unit structure features aluminum siding in the gable ends and a standing seam metal roof (Appendix B, Figure 134). The primary façade (northwest) has a partial-width porch with a shed roof that is carried by three decorative scrolled metal columns, covering a poured concrete patio floor. All windows are identical, metal framed, fixed two-light, with concrete sills. The primary entry is through a replacement door at the northwest façade, there is an additional replacement door on the southwest façade (Appendix B, Figure 135). The building currently appears to be used as hunting cabin and is in excellent condition. Its original use is unknown. It does not appear on the 1946 USGS topographic quadrangle for the area, but was extant by 1969 as a residential or commercial structure (USGS 1946, 1969).

NRHP Assessment: The building's design and materials are common in the surrounding area. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic

research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

008-5056

The resource at 8323 Deerfield Road is located near the intersection of Scotchtown Draft Road, approximately 750 feet southeast of the proposed Project (Appendix A, Sheet 5). The house and outbuildings sit less than 50 feet north of Deerfield Road as it descends to the lower slope of the pasture below, with the terrain generally sloping to the northwest. There is a row of apple trees directly in front of the house. The area surrounding the resource is rural with a few others circa 1980 structures nearby. The land directly north, east, and west have been cleared and mowed and are currently being used as agricultural fields. There is a small retaining pond northwest of the house with a manmade ditch draining to it.

The circa 1920s one-and-a-half story side-gabled vernacular house with a central hall plan features a gabled dormer above the primary entry on the southeast façade (Appendix B, Figures 136 and 137). The foundation responds to the slope, which is lower on the northwestern end of the house. A central porch spanning three-quarters of the façade's width has a concrete masonry unit base, with poured concrete top, and a shed roof carried by square wood posts. There are replacement six-over-six vinyl windows flanking a replacement Masonite door with an upper fanlight. The half-story gabled dormer features one, one-over-one vinyl window. There is a one-story side-gabled addition to the east end of the house with six-over-six vinyl windows and a rear doorway on the northwest façade. A circa 1980–1990 shed addition is directly at the rear of the original block, and features a raised concrete masonry unit foundation for a stoop, four-over-four vinyl windows and a Masonite door with nine upper lights. The original section of the house is clad with wavy edge asbestos siding. The east addition also features asbestos panels, suggesting that both were added in the 1950s. The northwest additions features vinyl siding, the entire roof is covered with asphalt shingles. The house is in fair to good condition and is currently undergoing some renovations (Appendix B, Figure 138).

There is an end-gabled, two-bay garage with roll up fiberglass doors, clad with fiber cement siding, with a concrete masonry unit foundation, an internal end brick chimney, and asphalt shingle roof that is in line with the southeast façade of the house. An end-gabled adapted root cellar sits directly north of the garage. The end-gabled structure has a full shed addition to the northwest façade and a partial shed addition to the southwest façade, with a door opening into all three sections. The structure is clad with aluminum shingle siding, covered by an asphalt shingle roof, and its foundation is built into the slight hill, which is covered with concrete at the southwest side, concrete masonry units with brick above (Appendix B, Figure 139). The outbuildings are in good condition.

NRHP Assessment: The house's design is common in the surrounding area, and its addition and modifications have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

008-5058

The resource at 9336 Deerfield Road in Millboro is located south of the road, across from Bolshers Run Lane and south of Stuart Run (Appendix A, Sheet 5). The circa 1965 vernacular side-gabled house is located approximately 300 feet from the proposed Project. The general setting around the resource is heavily wooded and dotted by other residential structures. The area immediately southwest of the house has been cleared for logging, and the front is cleared and mowed. A small drainage borders the resource to the west and wraps around the rear along.

The one-story house is side-gabled, oriented to face north, and is long and rectilinear in its original form (Appendix B, Figure 140). There have been two additions to the south façade and one on the west, giving the house an irregular form. A multitude of materials were used to construct this resource; some appear to be salvaged. Walls feature concrete masonry units, grooved wood panels, and composite panels, and both standing seam metal and corrugated tin is used as roofing. The foundation is constructed of continuous concrete masonry units. There is one interior concrete masonry unit chimney that was likely originally an exterior end chimney. There are also a range of window types including: six-over-six at the north and east elevations, and one-over-one at others (Appendix B, Figure 141). The primary porch is located on the north façade, spans partially from approximately the center of the structure to the east end. It features a shed roof, and is enclosed on the northeast corner. An additional shed porch is located at the east façade. There are two modern sheds. One is located at the northwest corner of the complex, and features three bays opening to the west carried on dressed tree trunk posts; it is clad with vertical board on the north and west façades, a corrugated metal roof, and has no foundation (Appendix B, Figure 142). The second shed is located on the eastern fringe of the complex, and is constructed with a wood frame, clad with vertical boards, features a corrugated metal roof that extends to cover space to the east, and is carried on dressed tree trunk posts. There are two modern kennels made of chain link panels and covered by corrugated metal roof panels. The overall condition of the complex is good.

NRHP Assessment: The structures within this complex are not uncommon to the area, and do not exhibit the work of a master. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A or B.

008-5059

The resource at 9498 Deerfield Road in Millboro is located on south side of the road, south of Stuart Run, approximately 350 feet from the proposed Project (Appendix A, Sheet 5). The area surrounding the resource is heavily wooded and dotted with other residential structures. The immediate area surrounding the house is cleared and mowed with a small collection pond at the northeast corner of the parcel. The maintained area to the west and south (rear) of the resource is bounded by mature woodlands.

The circa 1925 one-and-a-half story side-gabled vernacular house appears to have been originally a Hall-Parlor form with a rear end-gabled addition to the south and a shed addition to the west elevation (Appendix B, Figure 143). The layered, poured concrete foundation responds to the site's slope, with the full width wood front porch on the north façade being raised. The porch has a replacement wood floor, square wood posts, plain squared balusters,

and wood steps. Horizontal wood siding at the west façade can be seen as a previous exterior siding, under the current aluminum and wood fiber board siding. There is one brick exterior end chimney on the east façade, and a concrete masonry unit interior ridgeline chimney in the rear gabled addition. Replacement four-over-four vinyl windows are located on the original section, with a fixed four light window located in the half-story. A secondary porch on the east elevation of the rear addition has been enclosed and contains one-over-one aluminum windows and a shed a roof (Appendix B, Figure 144). The addition to the west façade opens to a sliding glass doorway with a wood deck at grade and a paneled and lighted personnel door. A circa 1970–1980 end-gabled storage/garage building is located southwest of the house. It features wood post in ground construction, corrugated metal siding on the south, west, and north elevations, and grooved wood panels at east façade. The structure features a large barn-type sliding door on an overhead track, with one-over-one wood windows. A root cellar is located at southeast corner of the cleared and mowed area, with the lower section constructed of field stone masonry, and repaired with concrete masonry units. The structure is missing its door, and is covered by an unsecured corrugated metal panel (Appendix B, Figure 145).

NRHP Assessment: The resource is in fair to good condition, as its finishes have been weathered. There has been a loss of integrity due to modifications in materials and additions to the resource. ERM recommends that this resource is not eligible for listing in the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

008-5060

The resource at 9604 Deerfield Road in Millboro is situated approximately 230 feet from the proposed Project and approximately 450 feet south of the road on a south rising slope with a creek at the northeast border of the property (Appendix A, Sheet 5). The setting around the resource is heavily wooded with mature growth, but the immediate area is cleared and mowed with neighboring residential structures dating from 1920 to 2000. Due to its large setback, the front lawn is much larger and cleared, whereas the rear (south) of the resource is immediately bounded by dense trees and vegetation.

The circa 1965 one-story side-gabled ranch house features a one-story side gabled addition and connecting hyphen on its southeast elevation creating an 'H' form. Both the original block and addition have a concrete masonry unit foundation, board and batten siding and an asphalt shingle roof (Appendix B, Figure 146). The original section has aluminum jalousie windows (two and three lights), a paneled metal door accessed via a wood entry deck constructed on wood supports with concrete footings, and featuring wood railings, balusters, and steps. The original section has a large corbeled brick exterior end chimney on the east elevation, and the addition has a similar large corbeled brick exterior chimney (Appendix B, Figure 147). There is a metal door with six lights above panels on both the east and west elevations in the connecting hyphen, and bands of three wood center fixed and casement windows. The house is in overall good condition. There is a retaining wall immediately south of the rear of the house constructed of 4 x 4 beams. There is an end-gabled shed located southwest of the house. It is covered in vertical board and plywood in the end gables, an asphalt shingle roof, and is in fair to poor condition (Appendix B, Figure 148). There is a detached circa 1980–1990 garage at the northwest corner of the house with a concrete masonry unit foundation, poured concrete floor and lip, vertical roll-up door, board and batten siding, and an asphalt shingle roof, that is in good condition.

NRHP Assessment: The house is in good overall condition, the shed is in fair to poor condition, and the detached garage has not yet reached the threshold of historic significance. The house's vernacular design is not uncommon in the area, and its addition has affected its historic form. ERM recommends that this resource is not eligible for listing in NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A or B.

008-5061

The abandoned resource at 9656 Deerfield Road in Millboro is located immediately south of the road (approximately 50 feet) and south of Stuart Run and is approximately 660 feet from the proposed Project (Appendix A, Sheet 5). The setting around the structure is heavily wooded to all sides, except the west, which features a few residential structures dating from circa 1920–1970s. What was once likely a semi-circular drive and mowed yard is currently overgrown with vegetation and debris from years of neglect.

The one-and-a-half-story circa 1900 'T' shaped gable and wing cottage rests on a replacement concrete masonry unit foundation and features a front porch spanning the full length of the side-gabled section that has a recessed stoop constructed on a concrete masonry unit base, with a poured concrete top and poured concrete steps and a circa 1950 twisted metal handrail (Appendix B, Figure 149). There are three doors accessed from the stoop, two side by side and one leading into the end gabled section. At least one is original and all three are covered with late twentieth century storm doors (Appendix B, Figure 150). Large paned two-over-two windows are located on all four elevations with architrave headers. Both front and rear of the end-gable section have fenestration that has now been covered with wood. There is a secondary porch with an extended shed roof on the south elevation, also spanning the full length of the side gabled section. There is an enclosed addition on the southwest corner of the house with a shed roof and a fixed four-light window. The entire house is covered in wood clapboard siding and a standing seam metal roof (Appendix B, Figure 151). One interior concrete masonry chimney exists in the end gabled section of the house, and there is a hole in the roof located on the ridgeline near the east façade, likely where a chimney once existed. The concrete masonry chimney suggests that the end-gabled section was constructed in the 1930s or later. A small gabled barn/accessory structure is located at the southeast corner of the house with stone footings, vertical board siding, and a corrugated metal roof. Both the house and the barn are in poor condition.

NRHP Assessment: The house's vernacular design is not uncommon in the area, it has seen a number of changes from its original form, and severe deterioration has resulted in a loss of integrity. ERM recommends that this resource is not eligible for listing in the NRHP under Criterion C. The historic research for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

008-5062

The resource at 15248 Deerfield Road in Millboro is located in a rural setting, on the east side of the road near the Fowler Spring (Appendix A, Sheet 7). The resource is bounded by dense tree growth to all sides, except to the west, which is cleared and used for agricultural purposes. The

general elevation rises to the east, with the house being built into the hillside. The resource is approximately 0.25 miles northwest of the proposed Project.

The one-and-a-half-story side-gabled house has had major modifications in materials and form, with most of the visible materials and Tudor Revival-esque stylistic elements dating to circa 2002 renovations (Appendix B, Figure 152). Stylistic features, such as the painted brickwork indicate that the original block of the structure dates from ca. 1965. Because of the extensive remodeling, little of the original form and materials of the dwelling can be discerned. The front (west) façade features a raised, single-story enclosed porch with modern multi-light “French” double doors, nine-over-nine and eight-over-eight modern vinyl double-hung windows, and half timber veneer (Appendix B, Figure 153). The porch wraps around on the north elevation, where it displays additional eight-over-eight windows, three single-pane windows arranged as a bay window, and a modern two-light Masonite door; the half timber veneer continues on this elevation of the porch. The raised porch features an access point for storage on the north façade, which is enclosed with wood lattice panels. There is a bricked patio on the north end of the house, leading to a bricked stoop that provides access to the modern door on the north side of the porch (Appendix B, Figure 154). A large stone chimney, which was likely originally an exterior chimney, is now within the north side of the enclosed porch. Offset from the porch on the façade on the southwest corner of the half story is a large, shed-roofed dormer to which a balcony with wooden rails and balusters has been attached; it is accessed through double multi-light “French” doors. The first story features brick veneer, with sliding clerestory windows, and the half story features half timber veneer, and is covered with a modern steel roof. There are two additions to the rear (east) elevation. The half story has been extended from the facade and displays the same half timber veneer used elsewhere. The age of the original sections of the house are difficult to determine. A concrete masonry unit foundation is visible beneath the raised front porch, as are the previous poured concrete steps (Appendix B, Figure 155).

Just north of the house there is a circa 1980 one-bay shed, opening to the south that is carried on dressed tree trunk posts, clad with vertical board and covered by a tin roof; it has a rear (north) open shed addition (Appendix B, Figure 156). A circa 1990 three-bay wood framed shed opening to the south is located at the northwestern corner of the complex with a projecting shed roof over the front (south) façade covered with asphalt shingles. There is a circa 1990 two-bay wood framed shed at the southern edge of the cleared yard area that open to the north, is clad in vertical board and a metal roof.

NRHP Assessment: The house’s modern Tudor Revival-esque remodeling is uncommon in the area, but is not historic. The extensive changes to the dwelling have erased nearly all evidence of the original form and materials, causing a dramatic loss of historic integrity. The outbuildings associated with this resource are not uncommon in the area, and have not yet reached the threshold for historic significance. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

008-5063

The resource at 16370 Deerfield Road is located in a rural area, at the county line of Augusta and Bath counties in Deerfield (Appendix A, Sheet 7). The area surrounding the complex is largely cleared for pastures and agricultural fields and has a hilly terrain, with the complex being

at the base of Bright Ridge. The complex is in a cleared and mowed lawn, approximately 2,070 feet north-northwest from the proposed Project.

The complex consists of eight structures, four of which are historic (Appendix B, Figure 157). The current owner is the grandson of the original owner. He reported the oldest structure to be the “wash house” that is on the southern boundary of the complex, and that his grandfather and father lived in it while they were building the original house in 1910, which burned circa 1940. The structure is end-gabled with a personnel door on the northwestern façade covered by a corrugated metal shed awning and a smaller similarly covered opening at ground level, and a sliding door on an above head track on the northeastern façade. The wood frame structure is clad in standing seam metal and has a corrugated metal roof, and currently rests on a poured concrete foundation, but was reported to have been originally located further west. Directly southeast of this structure is an ‘L’-shaped shed and side gabled open barn that are connected; the open portion serves as a granary. The shed opens to the north, and has standing seam metal for the walls and roof; the gable portion is carried by squared, side-gabled umber posts and is covered by a standing seam metal roof. There is a circa 1920 end-gabled accessory building located north of these buildings that features a cantilevered half-story loft on the south façade, an open “wagon shed” bay addition to the east, and an enclosed shed addition to the north, all resting on a replacement concrete masonry unit foundation; it is clad in vertical board and has a standing seam metal roof (Appendix B, Figure 158). There is a circa 1967 “turkey house” at the northeast corner of the complex, that was once used to raise turkeys. It features an eclectic mix of building materials, with a plywood panel, standing seam metal, and vinyl siding exterior, one-over-one aluminum framed windows, two paneled roll up garage doors with four lights, a corrugated metal roof, and an interior concrete masonry unit chimney (Appendix B, Figure 159). These buildings are in fair to good condition.

The extant one-story side gabled vernacular house was reported to have been built circa 1940 on the poured concrete foundation of the earlier circa 1910 house that burned. The primary (west) façade faces Deerfield Road. The original form is difficult to detect, based on extensive renovations. The owner installed two sliding glass doors on the primary façade, which features a full-length shed roofed porch carried on lumber supports (reported to be turned wood posts beneath square metal covers), under a central gabled dormer clad with Hardie board siding. The entire house was covered in aluminum siding in 1983, and a corrugated steel roof was added circa 2012. Two interior brick chimneys were reported to have been removed, and are no longer visible. The windows on the house are vinyl one-over-one replacements with applied four-over-four mullions and fixed shutters. The rear (east) elevation has a projecting gable porch addition that is carried on squared posts. This appears to be attached to an enclosed shed roof porch that has had no windows added. The entrance on this elevation has been relocated, as is evident by the original concrete steps still visible south of the new entrance (Appendix B, Figure 160 and Figure 161). There is a half-hipped roof covering an entry porch on the south elevation that features a metal door and a one-over-one window with applied four-over-four mullions and a poured concrete foundation. At the southeast corner of the house is a poured concrete slab covering an old cistern.

There is a modern end gabled garage located at the rear of the house with one roll-up vinyl door on the south façade, metal personnel doors on the west and north elevations—both covered by a shed roof—vinyl siding, a standing seam metal roof, a concrete masonry unit foundation, and a one-over-one vinyl window. There is a one-and-a-half story, end-gabled modified root cellar at the northeast corner of the house clad with corrugated metal siding and roof; the foundation is covered by horizontal wood planks. The house, garage, and root cellar are in good condition.

NRHP Assessment: The house's design is common in the surrounding area, and its additions and modifications have impacted its integrity. Likewise, the outbuildings are unremarkable, and do not reflect a discrete period of the farm's historic operation. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

Dinwiddie County

One newly recorded resource was recorded in Dinwiddie County. The ca. 1900 I-House is not recommended eligible for listing on the NRHP. No previously recorded resources were revisited in this county.

026-5226

The resource is at 5104 Route 651, and is 2,337 feet northeast of the proposed Project (Appendix A, Sheet 17). The property is located at the end of a long gravel drive off of Route 651, and is in a clearing surrounded by manicured lawn and farmland. The area is encircled by a mature tree line, with younger trees scattered within the property. The topography is relatively flat.

The house is a circa 1900 two-story, wood-frame, I-house with vinyl siding, set on poured concrete piers with concrete block infill (Appendix B, Figures 162 and 163). There is a later mid-twentieth century addition on its west elevation. The east façade of the I-house is two bays wide with original, single-light, wood-paneled door and a newer metal screened door located on the north end. A six-over-six, double-hung, wood-frame window with aluminum storm window is to the south. On the second story there are two more of the same windows, and all the windows on this elevation have wood decorative fixed shutters. The roof is side-gabled with standing-seam metal. The original block features an exterior sandstone and brick chimney on the south elevation, and two additional six-over-six windows, one on each story. The north elevation is simple, and features asymmetrically placed smaller versions of the six-over-six windows. The west addition is single-story, with a single-light, wood-panel door with metal screen door on the south elevation. The addition features one-over-one aluminum frame windows, a gabled roof, and an interior brick chimney centered on the ridgeline. There is an additional shed roof addition on north end featuring a single six-over-six wood frame window on its north elevation (characteristic of those on the I-house).

The resource has multiple outbuildings, including one shed, two well houses, one trailer, and seven accessory buildings (Appendix B, Figure 164). To the west of the house is a circa 1920s well house, the only building to the west that has obtained historic age. It is composed of concrete block with a small wood door on its north side. The gable roof is standing-seam metal, and displays exposed rafter ends. The gable-end is clad in wide-cut wood board. The new well house is located northeast of the house, and is wood-framed, clad in vinyl siding, and constructed on a concrete block foundation. It is gable-end with a standing-seam metal roof, and its small door is located on the south elevation.

There are five single-story accessory buildings to the southwest of the house, one circa 1980 building and four other buildings that appear to be built around the same era as the house. The first of the four historic accessory buildings (Accessory Building 2) is a wood-frame, post-in-ground structure clad in clapboard siding. It has a single vertical plank door on its east

elevation. It has a shed roof with standing-seam metal, and is currently collapsing under the weight of a large tree limb that has fallen on the roof. Accessory Buildings 3 and 4 are two similar, wood-frame buildings set on concrete block piers and clad in clapboard siding. They are situated next to each other and aligned. They both have vertical plank door entrances to the east, and have gable-end roofs featuring standing-seam metal. Accessory Building 4, the one located further south, has additional details on its south elevation, including a two-over-two, wood-frame, double-hung window, and an interior brick chimney. The final accessory building (5), to the southwest is a wood-frame building set on concrete block piers and clad in vertical board, as well as clapboard in places. It has a central entrance opening on its eastern elevation, as well as a small window opening on its north elevation. The roof is gable-end and clad in standing-seam metal.

NRHP Assessment: The house's vernacular design is common form of its type, and the associated outbuildings are also typical of the region. As there are no significant architectural features displayed, nor a stand-out example of its form, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

Highland County

Seven newly recorded resources and seven previously recorded resources were surveyed in Highland County. An additional Highland County resource, 045-0120, has been discussed in the Augusta County section as the Project intersects the resource within that county. The surveyed resources include six dwellings, two farm buildings, five bridges, and a commercial building. None of the surveyed resources are recommended eligible for listing on the NRHP.

045-0007

Originally recorded in 1980 by Susan Blanchard, the Sidney Wade House is located at 835 Lower Back Creek Road/Route 600 in Highland County (Appendix A, Sheet 1). The terrain slopes gently toward Lower Back Creek to the east, and the buildings are set within a well maintained and manicured lawn. A wooded slope rises on the east side of the creek, and another ridge is on the west side of Route 600. There is heavy vegetation to the south of the house, and thick vegetation to the north, with few other structures in the area. The resource is approximately 0.5 miles west-southwest of the proposed Project.

According to a brick located to the left of the front door, the house was built in 1826. The original builder of the Wade House is unknown, but according to the 1936 WPA Historical Inventory, it was first occupied by the Townsend family, one of the first to settle the area. The owner in 1847 was Ezekiel Townsend, a farmer who was born in Augusta County about 1774 (Hiner 1936, U.S. Census Bureau 1820, 1850). In 1852 Townsend sold the property to George Rivercomb, who sold it five years later to William Lightner who moved from Green Bank in what would become West Virginia in 1852 with his wife, Mary. According to Cleek (2001:176, 181), Lightner moved back to West Virginia after the Civil War, where he died in 1887. It is not clear if the Sidney Wade House was occupied after he moved, but in 1885—the same year that his will was written—he sold the house to Mahala Wade (Hiner 1936), the wife of David Wade, who owned a 250-acre farm in the Blue Grass District of Highland County, according to the 1880 census. She may have purchased the Lightner farm for her son, Sidney, who was 13 at the time. Sidney Wade married Emma Vint in 1894. By 1900, Sidney Wade was apparently living

in the house that now bears his name with his wife and 2-year-old daughter, as well as his then-widowed mother; he was listed as a farmer. Mahala Wade died in 1925, and Sidney was listed in the 1930 census as an attendant at the Western State Hospital in Staunton. Emma remained on the farm in Mill Gap, which was operated by her son, Wallace, who was 22. She lived at the farm run by her son and his wife until her death in November 1947, and Sidney died less than a year later (Find A Grave 2013, 2014; U.S. Census Bureau 1880, 1900, 1920, 1930, 1940). The current owner stated that she had inherited the farm from her father.

The Federal/Adamesque house is a two-and-a-half story, three-bay, side-gabled, brick exterior structure with a standing seam metal roof and two exterior chimneys that pierce the ridge of the roof on the north and south façades (Appendix B, Figure 165). The current primary entrance is located on the west façade and has a paneled vinyl door flanked by two, six-over-six, double-hung wood sash windows (Appendix B, Figure 166). The second story has three, six-over-six, double-hung wood sash windows. The west façade also includes a porch addition supported by five wooden piers with a poured concrete floor and a standing seam metal shed roof. The south façade includes four, six-over-six, double-hung wood sash windows and a casement window and louvered vent on the upper half story. The east façade has five, six-over-six, double-hung wood sash windows with three on the second story and two on the first story. Later brickwork indicates the location of the former primary entrance, which was oriented toward Back Creek. The east elevation also includes a circa 1980 standing seam, shed roof addition to the original section, with a sliding glass door and a two paned sliding window. Three steps lead to a small deck that encases the east addition. A mid-twentieth century two-story side-gabled addition at the original section's north side extends to the east, creating an L-shaped footprint. This addition spans the original house's north façade, and has a board-and-batten exterior and a standing seam metal roof (Appendix B, Figure 167). The west façade of the addition has two, two-paned, sliding, vinyl windows on the second floor and a vinyl double door with a large light on the first floor. The first floor also includes a front-gabled, standing-seam metal porch addition supported by two wooden posts with a wooden floor. The north façade of the addition has a three-paned, fixed vinyl window on the first floor, a two-paned, sliding vinyl window on the second floor, and a three-paned casement window and vent on the top half-story. The north addition also has a mid-twentieth century rear addition that extends towards the east. It has three, two-paned, vinyl sliding windows on the first story and three casement windows on the second story. The east façade has a vinyl double-door with a large light and a two-paned, sliding, vinyl window on the first and second floor. Both floors also have decks supported by four wooden, square posts. The south façade has a two-paned, sliding vinyl window on the first floor and three two-paned casement windows on the second floor. Both the north and east façade have wooden shingle exteriors on the top of the gable ends.

Northwest of the main house is a circa mid-twentieth century detached garage that has a shed roof addition on the south façade that connects to the porch on the west elevation. It also has a board-and-batten exterior with wooden shingles on the tops of the gable ends. The original garage was enclosed in the late twentieth century to become another living area. The south façade has two, two-over-two, double-hung wood sash windows and a paneled, vinyl window. The north façade has another two-over-two, double-hung wood sash window. The east façade has an enclosed porch supported by two, squared wooden posts. Southwest of the house is a circa late nineteenth century, front-gabled wooden barn with a metal roof (Appendix B, Figure 168). The original portion has clapboard siding. The barn also has western and eastern shed roof additions. The additions have vertical wooden siding. The barn was behind a locked gate at the time of survey and much of the fenestration was hidden behind vegetation. Northwest of

the house is an early twentieth century, front-gabled, standing-seam metal outbuilding with Dutch-lap siding and fieldstone foundation. It has wooden steps leading to an open fenestration for a door on the south elevation and a six-over-six, double-hung wood sash window on the east and west elevations.

NRHP Assessment: The house and accessory structures are uncommon because 045-0007 is the oldest remaining brick dwelling in Highland County, but the additions have caused a loss of integrity. ERM recommends that this resource and its outbuildings are not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant personages associated with this resource, and it is not recommended eligible under Criterion B. Although it is a rare example from the Early National Period, it is not associated with any significant events that have contributed to the broad patterns of history, and ERM recommends that this resource is not eligible for the NRHP under Criterion A.

045-0055

Resource 045-0055, otherwise known as the George Anson Bird House, was constructed circa 1890 according to the current owner. The property is located on Valley Center Road 1,936 feet west-northwest of the proposed Project (Appendix A, Sheet 2).

The property consists of a house and eight outbuildings (Appendix B, Figure 169). The central passage house was built in the folk Victorian style with two stories. The roof on the house is a gable front and wing with sub-side gables and a shed roof addition (Appendix B, Figure 170). The roof overhangs and is composed of standing seam metal with snow cleats; the house is clad in horizontal vinyl siding. There is one exterior brick chimney on the southeast façade at the gable front, as well as an on-peak interior chimney. The foundation of the house is fieldstone with concrete masonry unit infill; portions of the foundation are covered by lattice panels. The southeast façade of the house has a partial front porch with jigsaw cut trim. The entry to the house is a one-over-one fixed light door with five-light sidelights and a five-light transom. In addition to the front door, the fenestration of the southeast façade includes one-over-one windows and a double casement window, all with fixed shutters. The first and second story of the northeast elevation is a projecting tripartite bay window with one-over-one double-hung windows (Appendix B, Figure 171). All windows have fixed shutters. The gable end is ornamented with a decorative bracket. The northwest elevation of the house has a partial two-story shed roof addition. The addition is clad in horizontal vinyl siding and the fenestration consists of awning windows, single one-over-one windows, and double one-over-one windows. The door on the addition has an asphalt shingle hood. The fenestration on the original portion of the house on the northwest elevation consists of single and double one-over-one windows. The gable end is ornamented with a decorative bracket. The northwest elevation also has a partial porch that runs along the façade. The porch is open with a wood floor and wood balusters. There is a second entryway with a wood panel door with sidelights (Appendix B, Figure 172). The southwest elevation of the house also appears to be an addition with a gable roof and projecting bay window. The foundation of the southwest elevation of the house is covered by lattice panels. There is a vinyl door entry to the basement level of the house on this façade (Appendix B, Figure 173).

The first barn on the property, constructed circa 1900, is approximately 150 feet northeast from the house. The barn has a standing seam, front facing gable roof. The barn is clad in horizontal clapboard siding and the fenestration of the barn consists of one double barn door with X bracing, one X-brace window, one horizontal sliding window, and a gable-end lattice

panel. The southeast façade of the barn has four open pens, separated by wood posts. The owner indicated that it functions as a log barn. The two original stalls remain intact (Appendix B Figures 174 and 175). Approximately 300 feet west of the house is the second barn on the property, constructed circa 1900. This barn has a side gable roof with standing seam metal, concrete masonry unit foundation and horizontal clapboard siding. Open pens are separated by wood beams on the northwest façade. There is a wood cupola in the center of the roofline (Appendix B, Figure 176). Approximately 400 feet northeast of the house is the third barn on the property constructed circa 1970. This barn has a front facing, standing seam metal roof. There is a double, horizontal sliding barn door on a track. This barn door is flanked on either side by double X-brace barn doors (Appendix B, Figure 177). Approximately 60 feet northwest of the house is a detached garage, constructed circa 1975. The garage is two stories with a front facing gable roof. The roof is standing seam metal with a decorative bracket at the gable end. The foundation on the garage is poured concrete and the cladding is horizontal clapboard. The southwest façade of the garage has two horizontal sliding windows on the second story and two wood garage doors on the first story. The southeast façade of the garage has a single nine-light wood door with wood stoop. The northeast façade has wood steps leading to the second story. The second story has two windows and a single nine-light wood door (Appendix B, Figures 178 and 179). Immediately northwest of the house is the first shed on the property, constructed circa mid-1950s. The shed has a gable front roof with standing seam metal and exposed rafters. The shed is a single story. The foundation and the front porch on the shed is wood. The shed is clad in horizontal clapboard siding, with lattice panels around an open entryway. The fenestration on the shed consists of a single, four-light fixed window (Appendix B, Figure 180). The second shed, constructed circa 1940, is immediately northwest of the first shed on the property. The second shed is single story with a front facing gable roof with continuous shed. The roof is standing seam metal. The shed roof connects two, single-story, horizontal lumber clad structures. The shed has a wood foundation (Appendix B, Figure 181). Approximately 80 feet west of the house is the well house on the property, constructed circa 1950. The well house has a front facing gable with metal roof, poured concrete foundation, horizontal wood siding, and a small horizontal wood door on the north façade. There is a lattice panel detail on the north façade (Appendix B, Figure 182). North of the well house is an in-ground fieldstone koi pond, constructed circa mid-1960s and 2011 respectively, with adjacent gazebo (Appendix B, Figures 183 and 184). The gazebo has a front facing gable with a corrugated metal roof, wood floor, and lumber posts.

NRHP Assessment: 045-0055 was originally recorded by David Edwards in 1980, and no NRHP status was given at that time. The house located on the property has undergone alterations that have changed the historic building footprint as well as materials and reduced the structure's historic integrity. The three barns, two sheds, and well house appear to retain integrity individually, however they are typical of the area and do not display architectural or associative significance. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

045-5013

045-5013/Bridge 1033 is a bridge located on Route 84 in Highland County, Virginia (Appendix A, Sheet 2). It is a beam bridge with thickly forested mountains rising to the south, southwest, northwest, and north, with moderately flat land to the east. The bridge was built above a creek and is located 1,886 feet north-northeast of the proposed Project (Appendix B, Figure 185).

According to the plaque on the northernmost area of the bridge, it was built by the Virginia State Highway Commission in 1930 and spans about 22 feet.

Bridge 045-5013 is made of concrete with asphalt overlay and has three posts on each side (Appendix B, Figure 186). It is in overall good condition, but does have some spalling underneath the bridge. It also has a chipped middle post on the southeast elevation.

NRHP Assessment: 045-5013 is a historic beam bridge that is very common in the area. It was originally recorded by the Virginia Transportation Research Council (VTRC) in 1993, and recommended ineligible for inclusion on the NRHP. ERM finds that the resource does not exhibit high artistic value of the work of a master, nor is it an outstanding example of a beam bridge. Although it retains its original material, it is too common of a design to be eligible for the NRHP under Criterion C. In addition, the historic research carried out for this Project did not identify any significant events or personages associated with this resource. Therefore, ERM recommends that the resource is not eligible for the NRHP under Criteria A and B.

045-5014

The resource is 045-5014 (Bridge 1005) located on Route 84 in Highland County (Appendix A, Sheet 2). It is a beam bridge spanning a creek that runs southeast to northwest, and it is surrounded by trees to the northeast and mostly rural land to the south, west, and east (Appendix B, Figure 187). A Virginia State Highway Commission plaque on the northernmost pier of the bridge, notes that it was built in 1930. The proposed Project is approximately 0.1 miles northeast of the bridge.

The bridge is about 35 feet in length, and is constructed of concrete with asphalt coating on the edges (Appendix B, Figure 188). There is some scaling and deterioration on the railings' posts, and the second post on the eastern side of the beam bridge is broken. However, these defects do not lessen the bridge's structural integrity, and it is in overall good condition.

NRHP Assessment: Originally recorded by VTRC in 1993, and recommended ineligible for inclusion on the NRHP, 045-5014 is a historic beam bridge that is very common in the area. It does not exhibit high artistic value of the work of a master, nor is it an outstanding example of a beam bridge. Although it retains its original material, it is too common of a design to be eligible for the NRHP under Criterion C. In addition, the historic research carried out for this Project did not identify any significant events or personages associated with this resource. Therefore, ERM's recommends that the resource is not eligible for the NRHP under Criteria A and B.

045-5015

The location of 045-5015 (Bridge 1007) was visited in Highland County on Route 84 (Appendix A, Sheet 1). The concrete span bridge is approximately 75 feet in length (Appendix B, Figure 189). A plaque on the bridge notes that it was built in 2000, replacing the historic bridge built in 1929 at this location that was formerly recorded as 045-5015. The proposed Project is approximately 0.5 miles north-northwest from the bridge.

NRHP Assessment: Bridge 1007 has not yet attained the 50 year threshold of eligibility for the NRHP.

045-5016

The resource 045-5016 (Bridge 1008) is a beam bridge located on Route 84 in Highland County (Appendix A, Sheet 1). It is built over a stream running north to south and is surrounded by thick vegetation (Appendix B, Figure 190). According to the plaque located on the eastern end of the resource, the bridge was built in 1929 by the Virginia State Highway Commission. The proposed Project is approximately 0.2 miles north-northwest of this resource.

The bridge is about 30 feet in length and is constructed of concrete with asphalt coating on the under edges (Appendix B, Figure 191). It is in overall good condition, other than some scaling and deterioration on the posts. The north railing's northernmost concrete post and railings are replacement members.

NRHP Assessment: 045-5016 is a historic beam bridge that is very common in the area. It was originally recorded by VTRC in 1993, and recommended ineligible for inclusion on the NRHP. It does not exhibit high artistic value as the work of a master, nor is it an outstanding example of a beam bridge. In addition, with the replacement post, it no longer retains the integrity of materials it once had and is too common of a design to be eligible for the NRHP under Criterion C. Furthermore, the historic research carried out for this Project did not identify any significant events or personages associated with this resource. Therefore, ERM recommends that the resource is not eligible for the NRHP under Criteria A and B.

045-5017

The location of 045-5017 (Bridge 1006) was visited in Highland County on Route 84 (Appendix A, Sheet 1). The concrete beam bridge is approximately 65 feet in length (Appendix B, Figure 192). A plaque on the bridge notes that it was built in 2000, replacing the historic bridge built in 1929 at this location that was formerly recorded as 045-5017. The proposed Project is approximately 0.25 miles northeast from the bridge.

NRHP Assessment: Bridge 1006 has not yet attained the 50 year threshold of eligibility for the NRHP.

045-5079

The resource is located off Route 84 in Highland County (Appendix A, Sheet 1). The outbuildings associated with an abandoned farm are situated northeast of Route 84/Mill Gap Road in an overgrown field, at the bottom of a heavily forested slope that rises to the northeast. Another forested ridge is located on the southwest side of Route 84. The site is approximately 0.4 miles west-southwest of the proposed Project.

The farmhouse is no longer extant, and appears to have burned. The area is overgrown and the remnants of the house include a fieldstone and brick foundation, and a concrete block chimney (Appendix B, Figures 193 and 194). The surviving outbuildings include a barn, two sheds, a well house, a root cellar, a cistern, and an animal shelter.

An early- to mid-twentieth century, one-story barn with a front-gabled, standing seam metal roof and a corrugated shed roof addition to the northeast is located to the north of the house site (Appendix B, Figure 195). The barn has horizontal wood siding with vertical wooden siding on the addition. The southeast elevation has no wooden siding and much of the northwest elevation has collapsed. The collapsed elevation reveals the dressed tree trunks used as

interior rafters above the first floor. It is extremely deteriorated and has a fieldstone pier foundation under a wood sill plate.

West of the ruins is an early- to mid-twentieth century equipment shed. The shed has a front-gabled, standing seam metal roof with vertical wooden siding on the gable ends and horizontal wooden siding on the northeast and southwest elevations. It has a fieldstone pier foundation. Northeast of the house site is an early twentieth century root cellar with a front-gabled tin roof. The root cellar has a stone masonry covered with stucco foundation and lower story with fieldstone piers on the outer layer (Appendix B, Figure 196). The upper story has vertical wooden siding on the gable ends and is partially collapsed. Due to overgrown vegetation, the southeast and northwest façades were not visible during the survey. South of the root cellar is a small shed with a standing seam metal shed roof, vertical wooden siding, and a wooden plank, hinged door on the southwest elevation. Southeast of the ruins are the ruins of a cistern. To the east of the ruins is a well house constructed of concrete masonry units with a corrugated metal shed roof covering. Southwest of the house site is an animal shelter with a side-gabled, standing seam metal roof. The siding is composed of wide vertical wooden planks sitting on a sill plate with a fieldstone foundation.

NRHP Assessment: The resource's farmhouse is no longer extant and the outbuildings associated with it are of a vernacular design and do not exhibit high artistic quality as the work of a master, nor are they outstanding examples of a particular architectural style or building type. In addition, the outbuildings' deterioration has resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historical research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM recommends it as not eligible for the NRHP under Criteria A and B.

045-5080

Located at 11606 Mill Gap Road/Route 84 in Highland County (Appendix A, Sheet 1), the resource is a house situated at the bottom of a heavily wooded ridge with a slope rising to the northeast. The area on the house's southwest side is cleared, with thick vegetation on its north and south sides. An aboveground electric transmission line corridor runs from the northwest to the southeast approximately 100 feet southwest of the house. The proposed Project is located approximately 0.25 miles to the northeast (Appendix B, Figure 197).

The resource is a circa 1950 one-story, vernacular house, with an addition at its southeast side (Appendix B, Figure 198). It has a side-gabled, standing seam metal roof, and a concrete masonry unit foundation that supports a structural system clad in weatherboard siding and vertical wooden siding on the gable ends. It has one interior chimney that pierces the northeast ridge of the roof. The primary entrance is located on the southwest façade and includes a six-paneled, vinyl, replacement door and a vinyl storm door with two lights. The entrance on the southwest façade is within a partial-width recessed porch featuring a wooden floor. The bottom portion of the porch walls are clad in weatherboard, while the top is composed of board-and-batten. The façade includes two, two-over-two wooden, double-hung windows in the recessed porch and another outside the recessed porch. The northwest elevation includes a one-over-one, double-hung, vinyl replacement window and a two-over-two, double-hung, wooden window. While the westernmost part of the exterior is T1-11 siding, the northernmost exterior features very widely spaced battens at the seams of plywood panels. The northeast elevation includes a shed addition with a standing seam metal, roof, two-over-two, double-hung wood

sash windows on the northwest elevation, and a recessed porch on its northeast side with thinner board and batten siding, and a wooden floor (Appendix B, Figure 199). This elevation also includes two doors: one vinyl replacement door with six panels and a wooden screened storm door. The other door is a hinged wooden door that leads to a small storage area. The southeast elevation of the original section of the house has two, two-over-two, double-hung wood sash windows, and is covered in board-and-batten as well. The original section's northeast elevation has two, two-over-two, double-hung, wood sash windows and a boarded up window on the southeast façade of the original house. The southeast elevation includes an addition with two, two-over-two, double-hung, wooden windows on the northeast elevation, and no fenestration on the southeast elevation. The southwest elevation of the addition has two, two-over-two, double-hung wood sash windows.

To the north of the main house is a well house. It has a concrete masonry unit foundation and exterior walls, and a standing-seam metal shed roof. The south façade has a hinged, wooden plank door with a vinyl vent in the center of the door.

NRHP Assessment: The house and accessory structure are of a vernacular design that is common in the surrounding area and does not exhibit high artistic value as the work of a master, nor are they outstanding examples of a particular architectural style or building type. Furthermore, additions and material changes to the house have resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM recommends it as ineligible for the NRHP under Criteria A and B.

045-5081

The resource is located at 10677 Mill Gap Road/Route 84 near its intersection with Lower Back Creek Road/Route 600 in Highland County (Appendix A, Sheet 1). The house is on an elevated pad on the southwest side of Route 84, with a thickly wooded slope rising on its southwest side. To the north it overlooks a cleared area on the south side of the Warwick Run stream, with another wooded ridge on the north side. It is located in a rural area with few occupied residences, and it is approximately 0.25 miles southwest of the proposed Project.

The main structure is a two-story, three-bay, vernacular house reported by the owner to have been built in 1842 (Appendix B, Figure 200). It has a side-gabled, standing-seam metal roof with a fieldstone and poured concrete foundation and weatherboard siding. The primary entrance is centered on the northeast elevation and includes a wood paneled door with a replacement aluminum storm door flanked by two, six-over-six, double-hung aluminum windows and two, six-over-six, double-hung wood sash windows on the second floor (Appendix B, Figure 201). The first floor also includes a standing seam metal shed porch addition with a poured concrete floor supported by three wooden posts. The porch itself has a dentil-like detail on the porch roof and corner boards with graduated capitals. The southeast elevation has an exterior brick chimney flanked by two, six-over-six, double-hung wooden windows on the first floor. The house also has a large, circa 1950 side-gabled northwest addition clad in Dutch-lap siding and a fieldstone foundation (Appendix B, Figure 202). It has two interior chimneys that pierce the ridge on both edges of the roof. The southwest elevation has a double-hung, two-over-two wooden window on the first floor. The northwest elevation has a centered entrance on the first floor with a wood paneled door and a vinyl storm door. The door is flanked by a two-over-two, double-hung wooden window with classical details around the frame, and an eight-pane, fixed

vinyl window. The northwest elevation also includes a standing seam metal shed-roof patio addition supported by two wooden posts on brick pedestals. The second floor has three, two-over-two, double-hung wooden windows. The northeast elevation has four, two-over-two, double-hung wooden windows with classical details and a one-paned, wooden casement window. The southeast elevation also includes a standing seam metal shed roof addition with a concrete masonry unit foundation and first floor and weatherboard siding on the second floor. The northeast elevation has a three paned, fixed casement window on the second floor, while the southeast elevation has a six-over-six, double-hung wooden window on the first floor. The addition's southwest facade has no fenestration. The southwest facade is hidden by a standing seam metal shed roof addition with weatherboard siding and another exterior brick chimney. It has a centered entrance with a paneled, wooden door and a wooden screen door. It also has a one-over-one, double-hung, vinyl window encased in a wooden frame.

Adjacent to the main house is a barn, three sheds, a garage, and an auction house. East of the house is an early to mid-twentieth century front-gabled, small shed with weatherboard siding, a standing seam metal roof and a poured concrete foundation with a four-paneled wooden door on the southeast façade (Appendix B, Figure 203). Further east of the small shed is a mid-twentieth century front-gabled, standing-seam metal roof shed with vertical wooden siding and a poured concrete foundation (Appendix B, Figure 204). The only fenestration is located on the northwest façade, and is a hinged, wooden plank door. East of the second shed is a circa 1980 modern garage with a front-gabled, standing seam metal roof, metal siding, and a poured concrete foundation. It has open fenestration on the northwest façade. North of the house is a circa 1940 shed with a concrete masonry unit foundation with weatherboard siding and a front-gabled, standing seam metal roof (Appendix B, Figure 205t). It has wooden plank, hinged, double doors on the northwest façade.

Across Route 84 are two other structures. Northeast of the house is a historic barn built in the early twentieth century (Appendix B, Figure 206). It has a front-gabled, steeply-pitched, standing seam metal roof with vertical wooden siding. The historic barn has a wood post foundation made from tree trunks. It also has two standing seam metal shed roof additions, with one on the northwest façade, and the other on the southeast façade. It has open fenestration on the northeast façade, and two, wooden hinged doors and a double wooden, hinged door. Each addition has a hinged wooden door on its southwest façade. To the southwest is a front-gabled auction house built in 1983 with a standing seam metal roof and coated metal paneled exterior. The foundation consists of wood posts on a sill grade. The west façade has a six-pane, vinyl door and a four-pane, fixed, vinyl window. The south façade has a gabled-porch addition supported by six metal posts and a sliding metal garage door.

NRHP Assessment: The house and accessory structures are of vernacular design that is relatively common in the surrounding area. They do not exhibit high artistic value as the work of a master, nor are they outstanding examples of a particular architectural style or building type. Furthermore, additions and material changes to the house have resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource. ERM recommends it as not eligible for the NRHP under Criteria A and B.

045-5082

The house and associated buildings at 10061 Mill Gap Road/Route 84 is in Highland County (Appendix A, Sheet 2). It is approximately 2,069 feet north-northeast from the proposed Project. The site is located in a cleared field that extends to the northwest and southeast with a utility line in the middle of the site, running northeast to southwest. There is a meadow located to the east of the accessory structures. 045-5082 is at the bottom of a ridge, with thickly wooded mountains to the northeast.

The dwelling is in the process of being completely remodeled or rebuilt (2016), and little of the original structure, which appears to be a ca. 1950 side-gable dwelling, is visible beyond the brick on-peak chimney and the mortared stone retaining wall that contained a planting bed around the front porch. At the time of the survey, perennial Asiatic lilies were growing in the bed, suggesting that the planting bed and the footprint of the porch predate the renovations. The poured concrete steps to the front porch may be original as well (Appendix B, Figures 207 and 208). The house currently can be described as a one-and-a-half story, side-gabled, five-bay structure. It features a dormer, which may be part of the original design. Replacement materials include faux-log veneer, shingle siding on the second floor of the main block, fieldstone veneer covering the poured concrete foundation, and a standing-seam metal roof. What may have originated as a read shed addition or enclosed porch features wooden board and batten siding. The primary entrance is on the west facing façade is within a full width shed-roof porch supported by four wooden posts. This façade includes boarded-up fenestration for a door and two newly installed three-over-one, double-hung, vinyl windows on the first floor and three, three-over-one, double-hung, vinyl windows on the second floor dormer. The north and south elevations both have two, three-over-one, double-hung, vinyl windows on the first and second floor. The east elevation includes three, two-paned, sliding vinyl windows and a vinyl door with nine lights on the first floor, and three, three-over-one, double-hung, vinyl windows on the second floor dormer.

There are four outbuildings associated with the property, including a barn, a shed, an animal shelter, and a modern garage. The circa 1950 barn is located southeast of the modern house and has a front-gabled, asphalt roof with a board-and-batten exterior and a fieldstone pier foundation (Appendix B, Figure 209). It also has shed roof extensions on the north and south elevations. The west elevation has two entrances, both being hinged, replacement double-doors made of vertical planks. This elevation also has a fixed, two-paned, wooden window. The south and north elevations have no fenestration, but have weathered vertical planks on the exterior. The east elevation also has weathered, vertical planks on the exterior, but also has a two-paned, fixed, wooden window. South of the barn is an animal shelter (Appendix B, Figure 210). The circa 1950 animal shelter is a front-gabled structure with board-and batten exterior on the gable ends and a deteriorated asphalt roof. It has a brick and fieldstone pier foundation and an interior aluminum exhaust pipe that pierces the north ridge of the roof. The west elevation has four areas of open fenestration that covers the façade. The north and south elevations have no fenestration, while the east elevation has one opening for a window. The building is extremely dilapidated and is currently used for storage. Directly behind the barn, to the east, is a front-gabled, circa 1900 shed with a compositional asphalt roof and fieldstone pier foundation (Appendix B, Figure 211). It is partially collapsed and has vertical wooden siding with one hinged door made of vertical planks on the south elevation. The resource also has a circa 1980 front-gabled garage clad in vinyl Dutch-lap siding with an asphalt shingle roof and a concrete masonry unit foundation. It has two vinyl roll up garage doors on the north elevation and a metal door on the south elevation.

NRHP Assessment: The house has been extensively remodeled and no longer retains much of the historic fabric or conveys the original feeling of the structure. The accessory structures are of a vernacular design that is common in the surrounding area and do not exhibit high artistic value as the work of a master, nor is it an outstanding example of a particular architectural style or building type. Some of the accessory structures have deteriorated, and lack integrity as a result. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource. ERM recommends it as not eligible for the NRHP under Criteria A and B.

045-5083

The resource located on Route 84/Mill Gap Road in Highland County is approximately 1,745 feet north-northeast of the proposed Project (Appendix A, Sheet 2). The site is located on the southeastern side of Route 84. It is situated in an area with a creek running from the north to east, a wooded ridge to the southeast, and a somewhat manicured open field to the east and west (Appendix B, Figure 212).

The circa 1940s, one-story, vernacular office building is a side-gabled structure with aluminum siding and an asphalt shingle roof (Appendix B, Figure 213). It has a concrete masonry unit pier foundation and according to the owner, was once used as an office for a mill on Back Creek. There are two entrances on the southwest façade, accessed via a shed-roof porch supported by four wooden columns; the porch features wood decking a wooden ramp. The two entrances include a vinyl door with three panels and two lights covered by an aluminum storm door and a vinyl door with three panels and six top lights. The façade also includes two pairs of three-over-one, double-hung, wooden windows flanking the doors. The southeast elevation has two, one-over-one, double-hung, wooden windows. The northeast elevation has a louvered casement window and a vertical two-over-two, vinyl window. This elevation also includes a concrete masonry unit chimney that pierces the slope of the roof. The northwest elevation has two, one-over-one, double-hung, wooden windows.

NRHP Assessment: 045-5083 is of a vernacular design and does not exhibit high artistic value of the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, its replacement windows and doors have resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

045-5084

The resource is located along Route 84/Mill Gap Road in Highland County. It is approximately 1,300 feet northeast of the proposed Project (Appendix A, Sheet 1). The site has dense trees and mountains to the southwest and northwest, and is located on moderately flat land.

045-5084 consists of two circa 1965 vernacular hay barns of similar design associated with a modern house that is not of age (Appendix B, Figure 214). The first of the two barns is clad in clapboard, vinyl, and metal siding. It has a shed roof clad in standing seam metal (Appendix B, Figure 215). The southeast, southwest, and northwest elevations all have replacement metal siding on the first floor and replacement vinyl on the second floor exterior. The southwest and

northwest elevations have no fenestration, while the southeast elevation has a metal door. The northeast elevation has deteriorated vertical wooden siding and a fixed, six-paned, wooden window and a hinged, metal door. The northeast elevation also has an area with open fenestration and another area with boarded up fenestration. The southeast elevation opens into a fenced paddock. The second barn has vertical board siding and a standing seam metal shed roof (Appendix B, Figure 216). It is somewhat deteriorated and sits on a fieldstone pier foundation. The northwest elevation has a hinged, wooden plank door and an open fenestration. The northeast and southeast elevation has one area for open fenestration while the southwest elevation has no fenestration.

NRHP Assessment: 045-5084 is of a vernacular design and does not exhibit high artistic value as the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, its deterioration and change of materials has resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

045-5086

The resource is located at the end of a long jeep trail off of Valley Center Road in Highland County (Appendix A, Sheet 2). It is situated in a clearing that slopes slightly to the west, surrounded by a lightly forested area, approximately 1,257 feet southwest of the proposed Project (Appendix B, Figure 217). There is another slope that rises to the south and southeast with denser woods to the north and southwest. The land is mowed and is currently used as cattle pasture.

045-5086 is a circa 1910 two-story, side-gabled I-house that was partially dismantled on the southwest elevation to reclaim its chestnut lumber (Appendix B, Figure 218). It has a dressed stone pier foundation, Dutch lap siding, and a standing seam metal roof. It has one exterior stone masonry chimney on the northeast elevation. The primary entrance is on the northwest façade and consists of a three-paneled, wooden door with two upper lights, and a screened door. The remains of flashing on the façade between the first and second stories indicate that a full-width porch once was present. The northwest façade also includes a six-over-nine, double-hung, wooden window on the first floor and two, six-over-six, double-hung wooden windows on the second floor. The northeast elevation only has the fieldstone masonry chimney, while the southeast elevation has two, four-paneled wooden doors. The southeast elevation also has a six-over-six, double-hung wooden window on the first floor and two boarded up windows on the first and second floor. The southwest elevation is largely dismantled, but a four-paneled wood door and an opening for a window remain on the first floor, and there are remnants of a poured concrete porch.

NRHP Assessment: 045-5086 is of a vernacular design and does not exhibit high artistic value as the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, its severe deterioration has resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

Nelson County

Five resources were surveyed in Nelson County. Previously recorded resources include the South Rockfish Valley Rural Historic District, which was listed on the NRHP in 2016, and the Warminster Rural Historic District and Chesapeake and Ohio Railroad, both of which are recommended eligible for inclusion on the NRHP. ERM recorded two dwellings, neither of which are recommended eligible for listing on the NRHP. The Project will have no adverse effect on any of the NRHP-eligible resources.

062-5119

The resource is the 1,633-acre South Rockfish Valley Rural Historic District, centered on Rockfish Valley Road/Route 151 in Nelson County (Appendix A, Sheet 13). The proposed Project crosses the district approximately 1.5 miles from its southwest end. The corridor runs north-northeast parallel to Glenthorpe Loop/Route 627 on its west side, bending to the northwest at Reids Creek, and turning to the west as it crosses Glenthorpe Loop; it resumes its northwesterly direction at Spruce Creek and the Route 151 bridge across it. The southeastern-most end of the corridor's intersection with the district is relatively level and wooded north of Reids Creek, emerging into an open field on the east side of Glenthorpe Loop (Appendix B, Figure 219). Another field is located on the west side of Glenthorpe Loop with a tree line along Spruce Creek (Appendix B, Figure 220). Mature trees line the south side of Route 151 at the corridor's crossing of the road and the 1936 bridge (VDHR #062-5090/Bridge #1030) carrying the road across Spruce Creek (Appendix B, Figure 221). The bridge was previously determined not eligible for the NRHP and was not noted as a contributing resource to the district. The tree cut for the permanent pipeline right-of-way would be visible on both sides of the road and bridge at the drill entry and exit points. The area on the north side of Rockfish Valley Road/Route 151 is not included in the Rural Historic District. No structures are located in the Project corridor within the district. However, the corridor is immediately adjacent to one of the district's contributing resources: the farm located at 1694 Rockfish Valley Highway (VDHR #062-5119-0032) that was recommended as not individually eligible for the NRHP in 2015. The proposed Project's tree cut may be visible in the woods between the farm and the South Fork Rockfish River to the south and southwest. Another contributing resource within the South Rockfish Valley Rural Historic District from which the Project's tree cut may be visible is the Elk Hill Baptist Church (VDHR #062-5020, 062-5119-0014), located 0.19 miles to the south of the Project (Appendix B, Figure 222). The church was recommended as not individually eligible for the NRHP in 2015.

NRHP Assessment: The South Rockfish Valley Rural Historic District was listed in the NRHP in 2016 and retains a high degree of integrity for a traditional, rural landscape in the Virginia Piedmont. None of the individual resources within the district in the vicinity of the Project are considered individually eligible for the NRHP.

Assessment of Effects: The proposed Project crosses the district in open fields and through woods with limited visibility from public roads and the district's historic resources. The Project would be visible from a limited number of vantage points in the district. The Project intersects the district for a distance of 0.59 miles (Figure 7). In the context of the extensive area encompassed by the South Rockfish Valley Rural Historic District, the Project is not expected to have a significant impact on the overall visual character and NRHP integrity of the district.



Figure 7. 062-5119 boundary in relation to the Project.

062-5160

The 3,665-acre Warminster Rural Historic District is located on the west bank of the James River in southern Nelson County (Appendix A, Sheet 15). An evaluation of potential Project effects in the Warminster Rural Historic District related to a slightly different previous route was included in the February 2016 Addendum 1 report for this Project (Staton 2016:25–29). The current proposed alignment for the Project crosses portions of the Warminster Rural Historic District in a generally northwest-to-southeast direction, approximately 0.25 mile north of the previous proposed Project route. Since the previous July 2016 evaluation, the Warminster Rural Historic District was expanded on its south side, extending parallel to the northwest side of Route 626 for approximately 0.75 miles, and it encompasses the area to the western bank of the James River. Whereas the former proposed Project's route intersected with the Warminster Rural Historic District twice at its southern and western edges, the current proposed route also lies within the expanded portion of the district for a total of three crossings and a total length traversed of just less than a mile. The Warminster Rural Historic District's current setting is rural, with a series of low, wooded ridges descending to the river, and homes widely spaced along the few public roads in the area (Appendix B, Figure 223).

The district was formerly the location of five plantation homes, built in the late eighteenth century by members of the Cabell family, which was prominent in Nelson County and Virginia history. As Euro-American settlement pushed west beyond the Blue Ridge Mountains, William Cabell and his cousin William Mayo served as surveyors, providing them with knowledge of the unsettled lands on the upper James River. Cabell acquired vast holdings along the river, as well as a large number of slaves, which provided support for his family for several generations. He built his home at Warminster in 1742. His main plantation was Swan Creek, near the mouth of the creek of the same name. Cabell bequeathed land around his plantation to his four sons, who established their own plantation houses around the town of Warminster and the family's mills, a tobacco inspection station and port, and other businesses oriented toward the James River & Kanawha Canal and later the rail line that succeeded it on the west bank of the river. Cabell's grandson, William H. Cabell, came into possession of Midway Plantation, consisting of 600 acres that had been a part of the original Swan Creek Plantation. He reportedly had Midway Mill built in 1787, but he did not reside at Midway until 1801. The mill was a massive 4½-story ashlar masonry structure reportedly built by Italian shipwrights from stone quarried nearby. It was a prominent landmark on the James River and Kanawha Canal and produced flour and meal that were transported by barge on the canal. William H. Cabell was elected to the Virginia Assembly in 1802 before serving as Governor from 1805–1808. He then served as a judge in the Virginia Supreme Court of Appeals for more than four decades before passing away in 1853. Cabell appears to have spent much of his life in Richmond where he is buried, but he evidently maintained the 600-acre Midway Plantation in Nelson County (Barney 2008; Brock 1888; Smith 2015b; Virginia Historic Landmarks Commission 1973). The Simpson family operated Midway Mill in the nineteenth century, and their house was located adjacent to the mill. The mill operated until the 1920s, when it could no longer compete with modern industrial mills. The mill building was demolished in 1998 (Bailey 2015; Virginia Historic Landmarks Commission 1973).

No buildings 50 years of age or older are located immediately along the current proposed corridor in the district. However, the current route crosses the Chesapeake & Ohio Railroad (VDHR resource #062-5180) that follows the James River's west bank. This rail line was previously evaluated and discussed in the Addendum 2 report for the current Project (Anderson and Staton 2016:22–23). It was recommended potentially eligible for the NRHP under Criterion

A because of its importance in providing access to the West Virginia coal fields from Richmond in the antebellum period, and for its engineering significance as the first railroad in Virginia to use tunnels to cross the Blue Ridge. The current proposed alignment for the Project intersects the rail line in a different location, approximately 0.1 miles north of the previous Project alignment (Appendix B, Figure 224). There are also two resources located within 0.5 miles of the current Project: the Simpson House (VDHR resource #062-0092), which was included in the February 2016 Addendum 1 report (Staton 2016:25–28), and a small cemetery with a gabled stone mausoleum on a knoll on the south side of Midway Mills Lane/Route 743, known as the Midway Mills Cemetery, and designated as archaeological site 44NE0197 in the Addendum 2 archaeological report for the Project (Stanyard et al. 2016). The Simpson House consists of a two-story Folk Victorian frame dwelling overlooking the James River; a one-story vernacular frame dwelling also is located on the property. The resource was recommended potentially eligible for the NRHP under criteria A and C (Staton 2016:28).

The earliest description found of the Midway Mills Cemetery is from the Virginia Historical Inventory, conducted in 1937 by the Works Progress Administration (WPA). The description states that the cemetery was located “on a small mountain, in dense woods in an isolated spot,” and that there were “10 graves with small markers but with no inscriptions” (Harrower 1937). Other unmarked graves were reported as being present as well. The surveyor spoke with an old resident of the community, as well as consulting county records. She noted that it was well known that members of the Cabell family, who were the first to settle the land in 1724, were buried in the cemetery. Oral tradition dating to the 1930s indicates that members of the Cabell family are buried in Midway Cemetery, although its more prominent members are known to be buried elsewhere. The property is located on land held by the family until the 1880s and is closely associated with the family. At least one member of the Simpson family, which operated Midway Mill in the nineteenth century, also was buried in the cemetery. Land records were missing for the period from 1763–1871, but the property passed from the Cabell family to the Simpson family in the 1870s. Germaine Franklin Simpson left the property to his daughters Mary G. Simpson and Emma Simpson Robinson by will in 1906. They were the current owners at the time of the WPA survey. Only one headstone in the cemetery was inscribed at that time, that of Thirza C. Wainwright (1848–1886), which is still located at the site. No mention is made of the stone mausoleum (Harrower 1937). Two inscribed stones were recorded at Midway Mills Cemetery in 2014 and posted to the Find A Grave website (Find A Grave 2016). One is the Wainwright grave, the other is Mary G. Simpson, who was born in 1877 and died in 1961, apparently unmarried. Because the cemetery is not associated with significant members of the Cabell family and is not connected to important events in the history of the area, it was recommended ineligible for the NRHP under Criteria A and B (Stanyard et al. 2016:3-108). It was also deemed to lack outstanding landscape, architectural, or design elements that might make it eligible for the NRHP under Criterion C. The cemetery also holds little research potential, so it was recommended ineligible under Criterion D. Because the site does not meet the NRHP criteria, nor Criteria Consideration D for cemeteries, ERM recommended 44NE0197 as not eligible for listing in the NRHP, but recommended avoidance (Stanyard et al. 2016:3-108). Although Midway Mills Cemetery is not considered eligible for the NRHP as an individual property, its close association with the Cabell family is sufficient to make it a contributing resource to the Warminster Historic District under Criterion B.

NRHP Assessment: The Warminster Rural Historic District has been determined eligible for listing in the National Register of Historic Places under Criterion A for its settlement and development patterns, and for its association with transportation development. It is also considered potentially eligible under Criterion B for its association with the Cabell family, one of

the preeminent families of Virginia, serving in all branches of government and overseeing a business empire of agricultural, industrial, and trade interests. The district is also potentially eligible under Criterion C for the two extant Cabell homes, Edgewood (VDHR resource #062-0004) and Bon Aire (VDHR #062-0089).

Assessment of Effects: The Chesapeake & Ohio Railroad will not be directly affected by the Project because the drill entry and exit points will be outside of the right-of-way of the rail line. However, the permanent pipeline right-of-way will be cleared up to the edge of the cleared railroad right-of-way, creating visual effects in the form of a tree cut on either side of the rail line. This visual effect is considered to be insignificant in the context of the numerous modern intrusions into the viewshed of the resource along its entire extent. Neither the Simpson House nor the Midway Mills Cemetery is in the area of direct effects, consisting of the proposed construction zone for the Project. The Project will have no visual effects on the Simpson House, because of the heavily-wooded terrain that would screen the view to the tree cut for the proposed pipeline, which will lie 0.1 miles to the south. In the case of Midway Mills Cemetery, which is located approximately 150 feet north of the proposed pipeline centerline, the pipeline would be visible, but since the resource is not individually eligible for the NRHP, visual effects are only relevant in the broader context of the historic district to which the cemetery contributes. In terms of the Warminster Rural Historic District overall, the area of direct effects consists of the three segments where the pipeline corridor crosses the district (Figures 8 and 9). Along these segments, most of the length traverses wooded areas. However, it will also cross areas of open pasture where changes to the vegetative cover will be minimal post-construction (see Appendix B, Figure 223). The wooded areas along the corridor will mostly be hidden from vantage points at dwellings, along roadways, and at other locations frequented by people. Because of the small area affected in relation to the overall size of the district, the proposed Project is expected to have no significant impact on the overall visual character and integrity of the Warminster Rural Historic District. For these reasons, ERM recommends that there will be no adverse effect to the Warminster Rural Historic District and its associated individual resources.

062-5180

The linear resource is a rail line constructed on the west bank of the James River for the Chesapeake and Ohio (C&O) Railroad and now operated by the CSX Railroad (Appendix A, Sheet 15). The resource was previously evaluated and discussed in the Addendum 2 report for the current Project (Anderson and Staton 2016:22–23). The proposed pipeline route has subsequently been changed, and the current alignment is approximately 0.1 mile north of the previous Project alignment. The rail line in the vicinity of the Project runs adjacent to Midway Mills Lane/Route 743, approximately 0.05 miles south of its crossing of Mayo Creek. The terrain slopes gently toward the river to the east, and the rail line's corridor in the proposed Project corridor is a clearing in a densely wooded area (Appendix B, Figure 225). The single rail line has oxidized steel rails and weathered wood ties, and is situated atop a raised bed covered with gravel and rip-rap (Appendix B, Figure 226). These elements have been updated since the rail line's original construction. As a utilitarian structure, it is in acceptable condition.

NRHP Assessment: In the February 2016 evaluation (Anderson and Staton 2016:22), the Chesapeake & Ohio Railroad was recommended potentially eligible for the NRHP under Criterion A because of its importance in providing access to the West Virginia coal fields from Richmond in the antebellum period, and for its engineering significance as the first railroad in Virginia to use tunnels to cross the Blue Ridge. Because of diminished integrity of materials and



Figure 8. 062-5160 western boundaries in relation to the Project.

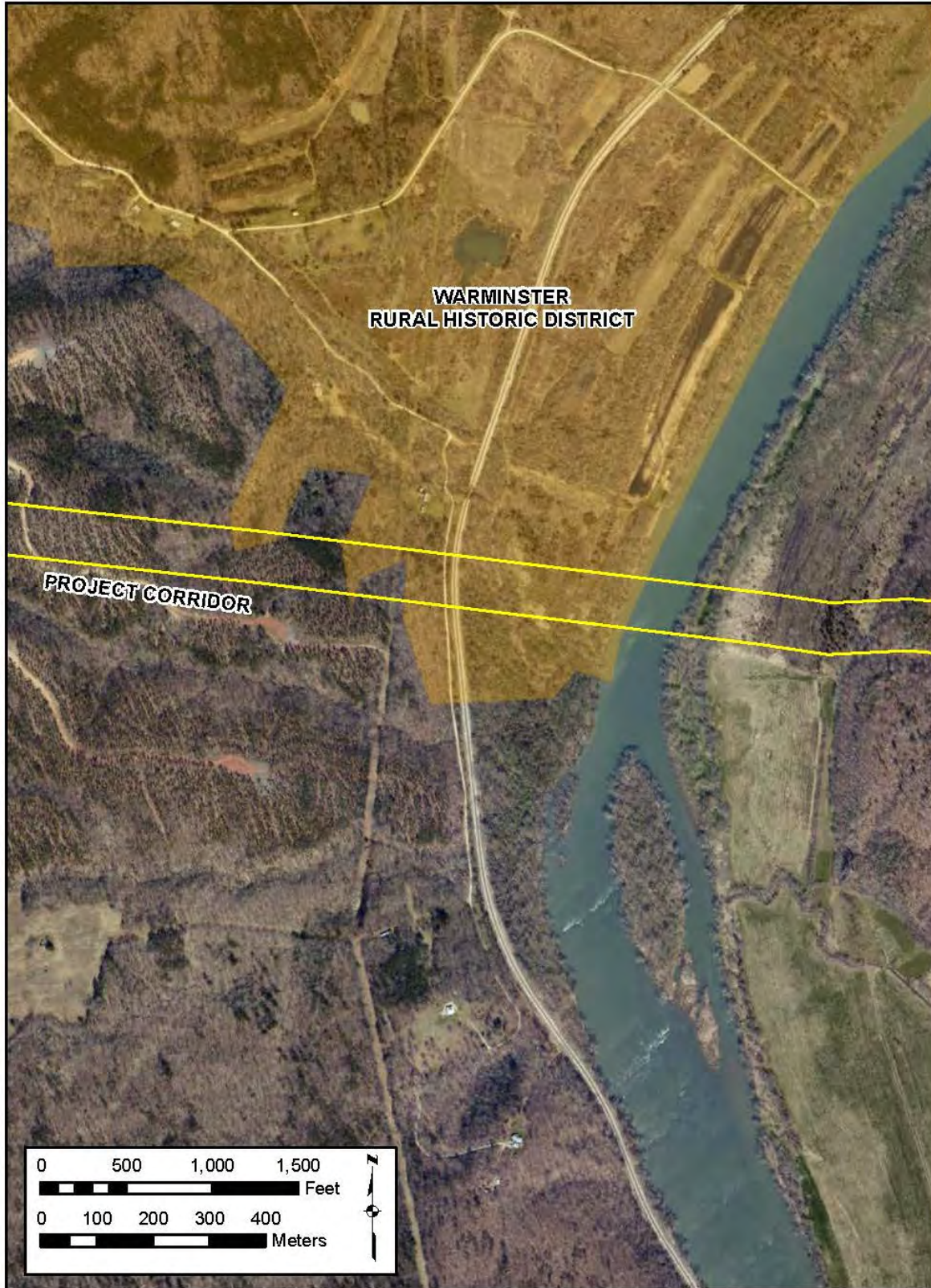


Figure 9. 062-5160 southern boundaries in relation to the Project.

workmanship, the railroad was recommended ineligible for the NRHP under Criterion C. Although the rail line's materials have been updated, ERM recommends that it retains its identity as a historic rail corridor and can convey its feeling and historical significance. In addition to being potentially eligible for the NRHP individually, the Chesapeake & Ohio Railroad is considered a contributing element of the Warminster Rural Historic District.

Assessment of Effects: The Chesapeake & Ohio Railroad will not be directly affected by the Project because the drill entry and exit points will be outside of the right-of-way of the rail line. However, the permanent pipeline right-of-way will be cleared up to the edge of the cleared railroad right-of-way, creating visual effects in the form of a tree cut on either side of the rail line (Figure 10). This visual effect is considered to be insignificant in the context of the numerous modern intrusions into the viewshed of the resource along its entire extent. Therefore, ERM recommends that 062-5180 will not be adversely affected by the proposed undertaking.

062-5221

The resource is at 2831 Stagebridge Road, and is approximately 0.35 miles southwest of the proposed Project (Appendix A, Sheet 14). It is located in pasture land that is surrounded by wooded areas in a narrow valley between ridge spurs to the north and south. The log cabin is sited on the slope, while its two outbuildings are adjacent to a tree-lined creek to the south at the bottom of the hill.

The circa 1900 log cabin is a single-story dwelling constructed of V-notch logs resting on fieldstone piers (Appendix B, Figures 227 and 228). It is a double-pen structure, with the original log cabin portion to the east and a wood-frame addition to the west; the original section has vestiges of chinking between the timbers, while the addition is clad in vertical board. The south elevation featured two entrances, one for the log portion and one for the wood-frame addition, but the doors have been removed. There are two window openings as well; the western window is boarded up and the eastern window is a six-over-six, double-hung, wood-frame window that is no longer operable. There are two external chimneys, an original fieldstone chimney on the east elevation, and a brick chimney on the west elevation. There is a square window opening in the gable end next to the fieldstone chimney. The roof of the cabin is side-gabled, and clad with standing-seam metal. The cabin is in an overall state of disrepair, with damaged and missing windows and doors, and generally poor condition of the exterior materials.

The first of the two outbuildings, the circa 1910 log barn 1, is located approximately 0.05 mile to the southeast of the dwelling. It is a single-story, saddle-notch log structure with fieldstone piers at its southeast elevation that respond to the site's slope toward the adjacent unnamed creek (Appendix B, Figure 229). It has a deteriorated standing seam metal roof, and its gable end is clad in vertical board. The structure has a framed door opening at the northwest elevation, and it is used for storage. The building is currently in a state of disrepair, overgrown with vegetation, and tilting in the early state of collapse. The second of the two outbuildings, the circa 1910 log barn 2 is located approximately 0.15 miles southwest of the dwelling. It is also on the bank of an unnamed creek. The surrounding terrain has eroded, resulting in some subsidence. It is a single-story, saddle-notch log structure situated on fieldstone piers and blocks. It has a single entrance low to the ground on its south elevation. The roof is side-gabled, and clad in deteriorated standing-seam metal panels. The building is overgrown, and it is also in a state of disrepair.

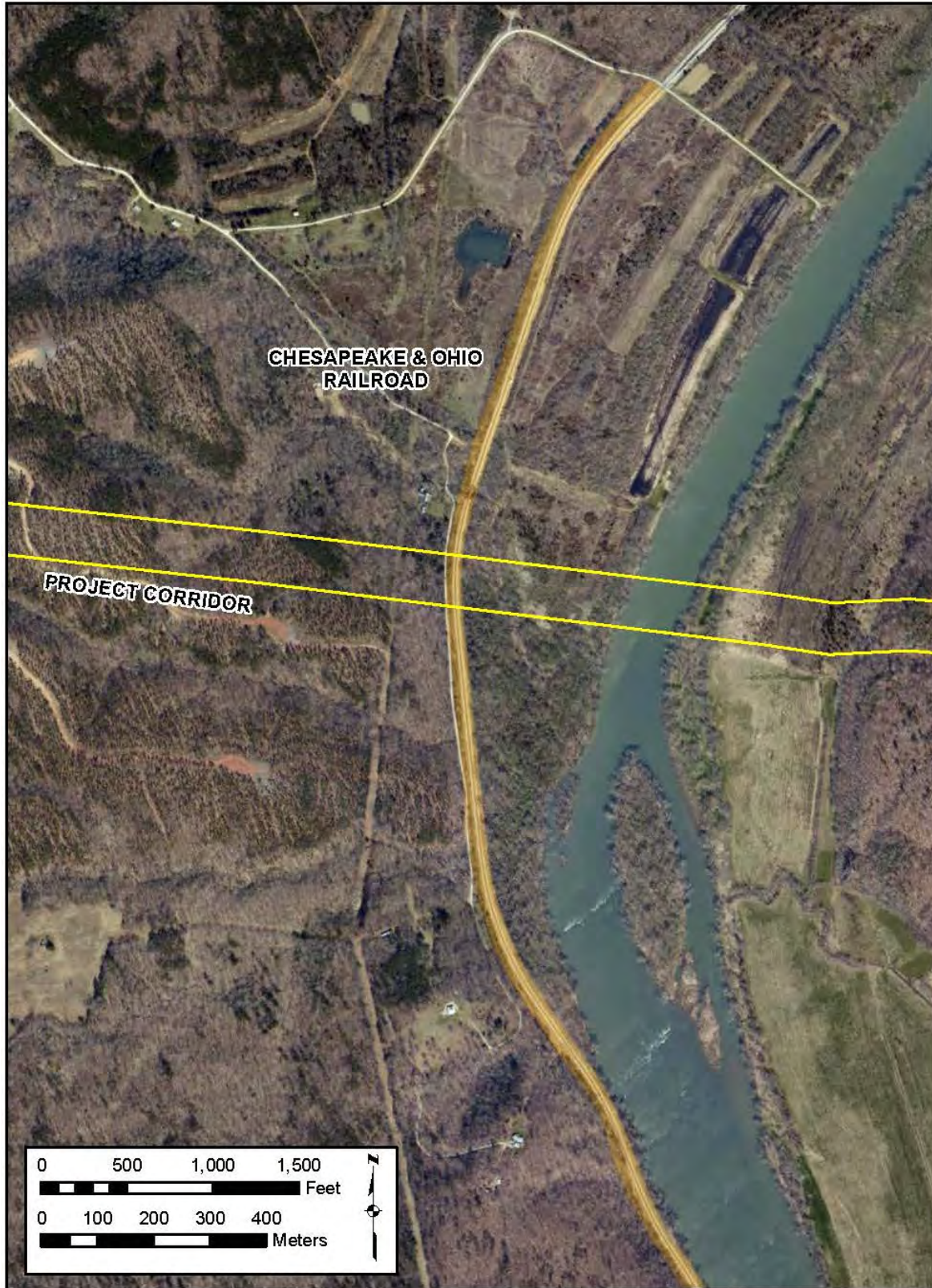


Figure 10. 062-5180 boundary in relation to the Project.

NRHP Assessment: The log cabin and its associated outbuildings are weathered and deteriorated, and as a result suffer from a loss of material integrity. Although the log cabin's overall form is intact, and surviving log structures are becoming rare in the surrounding area, it does not feature any notably significant features that would make it individually eligible, and the addition has changed its design and materials. Likewise, the outbuildings are in poor condition, and have lost integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

062-5222

The resource located at 2831 Stagebridge Road is approximately 0.35 miles southwest of the proposed Project (Appendix A, Sheet 14). The property includes a house, two barns, five sheds, an outhouse, and a well sited on a manicured lawn on a knoll above the road (Appendix B, Figure 230). The cleared area is surrounded by pastures and tree lines.

The current two-story house, constructed in 1959, is located on the site of an earlier house that was reported to have burned (Appendix B, Figure 231). The dwelling has the form of an I-house with a rear gabled ell and is constructed of concrete masonry above a parged concrete masonry foundation. The foundation has several fixed pane basement windows, and the basement can be accessed via an exterior cellar door on the southeast elevation. The house has a central entrance on its northeast elevation within a gabled porch with a standing seam roof. The porch has a concrete masonry foundation and metal posts with scrolled metal detailing. The door is wood-paneled with a vinyl, screen door. There are windows on either side of the entrance that are paired, vinyl-frame, single-hung windows with applied mullions on either side of a central fixed-pane portion. The second story has single-hung, vinyl-pane windows with mullion inserts. This window type is featured throughout the rest of the house. The roof is cross-gabled, and consists of standing seam metal. The house has two exterior, concrete masonry chimneys on either side of the primary I-house portion, and one interior concrete block chimney centered on the ridge-line of the T-footprint extension to the southwest. The southeast elevation rear ell has a wood-framed, shed-roof, screened-in porch with a concrete-block foundation. The southwestern wall of the porch is covered in vinyl siding. The house is in fair to good condition.

The circa 1930 outhouse, located west of the house, is a wood-frame structure set on a brick pier foundation and clad in vertical board. It has a vertical-plank entrance on the southeast elevation and is covered in a standing-seam shed roof. It is adjacent to a ca. 1930 shed (shed 1), which is of wood-frame construction clad in vertical board with a sill-on-grade foundation. It has an off-center bay entrance to the east side of the southeast elevation. The roof is gable-end with ribbed metal. Shed 2, also appearing to be circa 1930, is located just northwest of the house, and has the same features as shed 1, but it has a shed roof and is slightly smaller in size. The last structure west of the house is a circa 1960 well to the southwest of the house. It has a concrete block well curb set low to the ground, and it is covered with a standing seam metal panel.

Northeast of the house are the two circa 1880 barns and shed (Appendix B, Figure 232). Barn 1 is a log barn with saddle joints, resting on a fieldstone pier foundation. It has two shed additions, one to the southeast and one to the northeast. The original portion has a central, vertical-plank entrance to the northwest. The end-gabled standing-seam metal roof has vertical plank siding in the gable end. The southeast elevation of the log barn has additional standing

seam metal siding that was added at a later time. The two shed additions are wood-frame, vertical-board additions with bay openings for additional storage of equipment. They feature portions that are makeshift, utilizing a variety of wood materials that are both sawn and log. Log shed 1 is adjacent to barn 1, and is a log structure with saddle joints, and it rests on fieldstone piers. It has a single entrance to the northwest, which is off center and contains a vertical-plank door. The roof is end-gabled with standing-seam metal, and there is vertical board siding in the gable end. The third structure associated with an earlier date of ca. 1880 is a log barn (barn 2) with V-joints resting on fieldstone pier foundation. It has a single entrance to the northwest with a door made of sheet metal. Extra log piers in the ground support the structure from complete collapse along with metal ties. The structure is in poor condition, and the gable roof is now collapsed. The interior is overgrown.

There are two circa 2000s prefabricated sheds associated with the property. They are located among the older circa 1880 structures to the northeast of the house. The first (prefabricated shed 1) is a wood-frame shed with T1-11 siding set on a concrete pier foundation. Its entrance is a T1-11 clad door to the northwest, with an additional small storage door above it. The roof is gambrel with ribbed metal. The shed has one-over-one, vinyl-frame windows with mullion inserts. To the northeast of the shed is a circa 2000s metal-frame, carport structure. The second shed (prefabricated shed 2) is a basic, wood-frame shed with T1-11 siding and a wood post foundation. Its entrance is off-center on the southeast elevation, and features vinyl double doors. The roof is side-gabled, and composed of asphalt shingles. There is a single-bay shed roof addition to the northeast.

NRHP Assessment: The house represents an unusual recreation of a late nineteenth century vernacular design using mid-twentieth century materials. Because the current house represents a later period than the associated outbuildings, the farm does not convey the feeling of the resource during its early history. Several of the associated outbuildings are also in poor condition, resulting in a loss of integrity. As a result, ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

City of Suffolk

Seventeen resources were surveyed in the City of Suffolk. These include dwellings, outbuildings, a cemetery, a railroad, and a battlefield. Eleven of the resources are previously recorded. These include the Siege of Suffolk battlefield (133-5039), and the Norfolk and Petersburg railroad (091-5098), which is in Sussex County, but is intersected by the Project in City of Suffolk. Both of these resources are recommended eligible for the NRHP. However, the Project will have no adverse effect on any of them. Six resources are newly recorded, however none of the new resources are recommended eligible for inclusion on the NRHP.

133-0209

The resource at 3963 Mockingbird Lane is located in a suburban area of the City of Suffolk, but immediately surrounded by cleared agricultural fields to the north, east and south. Scattered mature trees are located west and south (Appendix A, Sheet 22). The residence rests on flat terrain within a maintained yard and no other houses are visible from residence. Transmission lines, including larger metal towers, are visible from the property. The proposed Project, as

planned bisects this resource, running between a barn and the house, approximately 70 feet from the house (Appendix B, Figure 236).

The circa 1890 two-story, wood frame, vernacular house has with a historic addition to the west elevation of the original block, very similar in design to the original I-house (Appendix B, Figure 237). The original block has a continuous brick foundation, while the other wing rests on brick piers. The original block has an external chimney on the north elevation that retains original brickwork at the top and replacement concrete masonry units below (Appendix B, Figure 238). The historic addition has a larger, on-peak brick chimney. Both wings have matching boxed cornices with returns on the second-story roofline. The primary entrance on the east façade of the original block is within a partial-width, screened porch with wood decking and a hipped roof; the door is a modern, replacement. The entire house is currently clad in wavy edge asbestos siding, and features standing seam metal roofing over the porches and asphalt shingles over the main section. Most of the house retains its original two-over-two, double-hung wood sash windows, although a pair of modern six-over-six replacements with storm windows have been installed on the façade of the original block. A shed-roof addition to the south elevation of the historic two-story addition likely is an enclosed porch (Appendix B, Figure 239). It features six-over-six, and two-over-two double-hung wood sash windows of different sizes, suggesting that the porch was enclosed in the first half of the twentieth century, likely before the asbestos siding was added. The house is in good condition.

A circa 1970 one-story, wood framed garage is located at the southwest corner of the house, with the end gable opening to the north. It sits on a concrete masonry unit foundation, is clad with corrugated metal, and has a standing seam metal roof with exposed rafter tails. A small, circa 1970 gabled concrete masonry unit pump house is located just northwest of the garage. The structure has no door on its only opening (south), a front gable roof composed of compositional asphalt and asphalt shingles covering its gable ends (Appendix B, Figure 240). A mid twentieth-century one-story, wood frame, side gable barn with four bays is located at the northwest portion of the lot (Appendix B, Figure 241). The east bay is enclosed with plywood and louvered windows, while the other three bays are open. There is a shed addition to west. The roof is standing seam metal with exposed rafter tails on the north and south ends, and corrugated metal cladding covers the east and north elevations. All outbuildings are good to fair condition.

NRHP Assessment: When 133-0209 was originally surveyed in 1988, it was not evaluated as to NRHP eligibility. The resource was revisited earlier in 2016 for the current Project and recommended not eligible for the NRHP at that time (Anderson and Staton 2016:61). The house has been subject to additions and other changes that have compromised the resource's integrity. Therefore, ERM recommends 133-0209 as ineligible for the NRHP under Criterion C. The later outbuildings further detract from the historic feeling of the resource. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-0215

Located at 3745 Matoaka Road in Suffolk, 133-0215 is approximately 448 feet south of the proposed Project (Appendix A, Sheet 22). Located within a flat parcel that is a floodplain of Lake Prince, the farm complex is rural, with other residences along the road visible from the

property (Appendix B, Figure 242). Most of the surrounding land use is for agricultural purposes, with mature tree growth found at the edges of property lines and farm fields.

Built in 1788 according to city tax records, the one and a half-story wood frame vernacular central hall building has a compositional asphalt roof and the structure is covered in vinyl siding. Windows are six-over-six double-hung vinyl replacements with decorative shutters. Gabled dormers on the east and west slopes have four-over-four double-hung wood windows. The windows in the gable end are two-over-two double-hung wood sash. There are external brick chimneys on the north and south elevations of the main block. The structure rests on brick piers with brick infill. The primary entrance is through a wood panel central door on the east façade. The full-width porch on the east has a shed roof supported by square columns resting on a wood deck. A shed roof addition on the south of the main block is partially enclosed, and the chimney on this elevation may be truncated due to the construction of the addition. There are several additions on the rear (west) of the residence. A full one-story shed roof is across the entire west façade. It is unclear if this is original to the residence, and may have once been a porch that has since been converted to living space. Materials are consistent with the main block and brick chimneys are external on both the north and south elevations. A large ca. 2004 side-gable addition is attached to this on the north, while a smaller ca. 1945 shed addition has been attached to the south; entry to the residence through this addition is via a wood panel door with one light (Appendix B, Figures 243 and 244).

An active farm until fairly recently, the property contains many outbuildings built as the needs and technology changed to accommodate the working farm. A ca. 1980 one-story concrete block shed with a shed roof may be a replacement for an earlier well house. Built in 1976 is a trapezoidal metal equipment barn, next to which is a ca. 1980 metal Quonset hut. A one-story concrete block barn with a low pitched front-gable and roof composed of standing seam metal was constructed in ca. 1950. Vertical board is present in the gable ends (Appendix B, Figure 245). Built in ca. 1948, is a one-story barn composed of concrete block with horizontal board in the gable end. The roof is composed of sanding seam metal, with a shed addition extending to the south. A ca. 1990 barn displays wood open-frame construction with a corrugated metal roof (Appendix B, Figure 246). Built in ca. 1960; a fourth barn on the property is a side-gable concrete block structure with a corrugated metal roof with vertical board in the gable end. An open equipment barn on the property was built in two episodes. The side gable portion to the south dates from ca. 1950. It is a three-bay wood frame structure with a corrugated metal roof supported by poles. The front-gable addition is from ca. 1980. This wood frame structure also rests on poles with a corrugated metal roof and some corrugated metal siding (Appendix B, Figure 247). A series of metal silos dating from ca. 1950 through at least 1970 are also present on the property, as are various pens and troughs associated with livestock.

In the woods, at the rear of the property, is a small abandoned cemetery, possibly associated with the property. Falling into disrepair, seven headstones were visible. Three visible death dates include 1847, 1903, and 1937. The headstones are no longer standing and in some cases do not appear to be in their original locations. The markers are composed of concrete, brick, and sandstone, or a combination of materials. Traditional shapes include crosses, rectangles, and founded rectangles (Appendix B, Figure 248).

NRHP Assessment: The V-CRIS form for this property was originally filled out by Frazier Associates in 1988 and had not been evaluated for the NRHP. Although an unusual type and form for this area, there have been numerous additions and material changes to the residence that have impacted its integrity. ERM recommends that this resource is not eligible for the

NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM recommends it as not eligible for the NRHP under Criteria A and B.

133-5039

The Siege of Suffolk took place between April 11 and May 4, 1863. Confederate General James Longstreet was tasked with capturing the Union garrison at Suffolk, as well as foraging for supplies and protecting Richmond. The Union commander, Major-General John Peck, established a defensive ring around the city, with the Great Dismal Swamp to the east and the Nansemond River to the west providing natural protection. Confederate forces approached on South Quay Road (U.S. 58) and Providence Church Road (U.S. 460), crossing the Project corridor and drawing within 2 miles of the city. The outermost line of entrenchments was closest to the Project corridor around Providence Church, about 0.6 miles southeast of the Project APE (Breiner 1999; Soederquist 1891) (Appendix A, Sheet 19).

Peck concentrated his forces to the south, where he expected the greatest pressure. This left primarily his naval forces to defend the river. Longstreet spent several days trying to break through the southern defenses before deciding to attack from the Nansemond River. The Confederates constructed two batteries on the approach to Suffolk. Fort Huger (known as Hill's Point Battery), was located on what is now known as Brock Point, about 0.75 miles south of the where the Project crosses the Nansemond River. The Hill's Point battery proved nettlesome, but after two failed attempts, Union boats were able to land a force of infantry at Hill's Point and capture the battery on April 19. Having failed to take Suffolk, Longstreet was called to the aid of General Lee in northern Virginia, and the town remained in Union hands for the remainder of the war.

Based on accounts and maps of the siege, it appears that the engagements between the two armies took place primarily to the south and east of the Project corridor. Although some movement of troops likely took place in and around the Project APE, these movements are ephemeral, and no evidence of them is likely to remain. In addition, the current landscape of the resource within the proposed Project APE consists of urban commercial and residential development (Appendix B, Figure 249), and new transportation infrastructure, such as U.S. 58, U.S. 460, and State Route 10 have been added to the area over time, compromising the integrity of the historic landscape.

NRHP Assessment: The Project corridor crosses portions of 133-5039, the boundaries of which are defined by the 40,210-acre study area established by the American Battlefield Protection Program (ABPP) in 2007 for the Siege of Suffolk (Figures 11–13). ERM considers the resource eligible for the NRHP under Criteria A and B for its association with significant events during the Civil War and for the involvement of significant military figures. The ABPP study area encompasses all of the area that was part of the actions and movements of the opposing armies throughout the three-week siege of Suffolk in the spring of 1863, and includes most of the City of Suffolk and the surrounding area. Due to development in and around the City, the battlefield has been fragmented, and the ABPP included only 15,974 acres as potentially eligible for the NRHP (see Appendix A, Sheet 19). However, the ABPP and the VDHR recommend that for the purposes of Section 106 review, federal agencies and their designees or consultants take the full extent of the lands within the study area into account when considering the effects of the undertaking. Indeed, the VDHR considers the entire study area potentially eligible for the NRHP, although a formal determination of eligibility has not yet been made (VDHR 2016).

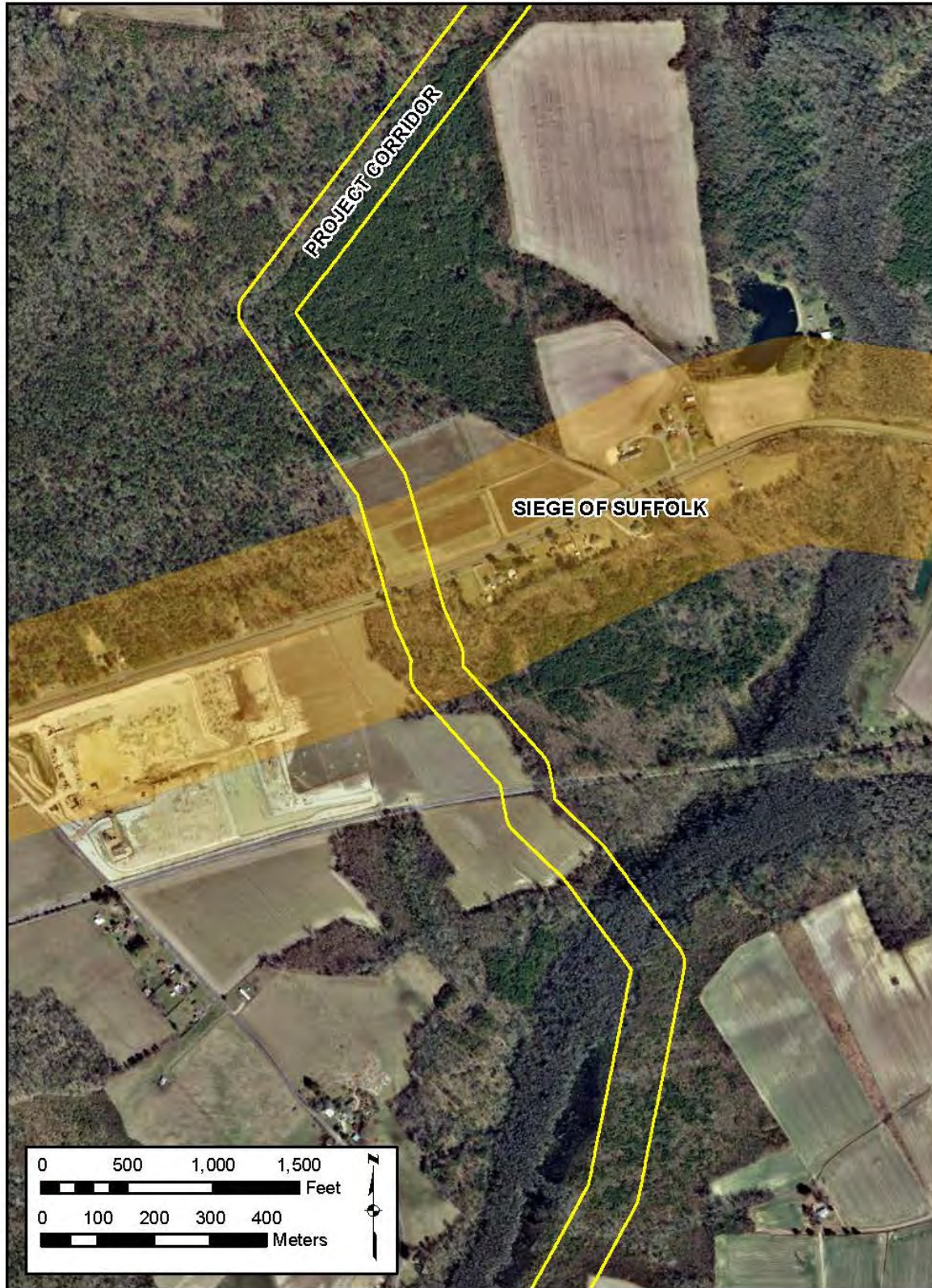


Figure 11. 133-5039 boundary in relation to the Project.



Figure 12. 133-5039 boundary in relation to the Project.

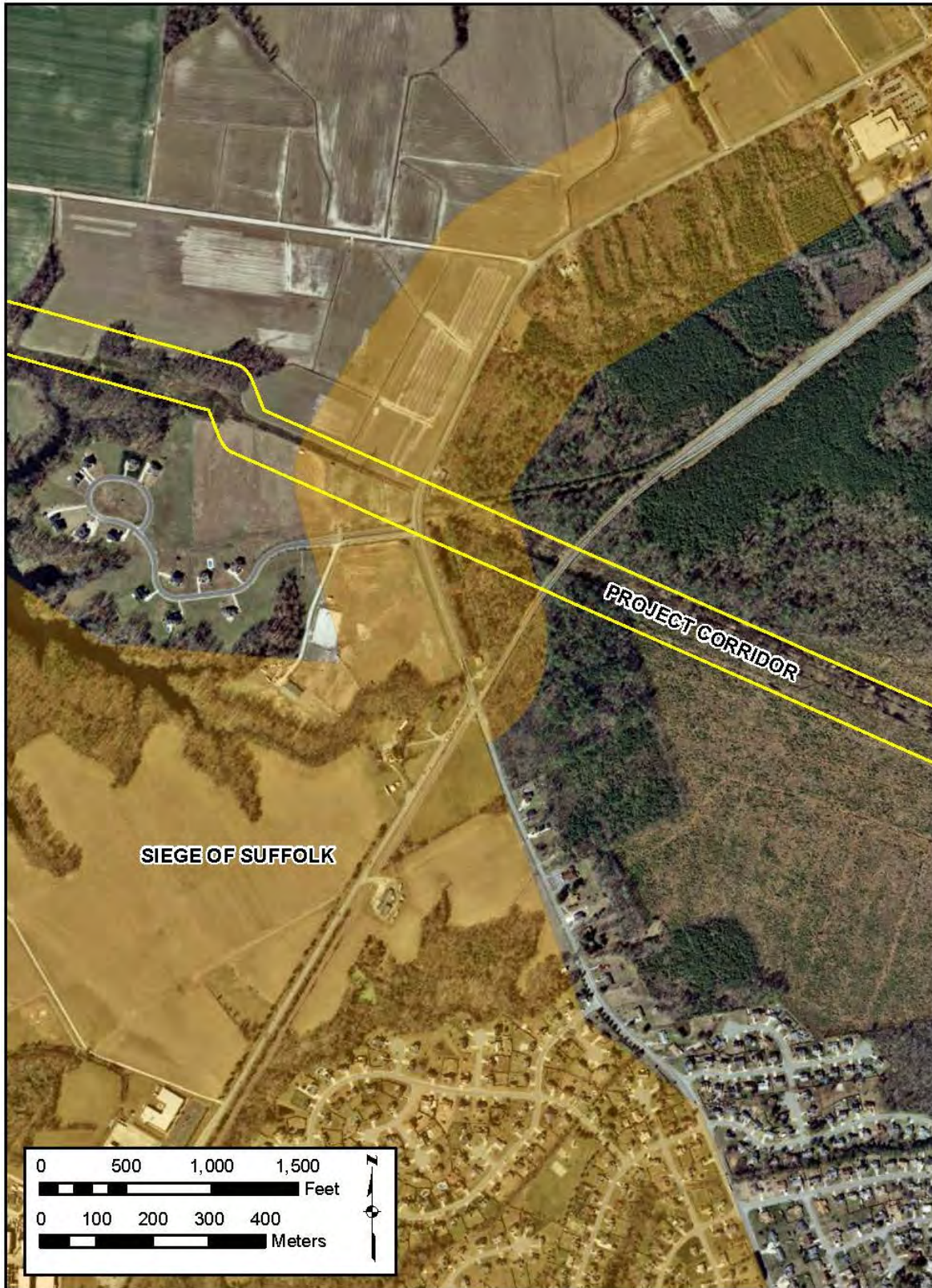


Figure 13. 133-5039 boundary in relation to the Project.

Assessment of Effects: The Project crosses the resource area on South Quay Road (U.S. 58), outside of the ABPP's potential National Register area. In the northern portion of the resource area, the Project APE crosses the potential National Register area in the vicinity of the Nansemond River. Much of the landscape within and adjacent to the river here retains its historic character. However, significant portions are covered by water or marshland where the proposed pipeline would create minimal visual effects. Along the roads that border the river, the resource's landscape has undergone significant changes over time compromising its historic setting and feeling. ERM recommends that the proposed Project would pose no adverse effect to the Siege of Suffolk Battlefield for several reasons: (1) the existence of other modern intrusions into the resource's setting in the Project APE; (2) minimal changes to the vegetative cover along much of the proposed route; (3) the military engagements that form the core area of the resource took place outside of the Project APE; and (4) the portion of the resource that would be affected by the proposed Project is small in relation to the overall extent of the battlefield.

091-5098

The Norfolk and Petersburg railroad is crossed perpendicularly by the proposed Project (Appendix A, Sheet 21, and Appendix B, Figure 250). The line was chartered in 1851 and construction began in 1853, with at least some of the labor provided by slaves. After a delay in 1855 due to a yellow fever outbreak, the 85-mile line was completed in 1858. William Mahone, a 26-year-old graduate of the Virginia Military Institute, served as the engineer for the Project. He is credited with the innovation of using a log foundation laid at right angles to construct the rail bed through the Great Dismal Swamp. The railroad played an important role in the Civil War, transporting artillery pieces for the defense of Norfolk. During the war, the road was virtually destroyed by the Confederate forces retreating to Petersburg to prevent its use by the Union (Blake 1935; Casella 1997; Confederate Railroads n.d.; Talbott 2016).

After the war, the rebuilding of the line was overseen by Mahone, and was operational by 1866. In 1870 it became part of the Atlantic, Mississippi and Ohio Railroad (AM&O), which was reorganized as the Norfolk and Western in 1881. In the late nineteenth and twentieth centuries, the Norfolk and Western was a principal transporter of coal from the Appalachians to the ports of the Chesapeake Bay.

The Norfolk and Petersburg was originally constructed with a 5-foot track gauge (Confederate Railroads n.d.), which has been changed over time (Appendix B, Figure 251). The railroad went through several periods of modernization and expansion after the Civil War (Casella 1997), and it was likely during one of these periods that a second set of tracks were added. Other elements that have been updated include the rail keys, chair, coach screws, and the rail itself.

NRHP Assessment: The Norfolk and Petersburg railroad was originally surveyed in 2004 by Coastal Carolina Research, and subsequent surveys have provided additional information. Although the rail line was originally built in the 1850s, all of its elements have been updated, which resulting in a loss of integrity. ERM recommends that this resource is not eligible as an individual resource for the NRHP under Criterion C. However, the railroad was determined eligible by the VDHR in 2014 under Criteria A and B for its contribution to the development of Southside Virginia during the late nineteenth and early twentieth centuries and for its association with William Mahone, the railroad's first engineer, as well as a Confederate general and a United States Senator.

Assessment of Effects: The Norfolk and Petersburg railroad will not be directly affected by the Project because the drill entry and exit points will be outside of the right-of-way of the rail line. However, the permanent pipeline right-of-way will be cleared up to the edge of the cleared railroad right-of-way, creating visual effects in the form of a tree cut on either side of the rail line (Figure 14). This visual effect is considered to be insignificant in the context of the numerous modern intrusions into the viewshed of the resource along its entire extent. Therefore, ERM recommends that the proposed undertaking would pose no adverse effect to 091-5098.

133-5192

The resource is at 4501 Pruden Boulevard in Suffolk, and is 345 feet east of the proposed Project (Appendix A, Sheet 21). It is known as the Hampton Roads Beagle Club, however, at the time of the survey it appeared not in use (Appendix B, Figure 252). The property is located along a rural road in a cleared, level-elevation area of manicured lawn surrounded by a tree line. The building is a circa 1950 single-story, concrete block building on a concrete block foundation. The northeast, or primary, elevation is three bays wide with a 3-light, paneled wood door with metal screen door at center (Appendix B, Figure 253). On either side are 8-light, fixed-pane, wood-frame windows. The roof is side-gabled and has a standing-seam metal roof with exposed rafter ends. Both the northwest and southwest elevations have a single 8-light, fixed-pane, wood-frame window, and a rectangular, wood louvered vent in the gable end. The northwest elevation also features the sole chimney, which is an exterior, concrete block chimney. The southwest elevation features another 8-light, fixed-pane, wood-frame window, off center to the north, and a secondary entrance with a steel, single-light, security door with padlock to the south (Appendix B, Figure 254).

NRHP Assessment: The building was previously surveyed in 2004 and recommended not eligible for the NRHP. VDHR Staff have since determined the building not eligible. ERM's investigation has not revealed any additional information that would indicate the building is eligible for the NRHP under Criterion A, B, or C.

133-5444

The property at 4441 Pruden Boulevard in Suffolk is located 777 feet west-northwest of the proposed Project (Appendix A, Sheet 21). The property is surrounded by agricultural land with a cluster of mature trees to the west. Further south on the property is a dense wooded area with mature trees.

The one-story, vernacular bungalow was constructed in 1950. The house was constructed with a variation of the traditional saltbox roof. The metal roof has an additional rise other than the central rise found in a saltbox roof (Appendix B, Figure 255). It is unclear if this was the original form, or if the extension was added later, creating the current roof form as an addition to a front gable. There is an interior, on-peak brick chimney and the foundation has brick piers with infill. There is an addition on the southeast elevation of the house. The addition is a single story with a shed roof. The exterior cladding and foundation of the addition is the same as the original house block and the fenestration consists of one-over-one, vinyl, double-hung windows. The exterior cladding on the house was Bricktex asphaltic siding that has since been covered by asbestos shingles. The northeast façade of the house features the primary porch, which runs the entire length of the façade and is constructed with lumber posts and banister (Appendix B, Figure 256). The porch has a hipped metal roof, wood floor, and concrete steps. The windows



Figure 14. 091-5098 boundary in relation to the Project.

on the northeast façade are six-over-six, double-hung with fixed shutters that have a diamond detail. The fenestration of the house is mixture of two-over-one, six-over-six, and one-over-one, vinyl double-hung windows. A second door is located on the southeast elevation of the addition that is covered by a homemade ribbed fiberglass and metal awning (Appendix B, Figure 257).

Eight feet to the southeast of the house is a detached garage on a concrete foundation. The garage roof is a front gable and covered with asphalt shingles. The garage is clad in asbestos shingle siding. The garage door is located on the northeast façade and is made of wood with two fixed windows. The southeast elevation of the garage has a two-panel wood personnel door and a two-over-two, horizontal, double-hung window (Appendix B, Figure 258). The northwest elevation of the garage has a single two-over-two, horizontal, double-hung window. Approximately 80 feet to the west of the house is a mobile home. It is clad in metal with a metal roof. The visible fenestration on the mobile home is one-over-one fixed aluminum windows. There is a plywood addition to the southeast elevation with a corrugated metal shed roof (Appendix B, Figure 259). The addition has a single aluminum door on the southeast façade and two, one-over-one, fixed aluminum windows.

NRHP Assessment: Originally recorded in 2014 by Sandra DeChard, the resource was recommended ineligible for inclusion on the NRHP. The vernacular house and associated outbuildings buildings are typical for the area. Modifications and the deterioration of the buildings have resulted in a loss of integrity, and ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5481

Holland Cemetery is located on the south side of Holy Neck Road on an 89-acre parcel that also includes a circa 1920 residence, which will be discussed in a subsequent addendum. The cemetery is 1,150 feet northwest of the Project location and surrounded by agricultural land (Appendix A, Sheet 19). The cemetery is in the center of a field and consists of three headstones that date to the late nineteenth century (Appendix B, Figure 260). The first headstone is a granite obelisk with the following names: J.M. Holland, died August 1867; A.G. Holland, died March 1876; S.T. Holland, died April 1888; and F.R. Holland, died January 1882. The second headstone is made of limestone and contains the name Eula J. Beale, died 5-10-1888. The second headstone has an oval top with a variation of ogee shoulders. The third headstone is made of sandstone and is inscribed with the name Little Bartley Beale, died 02-02-1889. The headstone has an oval shape. The obelisk in the cemetery appears to be a modern replacement for an earlier headstone from the late nineteenth century (Appendix B, Figure 261). There are only two surnames found in the cemetery, indicating that this is the Holland-Beale family cemetery (Appendix B, Figure 262).

NRHP Assessment: The resource was assessed by JMA, Inc., in 2015, and was recommended as not eligible for the NRHP under Criterion C. ERM concurs with this 2015 recommendation. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B. The cemetery also does not meet the standards set forth in Criteria Consideration D for Cemeteries.

133-5558

The resource located at 3112 Archers Mill Road is approximately 797 feet northwest of the proposed Project in Suffolk (Appendix A, Sheet 21). It is situated in a manicured area on relatively level terrain with a thin row of trees to the northwest. There is an uncultivated field to the west and a peanut field to the south. The house is located northeast of Archers Mill Road, which has widely spaced, modest, mid-twentieth century residences with large lots and a semi-rural character. The house appears to be in fair to good condition.

Constructed in 1945, 133-5558 is a one-and-a-half story, side-gabled, vernacular house on a brick foundation with an asphalt shingle roof and vinyl siding (Appendix B, Figures 263 and 264). It has one interior brick chimney that pierces the northwest ridge of the roof. The primary entrance is located on the southwest elevation and is filled with a Masonite door and a vinyl storm door with two lights. The door is flanked by two, one-over-one, double-hung, vinyl replacement windows. The southwest elevation also includes five brick steps that lead to a porch that partially covers the façade. The porch has an asphalt shingle, front-gabled roof with a poured concrete floor. It is supported by four squared, wooden posts. The northwest and southeast elevations have four, one-over-one, double-hung, vinyl replacement windows, with three on the bottom floor and one on the upper floor. The northeast elevation was not seen at the time of survey, due to a fence that encircles the property. But it does include a shed roof addition.

There are three outbuildings associated with 133-5558, including a greenhouse, garage, and shed. The circa 1990–2000 gabled greenhouse is located to the east of the house and has translucent vinyl siding. The circa 1970 garage is located to the north of the house with a poured concrete foundation, vinyl siding, and an asphalt shingle roof. It has two roll-up doors on the southwest façade and is in good condition. The shed is located northeast of the façade and is a front-gabled structure with a concrete masonry unit foundation and exterior, horizontal wood siding on the gable ends, and an asphalt shingled roof. It was built around 1960–1970 and is in good condition.

NRHP Assessment: 133-5558 is a common vernacular house that does not exhibit high artistic value of the work of a master, and is not an outstanding example of a particular architectural style or building type. In addition, the changes in material have resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5560

The resource located at 2972 Archers Mill Road is approximately 218 feet southeast of the proposed Project in Suffolk City (Appendix A, Sheet 21). There is an aboveground transmission line north-northwest, behind the house, and a thin line of woods surrounding the house to the northeast, northwest, and southeast. The house is situated northeast of the road and has thicker tree cover to the southwest. There are widely spaced, modest, mid-twentieth century residences with large lots along the road. The house itself is on relatively flat terrain. Beyond the tree line are soybean fields and manicured lawns.

Constructed in 1961, 133-5560 is a one-story, compact ranch house with a hipped, asphalt shingle roof and brick running bond exterior (Appendix B, Figure 265). It has a brick foundation and one interior brick chimney topped with a metal cap that pierces the northwest ridgeline of the roof (Appendix B, Figure 266). The primary entrance is centered on the southwest elevation, which is filled with a vinyl door with three top lights and a two-paneled, wooden storm door with an upper light. The entrance is accessed via three brick steps that lead to a partial canopy with a hipped roof supported by decorative metal posts. The southwest elevation also includes two paired two-over-two double-hung wooden windows flanked by fixed vinyl shutters. The façade also includes a large fixed one-paned wooden window flanked by two two-over-two double-hung wooden windows. The southeast elevation has two two-over-two double-hung wooden windows. The northeast elevation was not evaluated during the survey due to a fence that surrounds the rear of the house. The northwest elevation includes the garage, which is set back slightly from the façade, and mimics the hipped roof of the main block; offset to the rear. The side wall of the garage has a two-over-two double-hung wooden window and there is a sixteen-panel roll-up garage door on the southwest elevation.

Associated with the house are a modern shed and a kennel situated north of the house. The modern shed is a circa 1990 prefabricated structure with an asphalt gambrel roof and a wooden ramp leading to the primary entrance, which consists of a double wooden door on the south elevation. It also has a one-over-one double-hung wooden window on the west elevation. The dog kennel is a circa 2010 structure with wooden posts and mesh exterior.

NRHP Assessment: 133-5560 is a common ranch house that does not exhibit high artistic value of the work of a master, and it is not an outstanding example of a particular architectural style or building type. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5563

Located on a level maintained grassy area associated with the flood plain of Lake Prince, 133-5563 is approximately 494 feet to the northwest of the proposed Project at 3581 Lake Prince Drive (Appendix A, Sheet 21). Immediately adjacent to the south is an agricultural field, and south of that is resource 133-5575. Located on a corner lot, mid twentieth century houses are visible along Lake Point Road, which runs east-west along the north side of the property. The view east across Lake Prince Drive from the residence is a wooded lot and additional agriculture fields.

The ca. 1950 wood frame American Small house is a gabled ell covered in vinyl siding. The roof is composed of compositional asphalt and there are two internal, on-peak brick chimneys: one each on the side gable section and the rear ell (Appendix B, Figure 267). Louvered attic vents are in the gable ends. The windows are replacement six-over-six double-hung vinyl with decorative shutters. The primary entrance is on the east off a partial width front gable porch supported by Classical columns resting on a concrete and brick floor. The wood panel door is flanked by pilasters. A secondary entrance is on the south elevation off a poured concrete patio with brick details. Two shed-roof additions have been added to the north elevation of the house. A one-story addition in the ell has a shed roof and materials are consistent with the main block. Attached to this addition is a shed addition with a third modern entrance accessed via brick and concrete steps and a small stoop (Appendix B, Figures 268 and 269). Also on the property is a

one-story, one-bay wood frame garage. The front gable roof is covered with compositional asphalt shingles and the walls are clad in vinyl siding. A roll-up bay door is on the east elevation, and a wood panel personnel door is on the south elevation.

NRHP Assessment: The previous survey form is not yet available for this resource. The house's design is a common example of its type. Furthermore additions to the structure have impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5566

The property at 3757 Matoaka Road is located 332 feet north-northwest of the proposed Project (Appendix A, Sheet 20). The property is surrounded by agricultural land and dense mature tree growth. Immediately to the south of the property is a larger farm complex (Appendix B, Figure 270). Although previously surveyed, data for 133-5566 has not yet been added to V-CRIS.

The one-and-a-half story Hall and Parlor, Cape Cod Revival house was built in 1947. The house has a steep pitch, asphalt shingle side gable roof façade and all sides, including the additions, are clad in aluminum siding and a continuous concrete block foundation. The east façade of the house has two, paired one-over-one vinyl windows with fixed shutters flanking a nine-light paneled door. The door has an entablature with fluted wood surround and is covered with a modern screened door with one panel. The primary entrance on the façade is accessed via a concrete stoop and two steps (Appendix B, Figure 271). The south elevation of the house has a side-gabled addition featuring materials consistent with the original block. The east and south elevations of the gable addition each contain a one-over-one, vinyl window with fixed shutters, and the west elevation has a nine-light paneled door like that on the façade, covered with the same style of modern screened door; it leads out to small wood deck on the west façade (Appendix B, Figure 272). The south elevation of the central massing of the house has one-over-one vinyl windows of different sizes on the first and second stories but fixed shutters only on the first-story window. The west façade of the house has a shed-roof addition with one-over-one, vinyl windows and a single screen door on the south elevation. The north façade of the house is a mix of single one-over-one vinyl windows with fixed shutters and paired one-over-one vinyl windows. Approximately 75 feet west from the house is a prefabricated shed with ribbed metal siding that might be contemporary with the original block of the house (Appendix B, Figure 273). The foundation of the shed could not be determined. The roof on the shed is side gable and made of corrugated metal. The shed has a single 'X' cross brace door in metal and a two-light jalousie window with metal shutters on the east façade. Approximately 60 feet northwest from the first shed, is a second shed (Appendix B, Figure 274). The second shed has flat roof with shed roof addition. The roof is made of asphalt shingles and corrugated metal. The shed is made of lumber and has a single opening covered by plywood.

NRHP Assessment: This vernacular house is typical for the area and has been altered with a number of additions and replacement materials, and is no longer a good example of its type. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5571

The resource located at 3301 Archers Mill Road is approximately 1,191 feet northwest of the proposed Project in Suffolk City (Appendix A, Sheet 21). It is located at a bend in the road in a neighborhood of modest mid-twentieth century homes of rural character. 133-5571 is situated in relatively level terrain, with fields used for peanut cultivation to the east and west. There also is an above ground transmission line running north to south through the property and a retention pond on the west side of the agricultural structures. A rail line is to the southwest of the house and runs from the southeast to the northwest with a dense tree line to the south of the property.

Constructed in 1960, 133-5571 is a one-story, side-gabled vernacular house with a rear ell (Appendix B, Figures 275 and 276). It is clad in vinyl siding and has a brick foundation with an asphalt roof and internal brick chimney. The primary entrance is on the north elevation and is composed of a paneled Masonite door with one upper fan light and a vinyl storm door with a large light. The north elevation also includes three brick steps that lead to a porch with a shed roof, poured concrete floor, and vinyl balustrade supported by six squared posts clad in vinyl. On either side of the door are triple, one-over-one, double-hung, vinyl replacement windows with applied six-over-six mullions and a paired, one-over-one, double-hung, vinyl replacement windows with applied six-over-six mullions. Both sets of windows are flanked by fixed, vinyl shutters. The east elevation has a front-gabled addition with a concrete masonry unit foundation and two one-over-one, double-hung, vinyl windows with applied six-over-six mullions flanked by fixed, vinyl shutters on the north elevation, and the same windows on the east elevation, without shutters. The east addition's south elevation has the same window as the east elevation and has a small wooden deck with three steps, leading to a vinyl door. The west elevation is an addition that mirrors the east addition on the north and west elevations. The west addition's south elevation has another one-over-one, double-hung, vinyl replacement windows with applied six-over-six mullions. It includes three wooden steps that lead to a large wooden deck with a sliding glass door with 15-paned applied mullions and a sliding screen door. The west elevation is the gabled ell of the original house and features a vinyl French door with a large light with 15-light, applied mullions. The south elevation includes a rear, three-bay garage addition with a poured concrete foundation. The west elevation of the south addition has a vinyl door with two lower panels and nine upper lights and three, roll-up vinyl doors. The south elevation includes a sliding glass, vinyl-framed window and a brick step leading to a vinyl door with two lower panels and nine upper lights. The east elevation includes six, one-over-one, double-hung, vinyl replacement windows with applied six-over-six mullions. Overall, the house is in good condition.

Associated with the house are 13 accessory structures. Southwest of the house is a circa 2010 carport with an aluminum frame and a coated metal paneled roof. South of the carport is a circa 1960 side-gabled shed with a corrugated metal roof, vinyl siding, and a sill-on-grade foundation (Appendix B, Figure 277). The primary entrance is on the east elevation and includes a large hinged, vinyl door with an aluminum frame flanked by two, one-over-one, double-hung aluminum windows and fixed, vinyl shutters. This elevation includes a shed porch addition with a corrugated metal roof supported by four, squared, wooden posts and railings atop wooden decking. It is in fair to good condition. South of the house is a circa 2000 concrete pool enclosed by a metal fence. West of the pool, enclosed in the fence, is a circa 2000 pool cabana with wood posts and cross beams. It has a ribbed metal, shed roof with straw details. It is also in good condition. Further south of the house is a circa 1990 gambrel-roofed pool equipment shed with a sill-on-grade foundation, vinyl siding, and an asphalt shingle roof. It has a pair of hinged doors on the north elevation and is in fair to good condition. Southeast of the pool

equipment shed is a circa 1990 metal equipment shed in good condition with a poured concrete foundation. South of that is a circa 1990 quonset-type greenhouse with translucent vinyl exterior over a metal frame with plywood on the east and west elevations. It has a Masonite paneled door with an upper light and a one-over-one, double-hung metal window on the west elevation. The east elevation has two, one-over-one, double-hung, metal windows. The greenhouse is in fair condition, with some torn vinyl siding. Southwest of the greenhouse is a circa 1940–1950 front-gabled, agricultural building with an oxidized standing-seam metal roof, poured concrete foundation, and clapboard siding. The east elevation has four vacant window openings and a Dutch door of wood planks at the covered passage to the second agricultural building. The south elevation has some clapboard siding removed, and two, open fenestration areas for windows and one for a door. The west elevation has vertical wooden siding and one screened door with a vinyl frame. The agricultural outbuilding includes a northern, circa 1960–1970 gabled addition. The addition has T1-11 siding on the east and north elevations and clapboard siding on the west elevation. The west elevation includes six, boarded up windows with wooden frames. The east elevation has two large, sliding, ribbed metal doors on the east elevation. The west elevation has clapboard siding and five, boarded up, wooded windows. The north elevation has a Masonite door with two panels, covered by a vinyl storm door with two lights (Appendix B, Figure 278). The door is flanked by a one-over-one, double-hung, vinyl window and a two-over-two, double-hung, vinyl window. The north elevation also includes a shed roof porch addition with a corrugated metal roof and a poured concrete floor. It is supported by four, squared, wooden posts. The east elevation has a covered passage with a corrugated metal roof that connects to another structure. This structure is a circa 1940–1950 agricultural outbuilding with clapboard siding and a poured concrete foundation. It is a side-gabled structure with a standing-seam metal roof (Appendix B, Figure 279). The east elevation has a six-paned wooden window and open fenestration for a window, while the south elevation also has a window opening. The west elevation has an open fenestration for a door. Directly behind the first agricultural building, to the south, is a circa 1980–1990 chicken coop. It has a gabled roof with wooden posts and wire mesh. The roof is composed of two different corrugated metal panels and is in fair condition. South of the chicken coop are two circa 1950–1960 concrete masonry silos. Both have no caps and are in fair condition. Southeast of the silos are two circa 2010 carports in good condition with aluminum frames and coated metal panel roofs.

NRHP Assessment: 133-5571 is of a vernacular design and does not exhibit high artistic value of the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, material changes and various additions have resulted in a loss of integrity. Furthermore, the outbuildings are common forms of their types. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5572

The resource located off of Deer Path Road is approximately 662 feet northwest of the proposed Project in Suffolk City, Virginia (Appendix A, Sheet 21). It is surrounded by woods, swamp, and overgrown vegetation. It is about 2 miles down an overgrown jeep trail, with few other structures in the vicinity. There are no structures visible from the resource.

133-5572 is a one-story, side-gabled, vernacular structure with concrete masonry walls and foundation (Appendix B, Figures 280 and 281). It was built circa 1965 with a standing seam

metal roof and appears to have been a storage structure that has been unoccupied for years. There are no other structures associated with this resource at the time of survey. A review of historic aerial photographs indicates that there was once a house associated with the resource as early as 1953, through 1994, but by 2003, it was no longer standing. The surviving storage structure's gable ends have vertical wooden siding on the east and west elevations. It is in extremely poor condition and shows signs of oxidation and significant damage. The primary entrance is on the south elevation and consists of metal hinged panels that serve as the door. It also includes a boarded up window. The east and west elevations have no fenestration. The north elevation has two boarded up windows.

NRHP Assessment: 133-5572 is of a vernacular design and does not exhibit high artistic value of the work of a master, nor is it an outstanding example of a particular architectural style or building type. It is no longer associated with a dwelling. In addition, the significant damage has resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and it is also recommended as not eligible for the NRHP under Criteria A and B.

133-5573

The resource located at 3701 Mockingbird Lane is at the southeastern fringe of a large agricultural field on the north side of the road (Appendix A, Sheet 22). The house is in a rural setting and is bounded by agricultural fields on all sides, except the south which has circa 1980 houses located on the south side of Mockingbird Lane. The resource is approximately 2,400 feet south of the proposed Project.

The resource is a circa 1950 one-story front gable Minimal Traditional influenced brick bungalow with the primary façade on the southeast (Appendix B, Figure 282). Brick steps lead to the partial-width hipped-roof front porch which has been enclosed with plywood panels and louvered jalousie windows. The house rests on a continuous brick foundation and features a brick exterior with aluminum siding in the gable ends with louvered attic vents, and a compositional asphalt roof. There is one internal brick chimney on the northeastern side of the house. All windows are double-hung, six-over-six windows with brick sills (Appendix B, Figure 283). A central rear entry is located on the northwest elevation, with brick steps and wood balusters, and is covered by an aluminum awning (Appendix B, Figure 284). The house is in good condition. A modern wood frame side-gable shed sits at the northeast corner of the lot.

NRHP Assessment: The house's design is common in the surrounding area, and its porch modification has impacted its integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5574

The property at 3673 Labrador Lane is located 231 feet south-southeast of the proposed Project (Appendix A, Sheet 22). The property is surrounded by mature trees and scattered agricultural land to the south and west. To the east of the property is a small housing subdivision.

The two-story, Tudor Revival style house was built circa 1947 according to the owner. The owner also informed surveyors that the house was not originally constructed in the Tudor style. The Tudor style half-timbering and additions were added to the house circa 1960. The original design and materials are almost entirely obscured by the extensive renovations (Appendix B, Figure 285). The roof on the house is an asphalt shingle gabled T. The exterior of the house is clad in stucco and faux half-timbering. There are three metal exhaust pipes along the roof line. The northwest façade of the house has two, arched brick entryways within two smaller projecting front gables. Both entry doors are modern wood doors with stained glass windows (Appendix B, Figure 286). The fenestration along the northwest façade consists of modern six-over-six double-hung windows; a half 'X' brace detail is located under each window. The southwest elevation of the house has a full length covered porch with a brick foundation and wood flooring. The porch is supported by wood posts. A modern gazebo sits off the patio and has a metal roof, metal posts, and a pier and lattice foundation. The fenestration on the southwest elevation consists of, six-over-six, modern, double-hung windows as well as a 15-pane fixed light wood door. The southeast elevation of the building has a first-story portion that projects from the central massing of the house. The projected mass has a front facing gable and a four-over-one horizontal sliding window. The second story of the house is a full length dormer, six bays wide with a mix of six-over-six and four-over-four, modern, double-hung windows (Appendix B, Figure 287). The southeast elevation also has a partial-width porch with a wood banister and wood lattice foundation. The fenestration along the first story of the house on the southeast elevation consists of a mix of one-over-one horizontal sliding windows and six-over-six, modern, double-hung windows. There also is an enclosed yard with wood fence, just off of the open patio. Approximately 90 feet from the house is a storage shed. The storage shed has a saltbox, asphalt shingle roof, and a concrete foundation (Appendix B, Figure 288). The storage shed is clad in vinyl siding. The northwest façade of the garage has a five panel wood door. The northeast façade of the storage shed has an automatic, vinyl door and a single horizontal sliding window. The southwest façade of the storage shed has a single horizontal sliding window. The south façade of has two open pens supported by wood posts with braces. Adjacent to the storage shed is a modern side-gabled, single-bay shed clad in T1-11 siding with an asphalt shingle roof (Appendix B, Figure 289).

NRHP Assessment: The house currently displays Tudor Revival stylistic elements, and has lost much of its original fabric and design. Because of the significant changes 133-5574 lacks integrity. The associated modern outbuildings buildings are typical for the area and further detract from the historic feeling of the resource. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5575

Located on a level maintained grassy and landscaped yard area associated with the flood plain of Prince Edward Lane, the resource at 3557 Lake Prince Drive is to the north of resource 133-5563 (Appendix A, Sheet 22). Surrounded by agricultural fields and lightly wooded areas, few other residences are visible from this resource. The proposed pipeline will traverse an agricultural field approximately 210 feet to the south of the property (Appendix B, Figure 290).

According to the landowners, this two-story wood frame side-gable Classical Revival structure's main block was built in ca. 1913, but possibly moved to this location from its original location near Lake Prince. The original block is two-stories and three bays covered in vinyl siding,

resting on a continuous brick foundation. The side-gable compositional asphalt shingle roof has returns, and an on-peak brick chimney is on the north elevation of the main block. Windows are nine-over-nine double-hung vinyl replacement windows with decorative shutters. The primary entry is through a central wood panel door on the east façade off a brick and concrete circular stoop, above which is a balcony supported with Doric columns. The one-story east and west wing additions are from ca. 1960. Materials are consistent with the main block and paneled picture windows are central on the primary (east) elevation. Numerous rear additions, which began in the 1960s, were completed by 2008. A one-story gable addition has material consistent with the main block. Attached to this is a 2008 shed addition in the ell. This porch is screened and has a modern entry door. The floor is composed of brick and concrete. Also constructed in 2008, the one-story front-gable addition on the south is an open porch supported by Doric columns resting on a concrete and brick floor. Entry is through modern doors (Appendix B, Figures 291–293). Attached to this porch is a covered breeze-way leading to the modern three-bay side-gable garage with three roll-up garage doors and a projecting front-gable detail over the north two bays. The roof of the garage is composed of compositional asphalt shingles and the walls are clad in vinyl siding. The garage rests on a continuous brick foundation. The south addition, built in ca. 2008 appears to be a guest house or an office. It has six-over-six double-hung vinyl windows with decorative shutters. A large wooden double hinged door is on the north (Appendix B, Figures 294 and 295). A three-bay wood frame side-gable shed is also on the property. Walls are clad in T1-11 siding, and the roof is compositional asphalt. Various entrances include two roll-up bay doors, a double hinged plank door, and a panel door on the east elevation, and a double hinged bay door on the west gable end (Appendix B, Figure 296).

NRHP Assessment: Numerous additions and material changes have impacted the resource's integrity, causing it to no longer be a good example of its type. Likewise, the resource likely has been relocated from its original setting. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

133-5578

The resource at 3433 Lake Prince Drive is approximately 1,272 feet north of the proposed Project (Appendix A, Sheet 22). The landscape surrounding the property is a mix of dense mature tree growth and agricultural land.

The circa 1890s I-house has a side-gabled roof with interior, on-peak chimneys at each end. The roof is standing seam metal with gable returns (Appendix B, Figure 297). The house has a continuous brick foundation and vinyl siding. The east façade of the I-house is three bays wide with six-over-one, double hung vinyl windows with fixed shutters on the first and second story. There is a hipped roof front porch that extends the full façade. The porch is covered with a standing seam metal roof, supported by wood posts. The floor of the porch is wood and the stepped entry is brick. The south elevation of the house has two, six-over-one windows on the first and second story. The west elevation of the house has an addition with a variation of a saltbox roof clad in corrugated metal. The addition changes the house's footprint to an "L" shape. The addition is one story with vinyl siding, horizontal sliding windows, and one-over-one double-hung vinyl windows. The west elevation of the original block of the house has six-over-one double-hung vinyl windows. The west elevation of the addition has a brick stoop and screened door with a wood hood. The hood is covered with asphalt shingles. There is a single

four-over-one double-hung vinyl window. The north elevation of the house has two, six-over-one windows on the first and second story of the original block. The addition has two, four-over-one windows (Appendix B, Figure 298).

The first barn on the property is located approximately 110 feet from the house. This livestock barn is four bays wide and has horizontal sliding doors on metal tracks. The foundation of the barn is wood. The roof of the barn is a flat roof with shed continuation on the west elevation. The barn is clad in T-1-11 siding. In between each sliding door is a wood, square hinged opening. The north and south elevations of the barn have no ornamentation. The west façade of the barn is gated and has an awning extension supported by lumber posts. The west façade has open pens to allow horses to enter and exit the structure (Appendix B, Figure 299). The second barn on the property is located approximately 270 feet from the house. The barn doubles as a garage with a concrete pad at the north façade. The barn has a concrete foundation, vertical wood cladding and a corrugated metal, gabled shed roof. The north façade of the building has two vinyl garage doors and a single vinyl personnel door for entry. There is a single flood light mounted to the north façade. The east façade of the barn has a shed roof extension from the central gabled roof supported by wood posts. The shed extension has exposed rafter ends (Appendix B, Figure 300).

NRHP Assessment: The house located on the property has undergone alterations that have changed the historic building footprint as well as materials and reduced the structure's historic integrity. The two barns have not yet reached the threshold of historic significance. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criteria A and B.

SUMMARY AND RECOMMENDATIONS

A total of 73 historic resources were examined during the field survey work documented in this report. Of these, ERM recommends that 63 are not eligible for the NRHP, 9 are eligible for the NRHP, and one is listed on the NRHP. ERM recommends that the Project will have no adverse effects on any of the properties.

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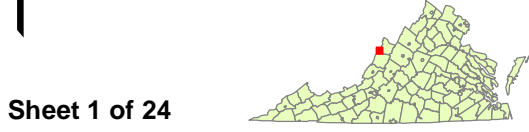
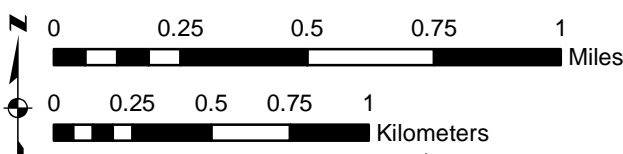
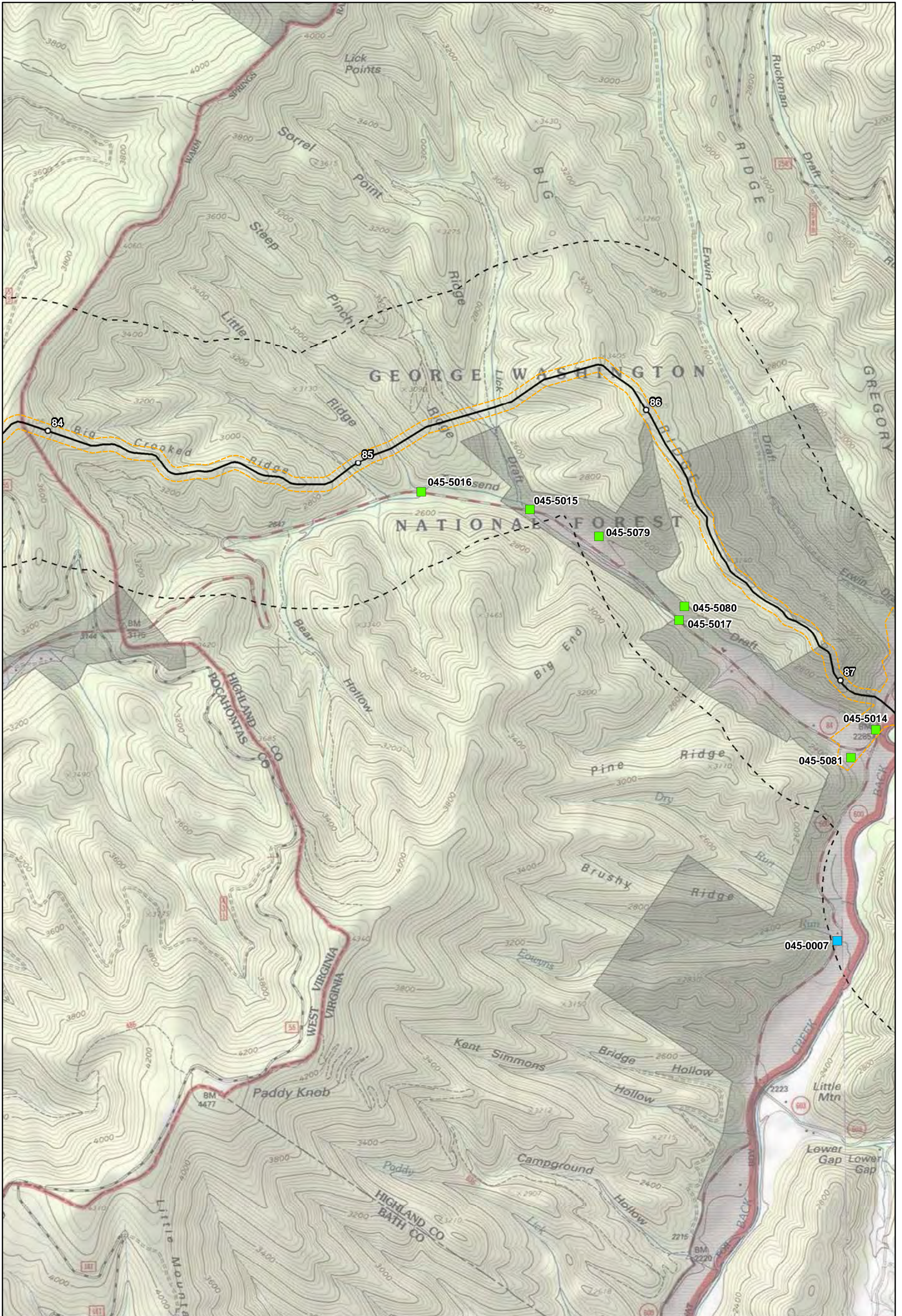
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APPENDIX A – PROJECT MAPS DEPICTING RESOURCE LOCATIONS

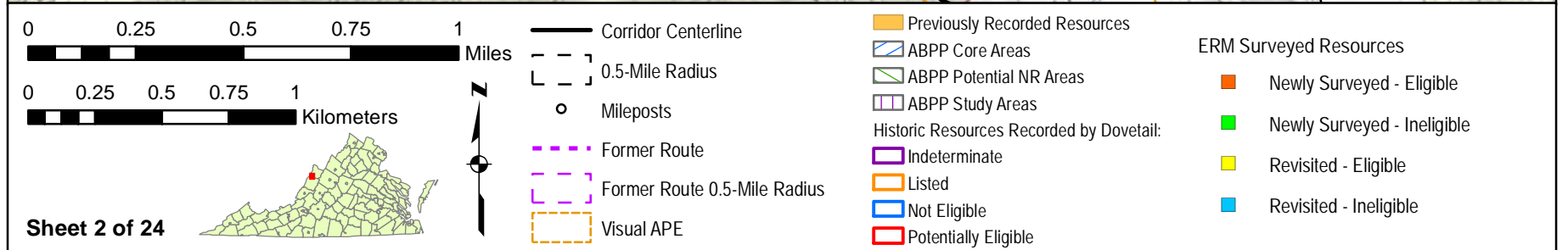
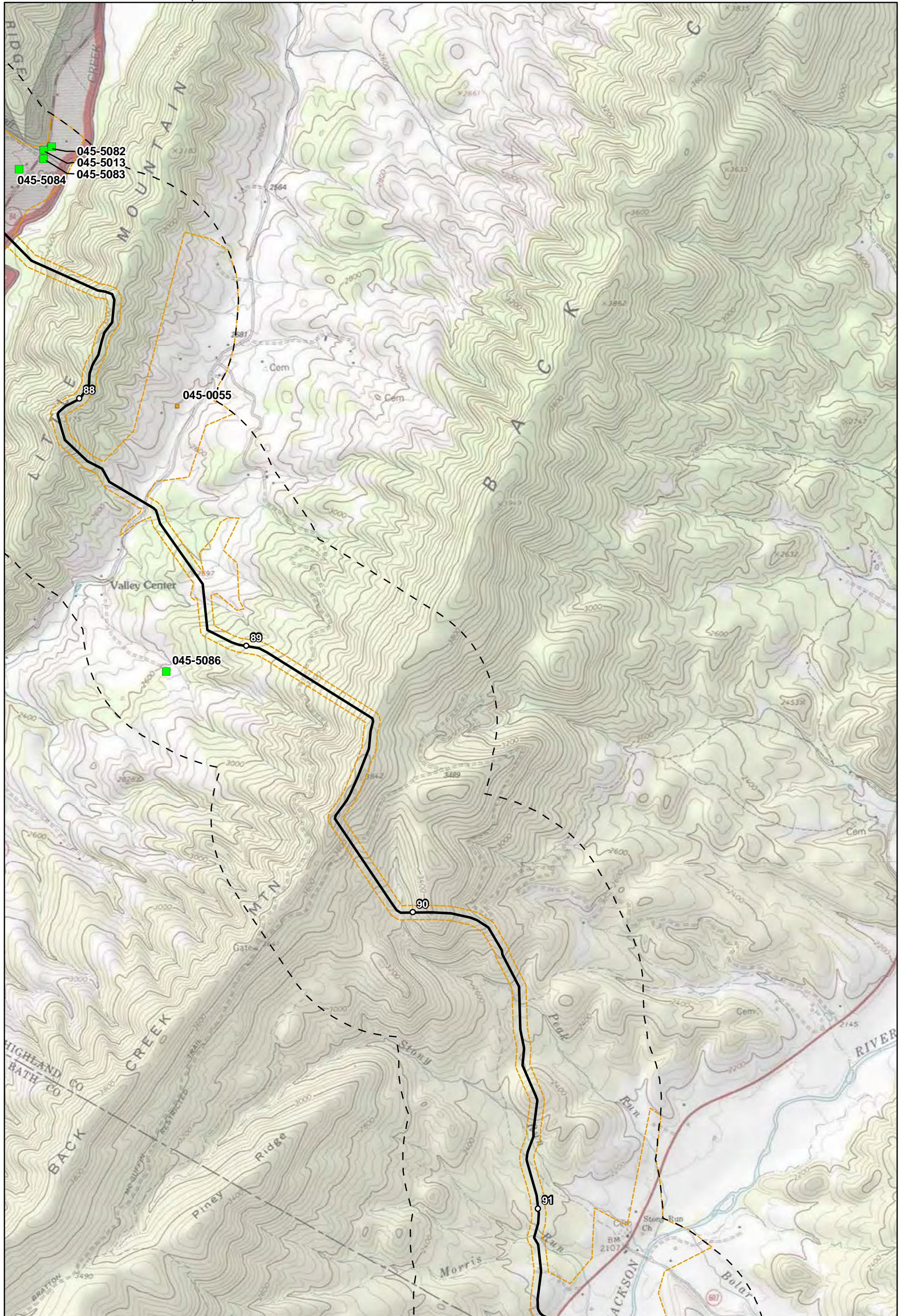


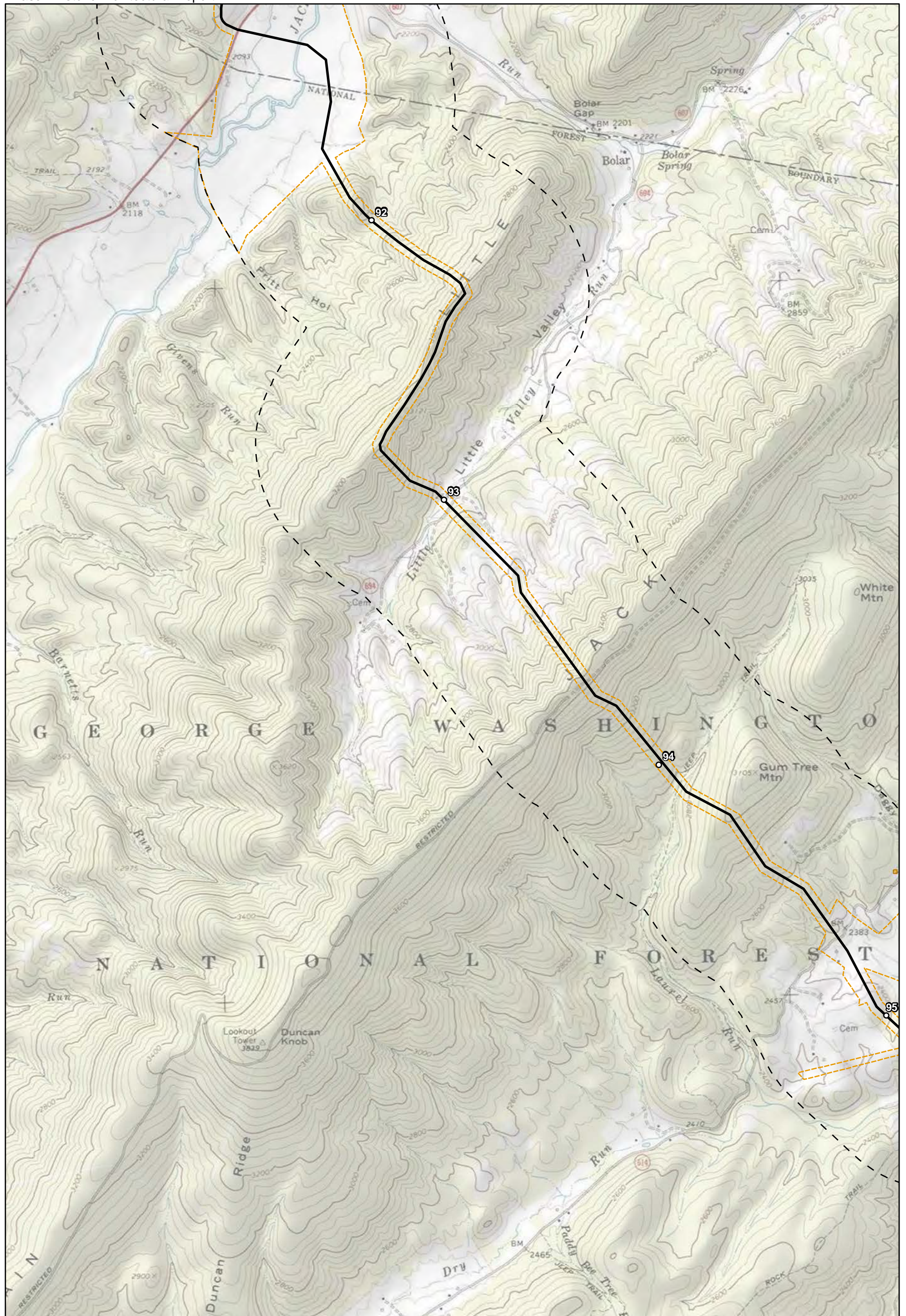
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- Corridor Centerline
- 0.5-Mile Radius
- Mileposts
- Former Route
- Former 0.5-Mile Radius
- Visual APE

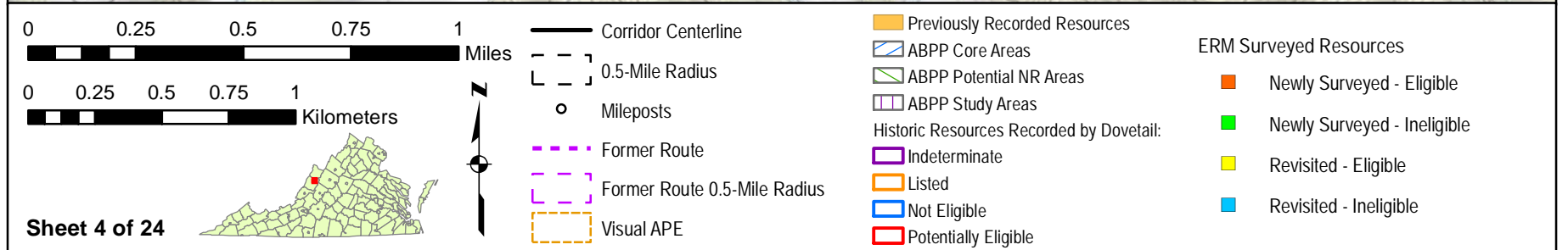
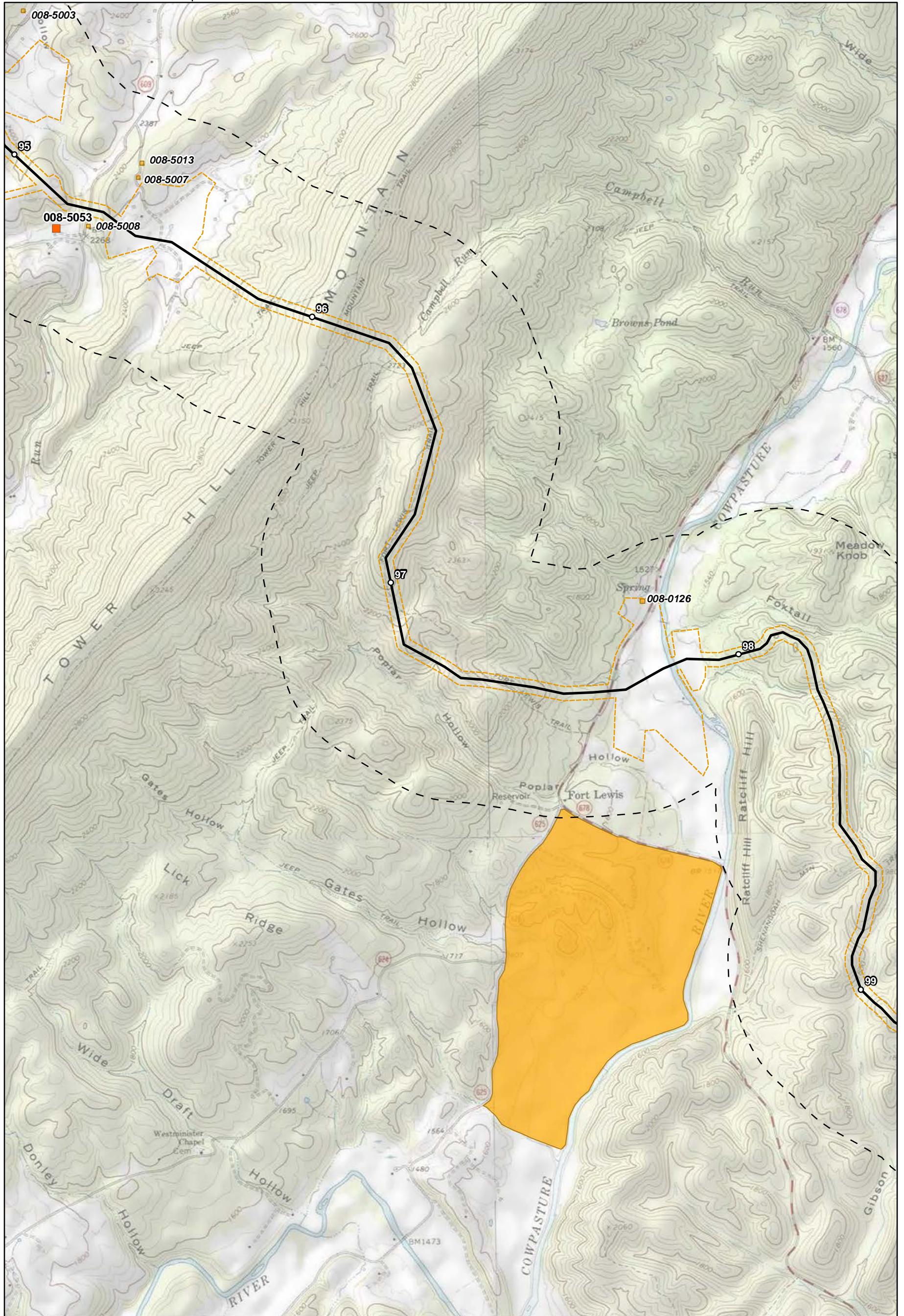
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- ABPP Core Areas
- ABPP Potential NR Areas
- ABPP Study Areas
- Historic Resources Recorded by Dovetail:
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 - Listed
 - Not Eligible
 - Potentially Eligible

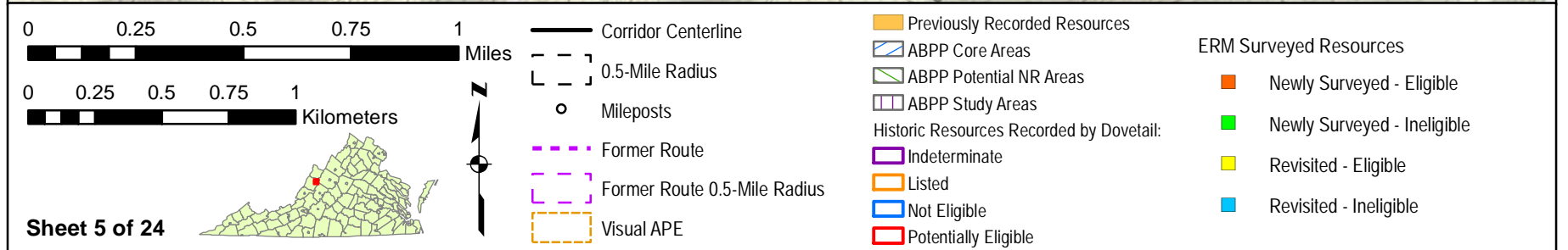
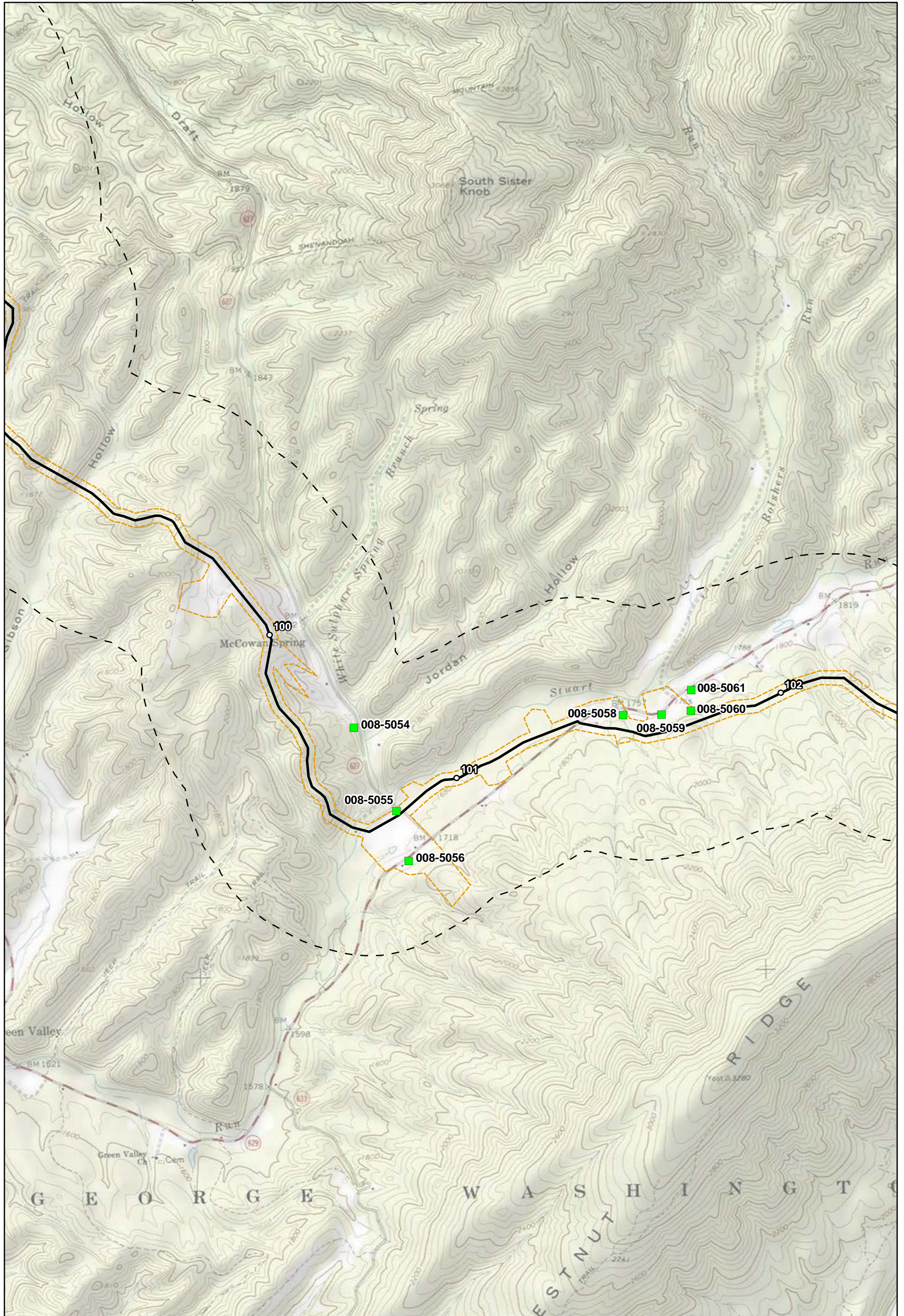
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- Newly Surveyed - Eligible
 - Newly Surveyed - Ineligible
 - Revisited - Eligible
 - Revisited - Ineligible

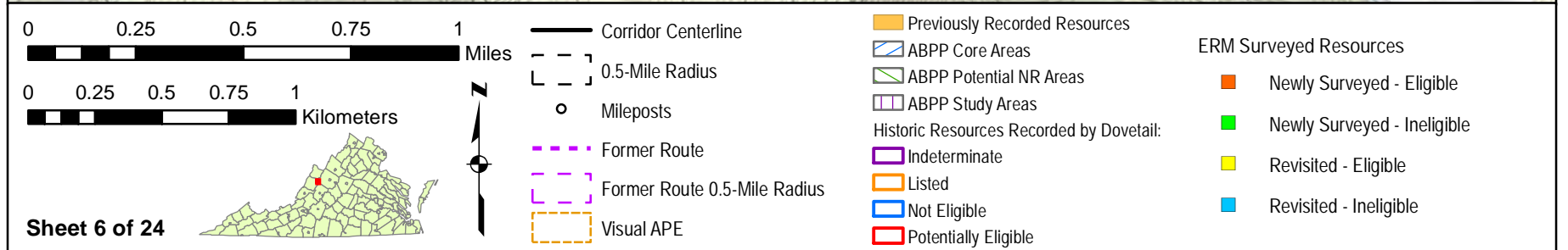
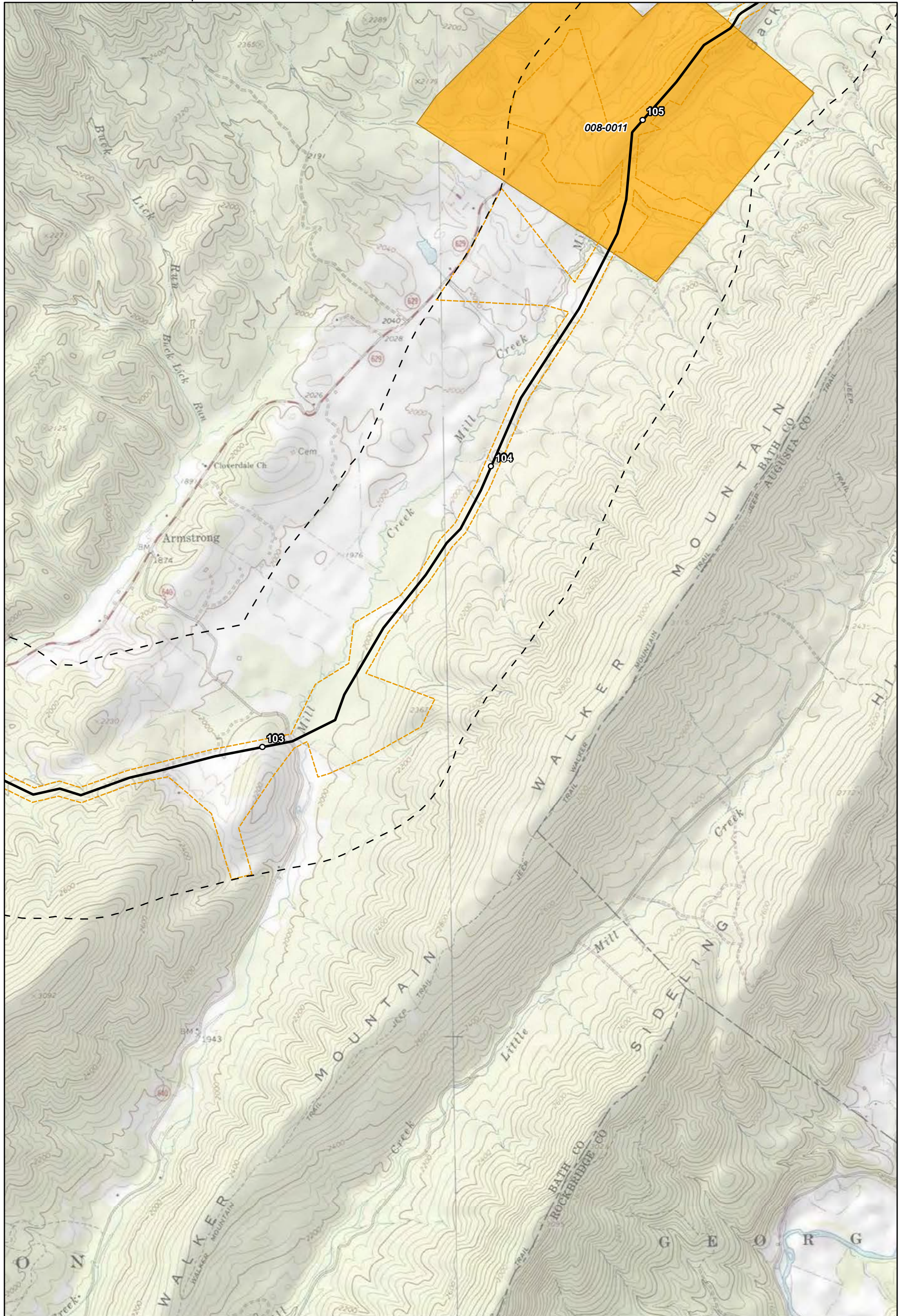


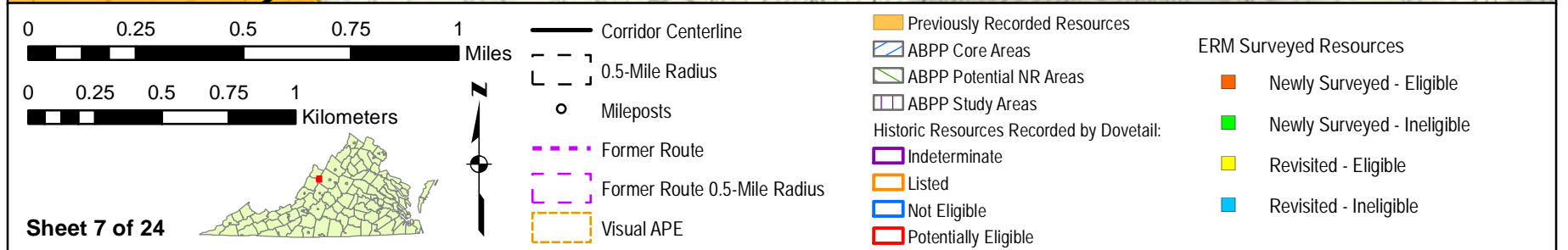
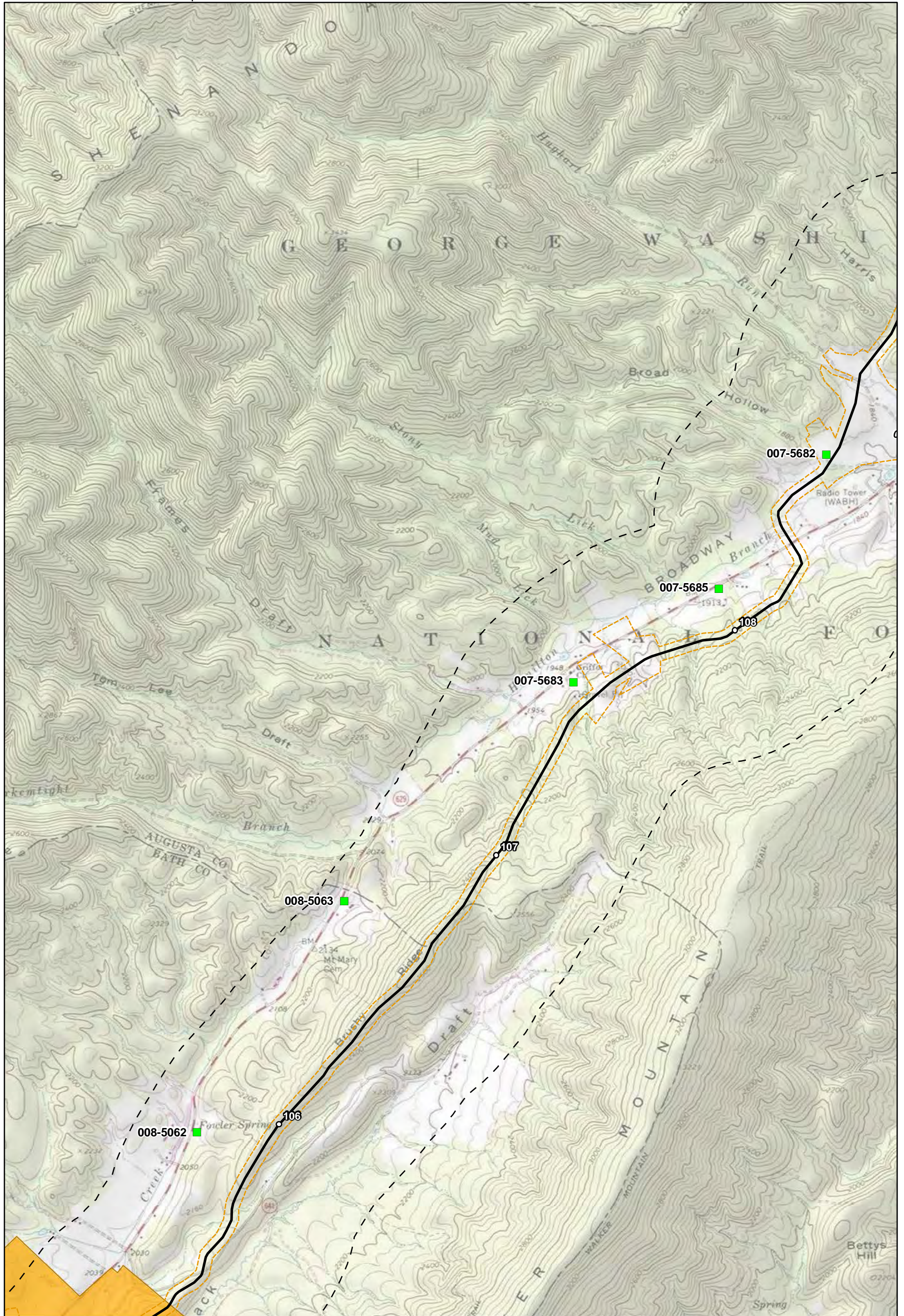


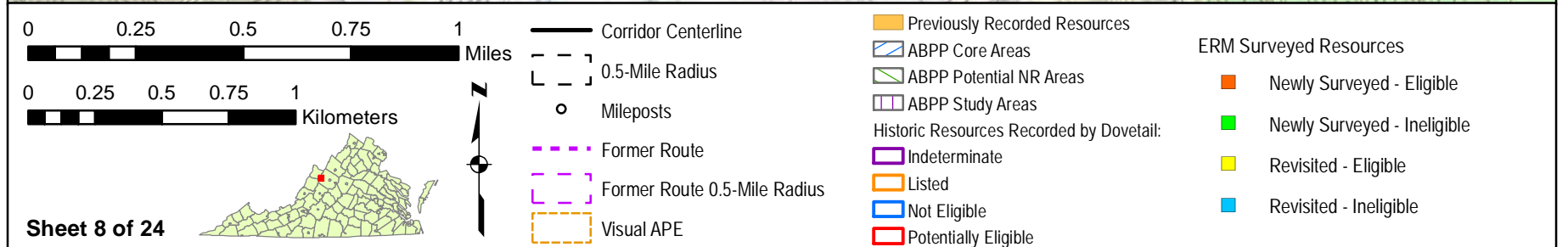
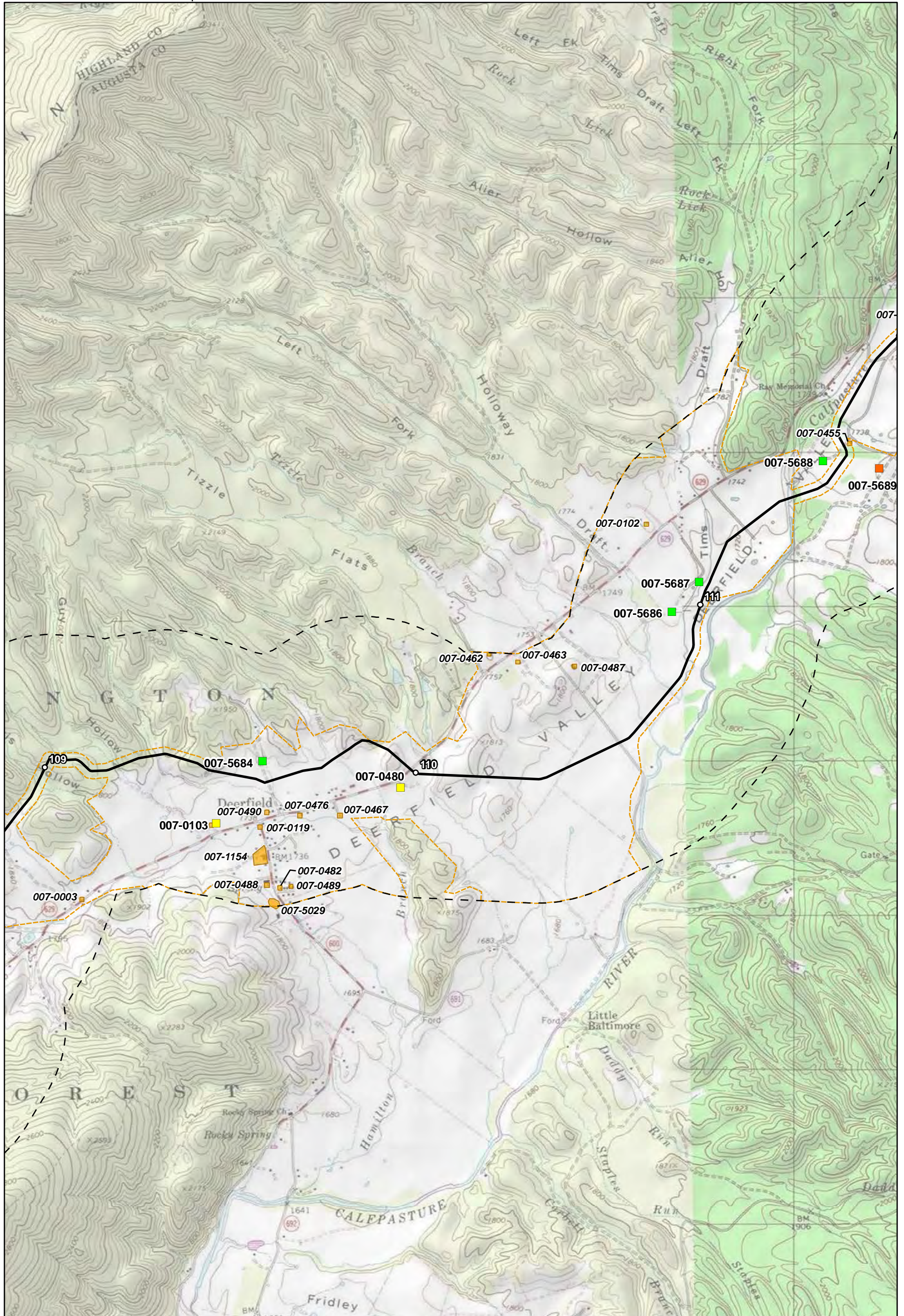
<p>0 0.25 0.5 0.75 1 Miles</p>	<p>— Corridor Centerline</p>	<p>■ Previously Recorded Resources</p>	<p>ERM Surveyed Resources</p>
<p>0 0.25 0.5 0.75 1 Kilometers</p>	<p>- - - 0.5-Mile Radius</p>	<p>▨ ABPP Core Areas</p>	<p>■ Newly Surveyed - Eligible</p>
	<p>○ Mileposts</p>	<p>▨ ABPP Potential NR Areas</p>	<p>■ Newly Surveyed - Ineligible</p>
<p>Sheet 3 of 24</p>	<p>- - - Former Route</p>	<p>▨ ABPP Study Areas</p>	<p>■ Revisited - Eligible</p>
<p>○ Former Route 0.5-Mile Radius</p>	<p>- - - Visual APE</p>	<p>▨ Historic Resources Recorded by Dovetail:</p>	<p>■ Revisited - Ineligible</p>
<p>○ Indeterminate</p>		<p>■ Indeterminate</p>	
<p>○ Listed</p>		<p>■ Listed</p>	
<p>○ Not Eligible</p>		<p>■ Not Eligible</p>	
<p>○ Potentially Eligible</p>		<p>■ Potentially Eligible</p>	

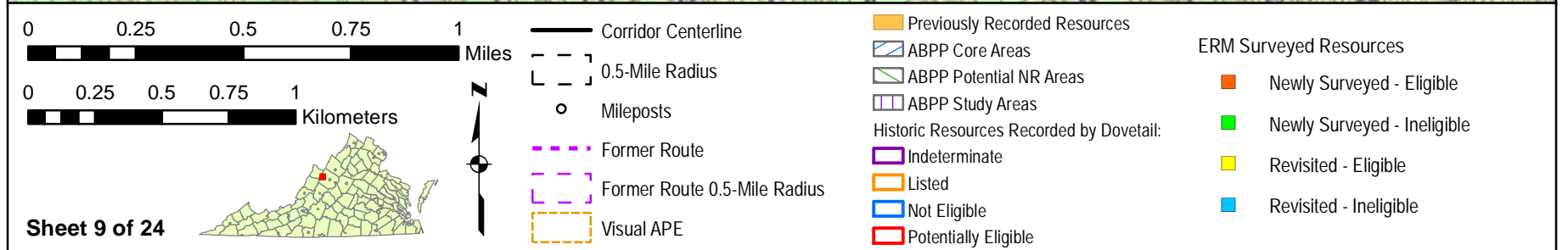
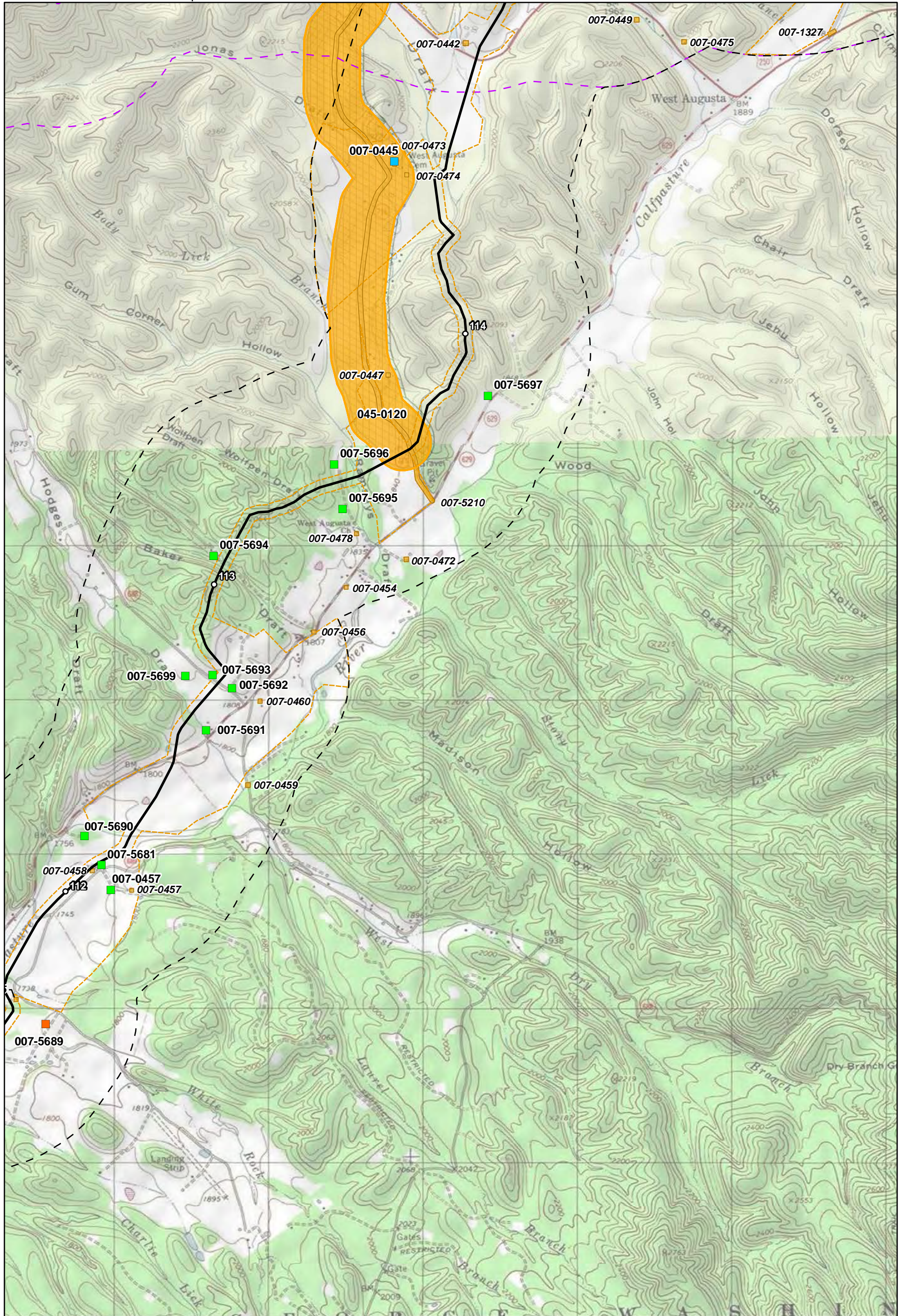


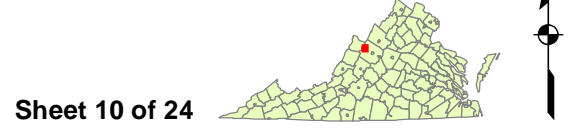
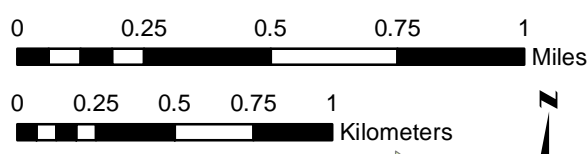
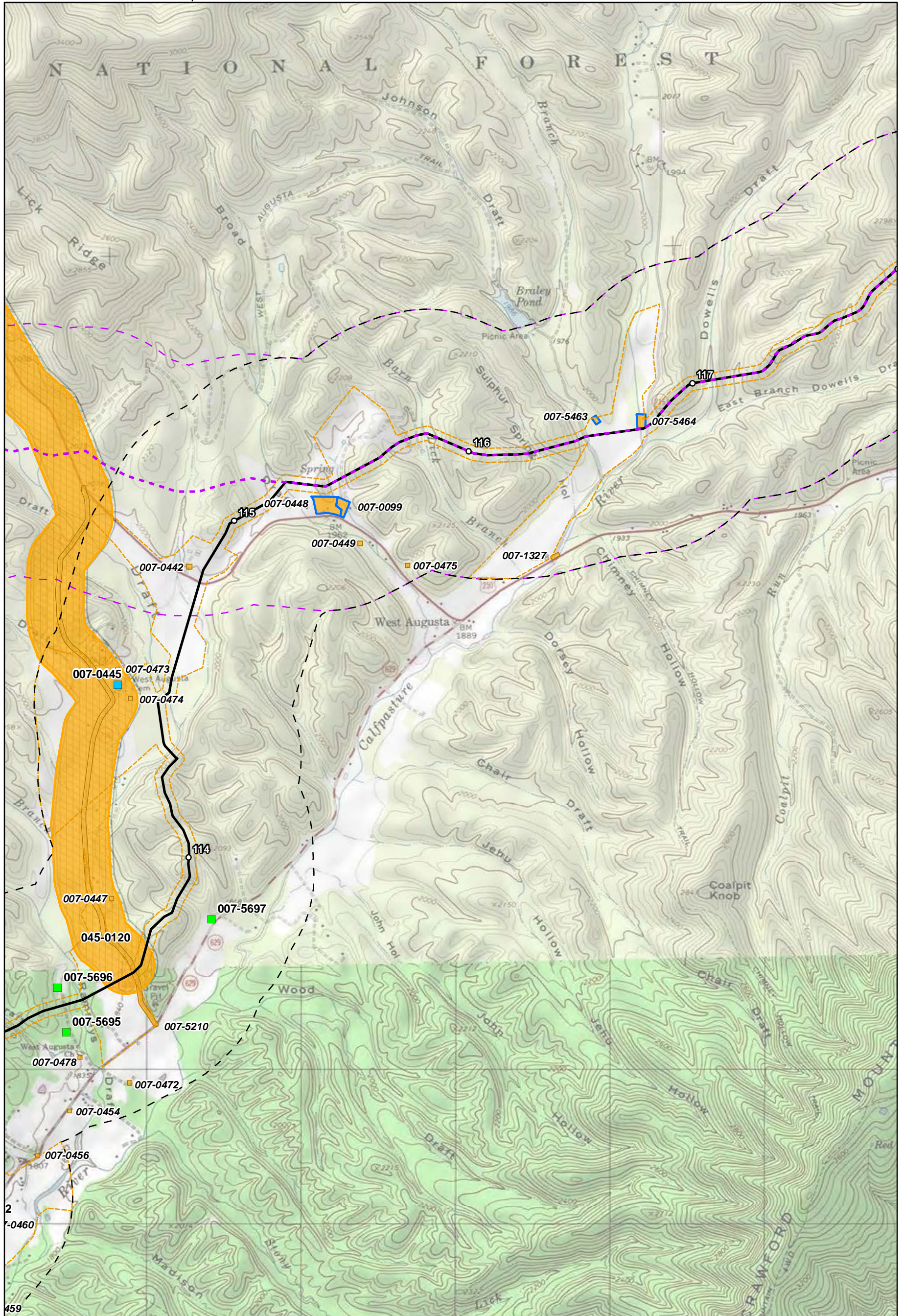






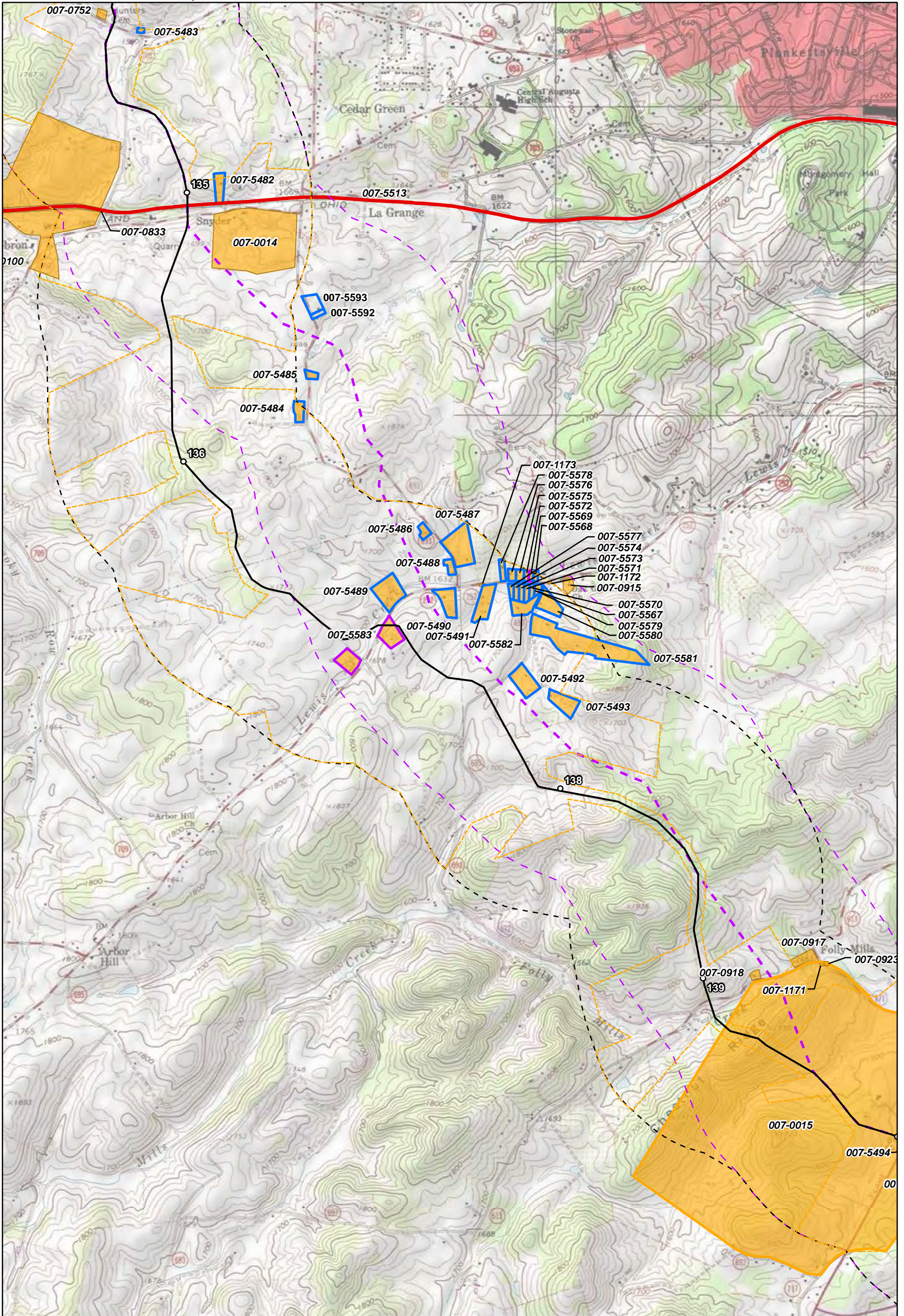






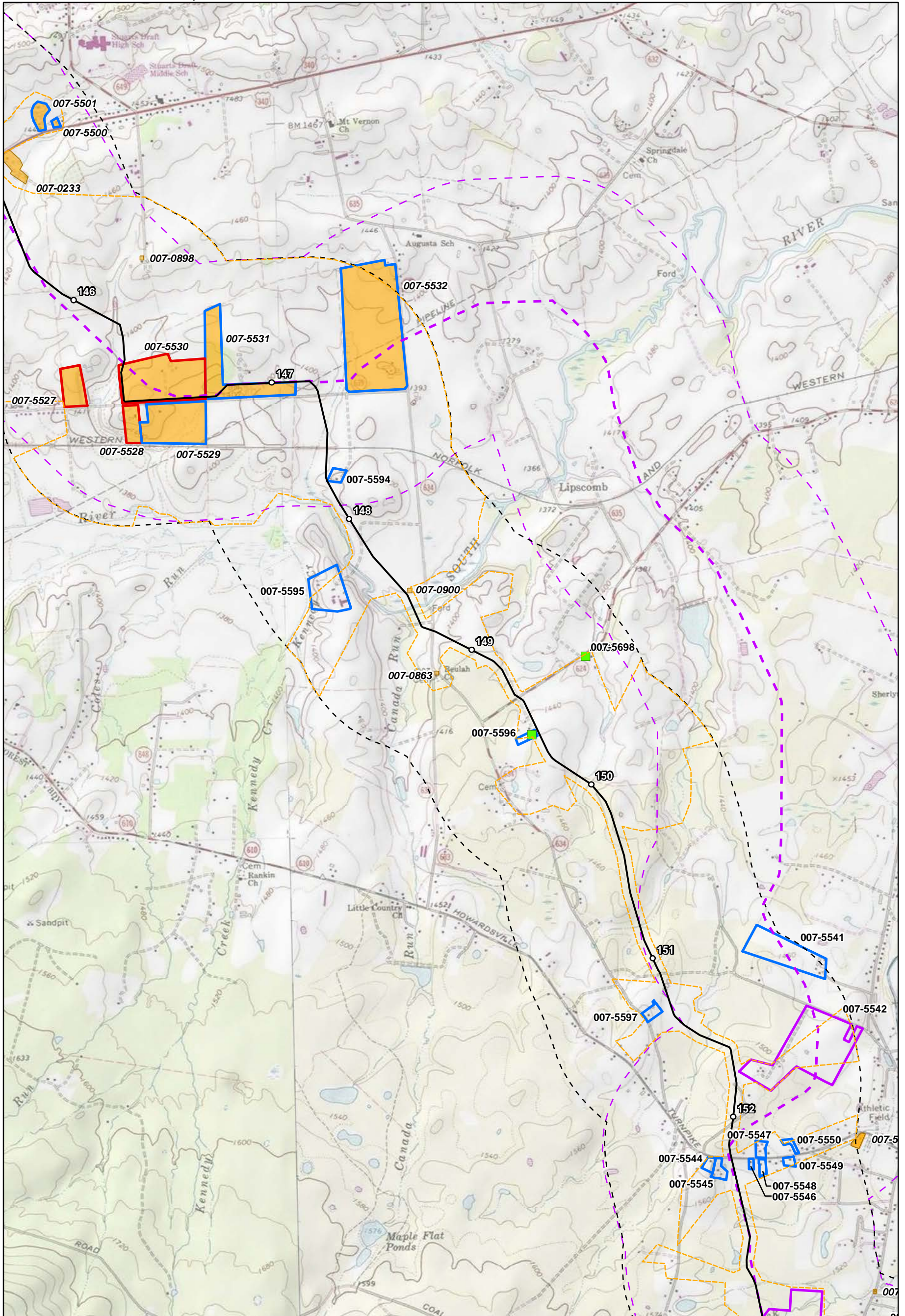
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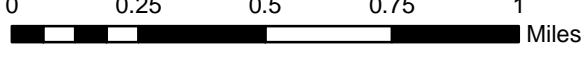
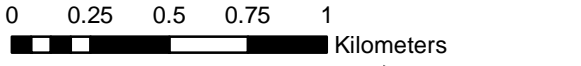



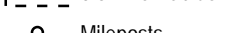
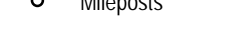
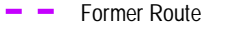

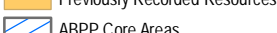
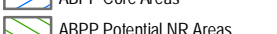
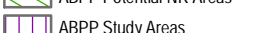
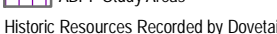
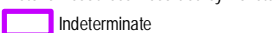



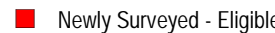


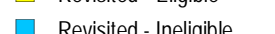
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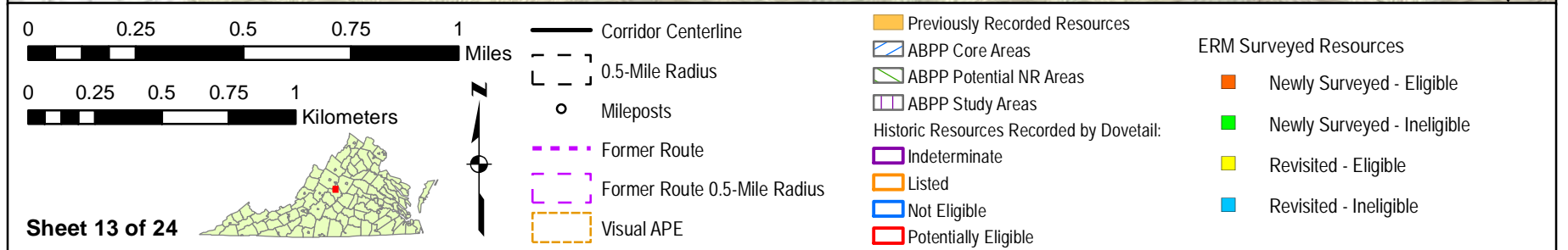
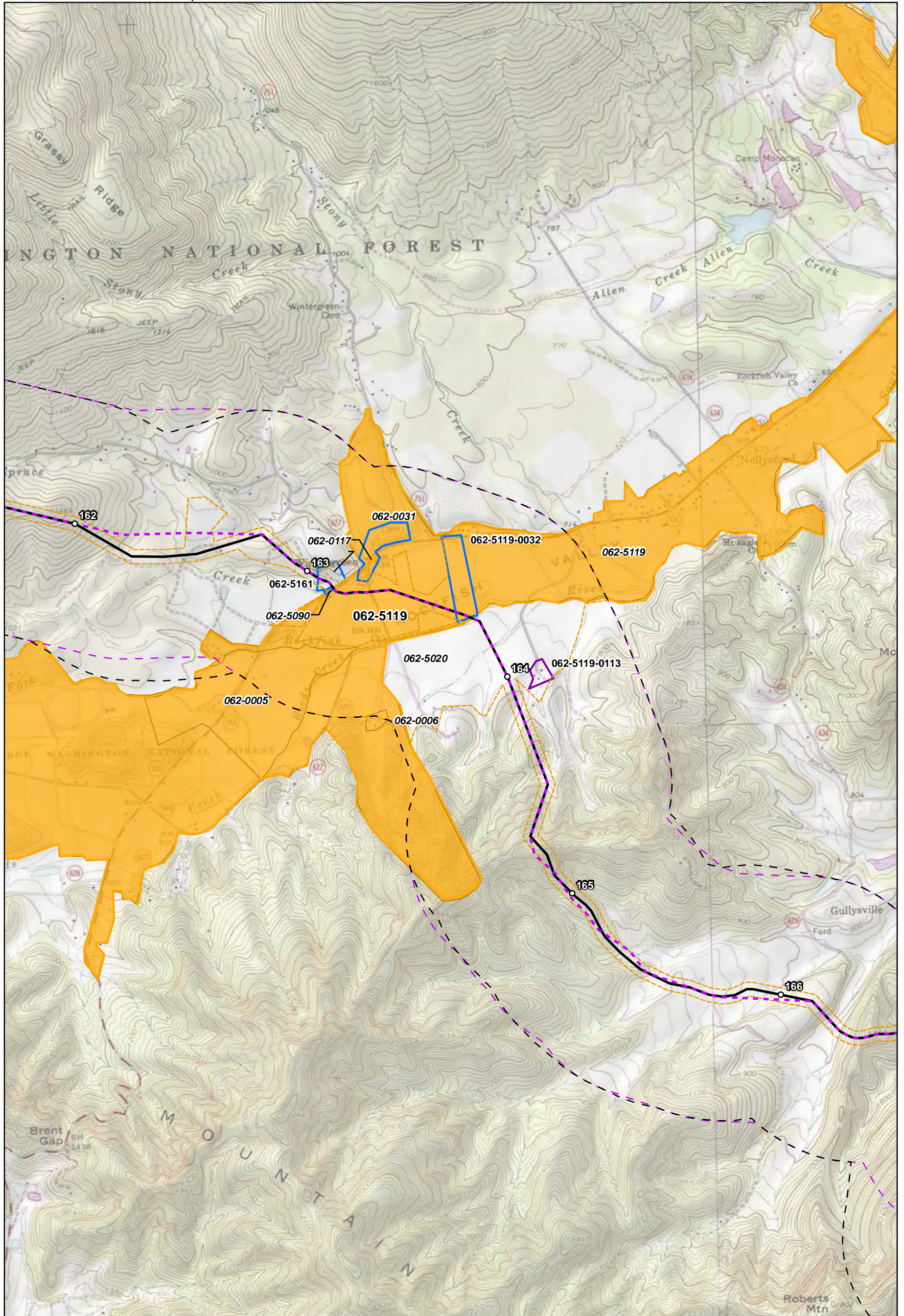


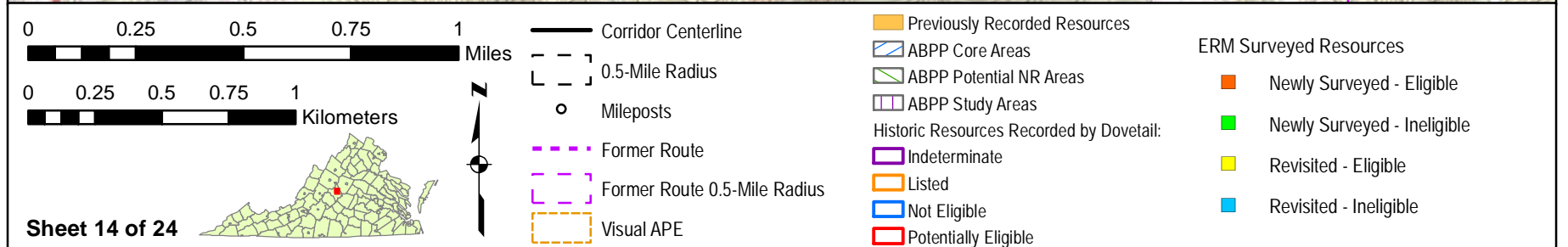
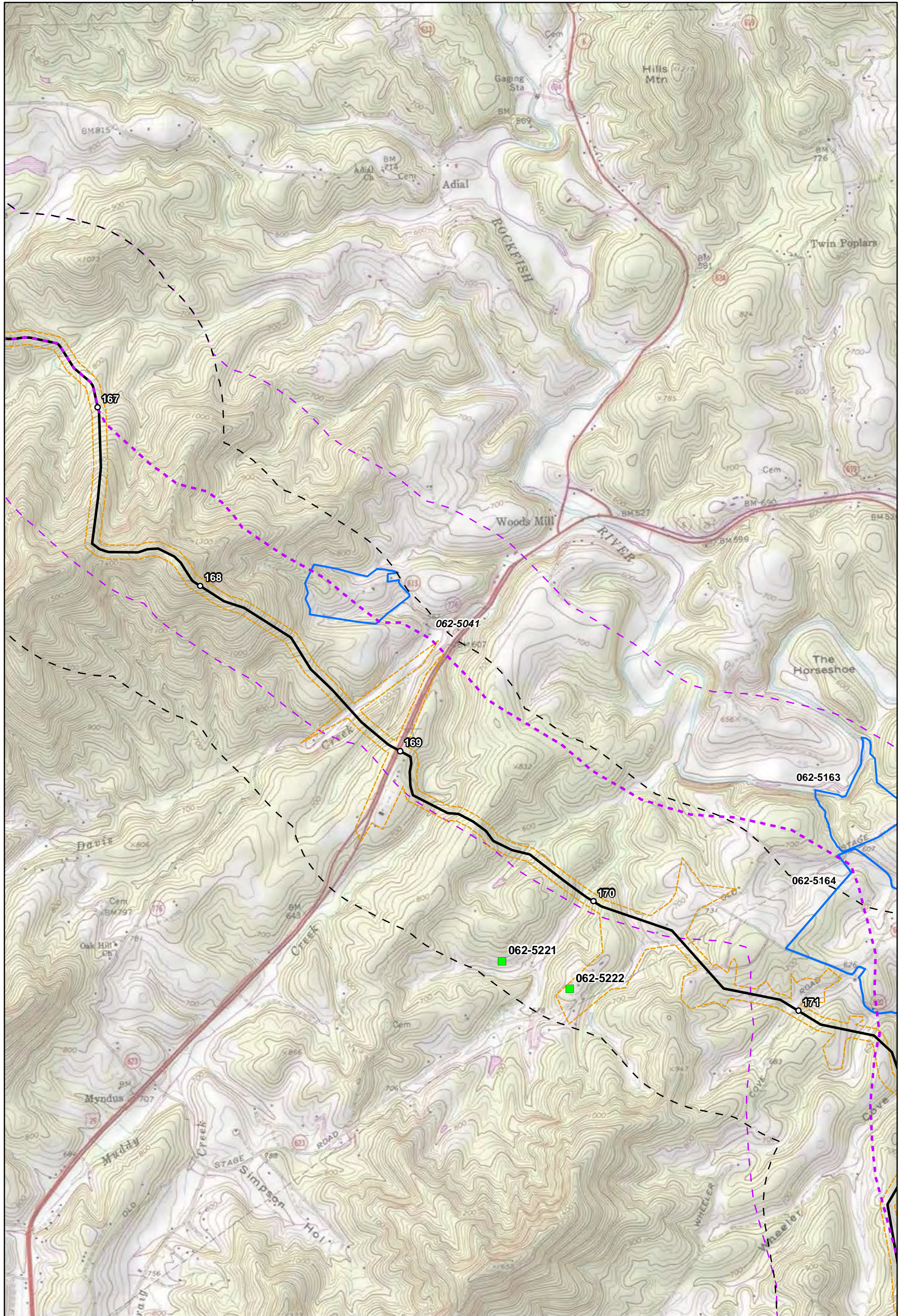
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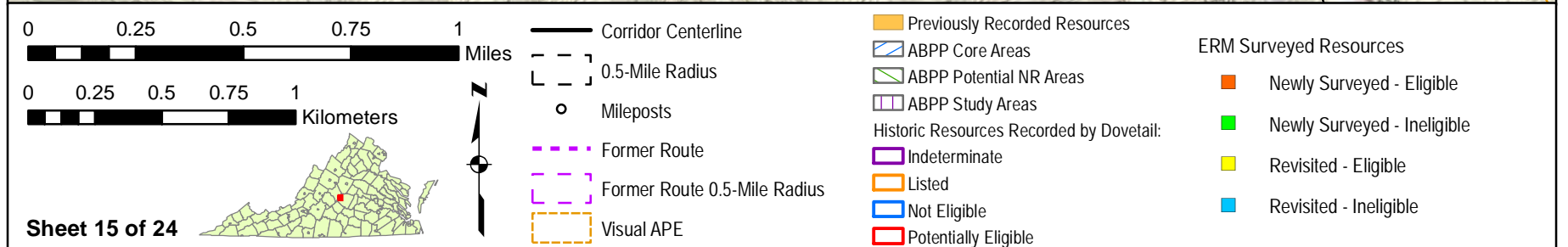
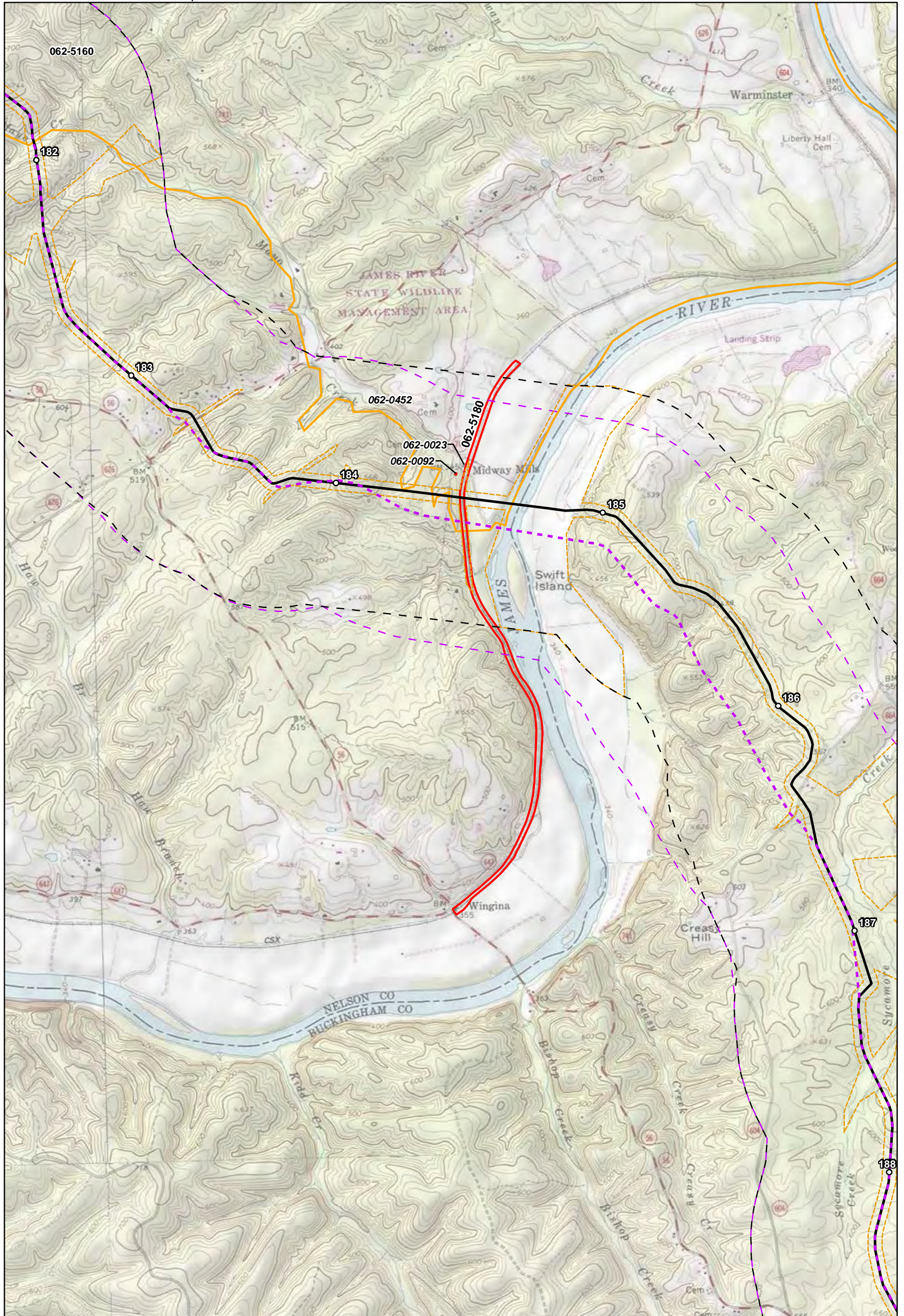


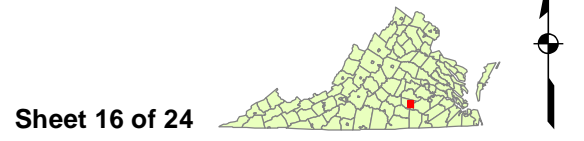
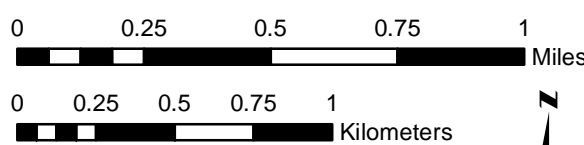
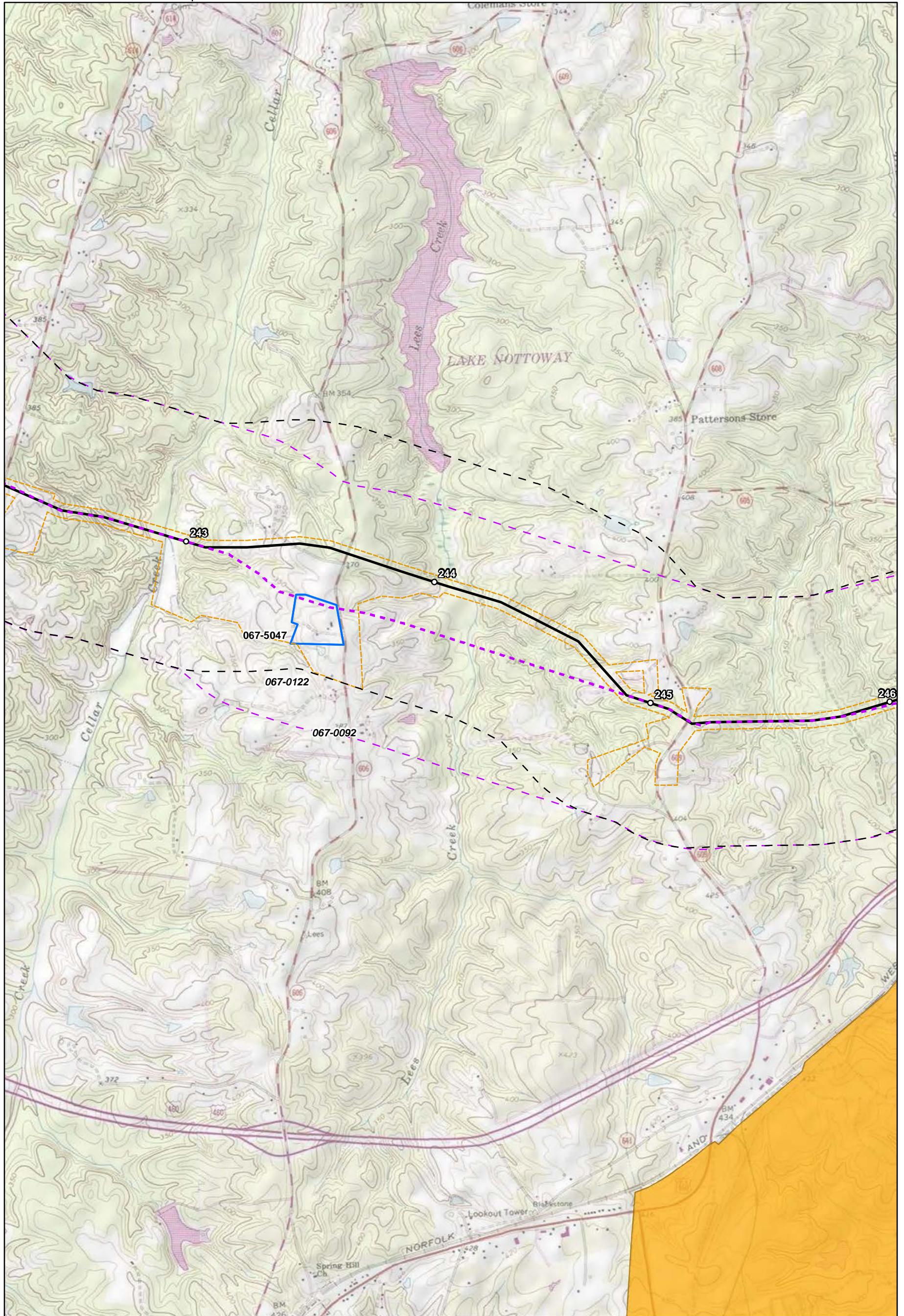


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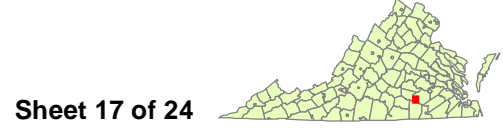
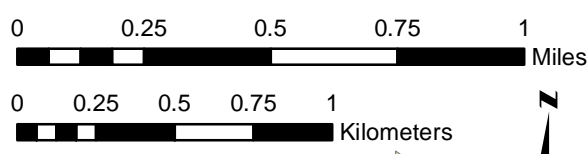
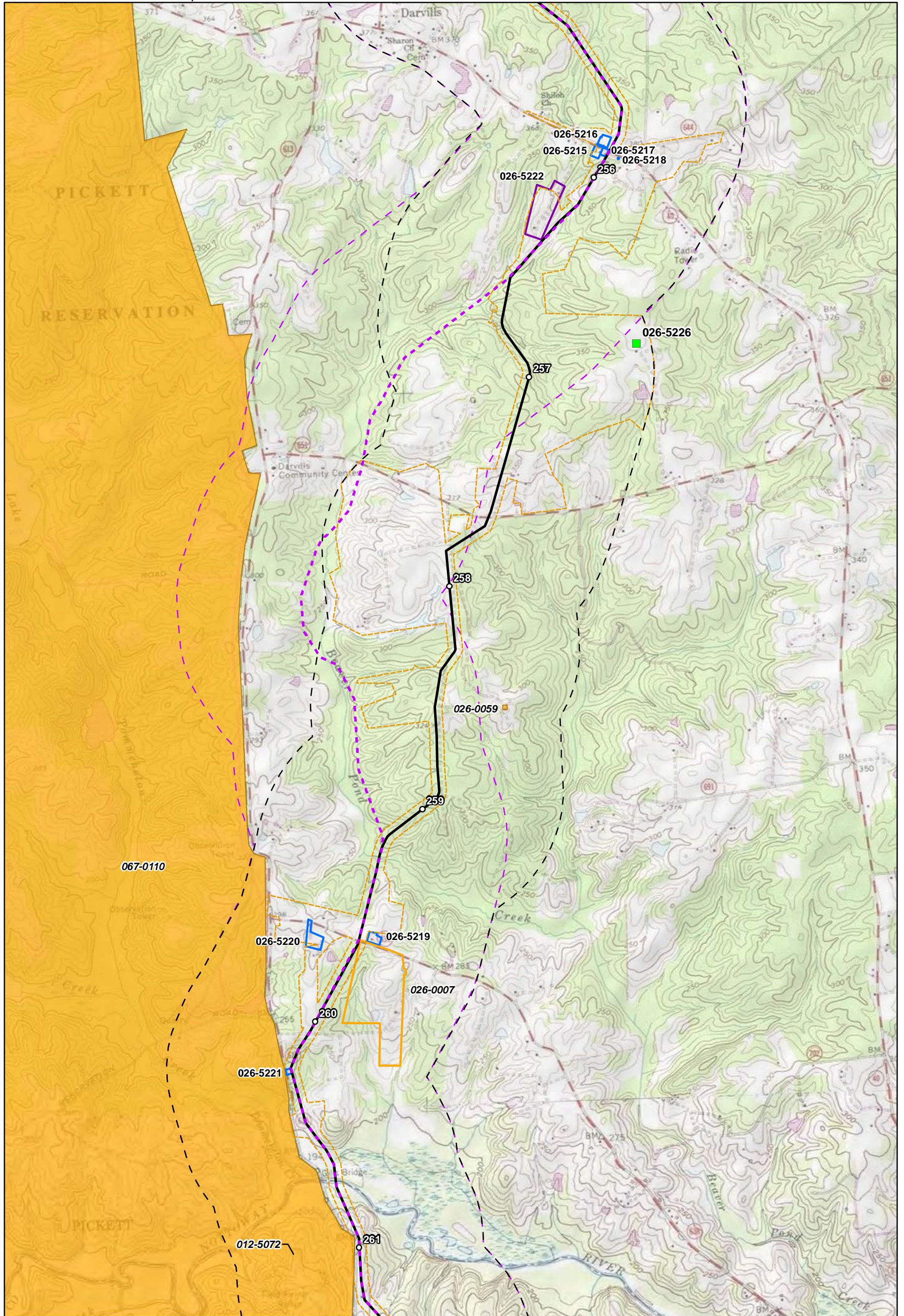






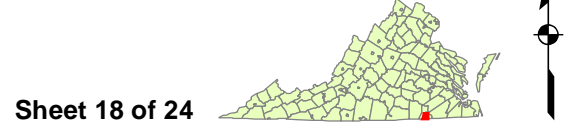
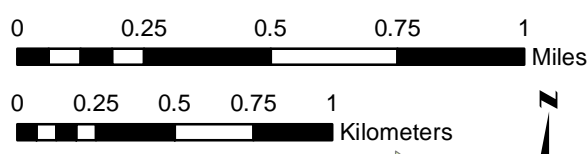
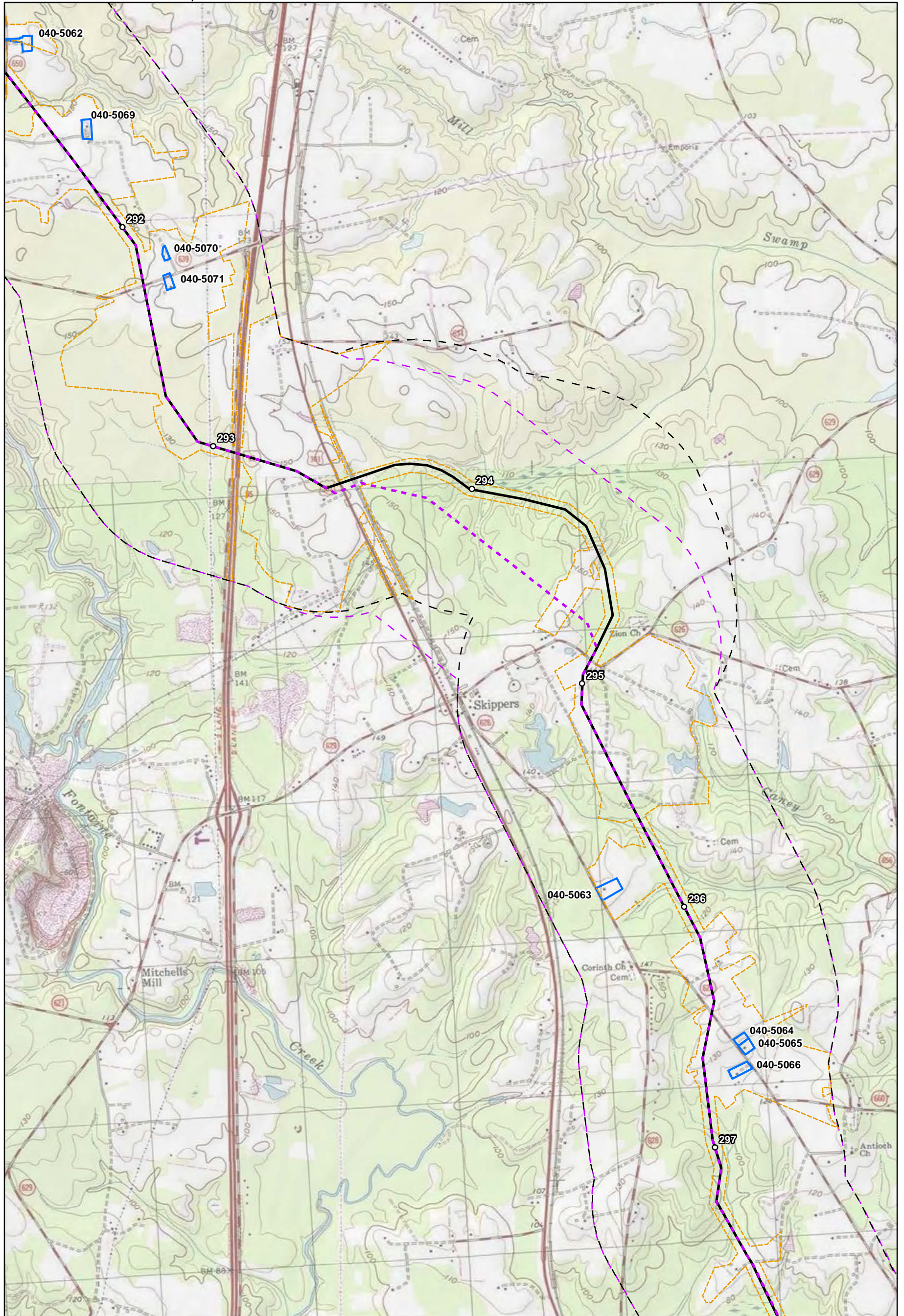
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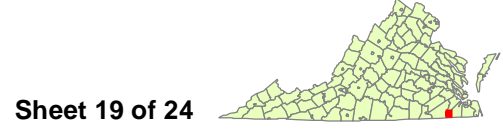
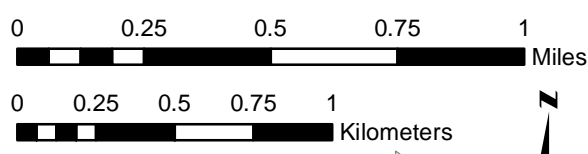
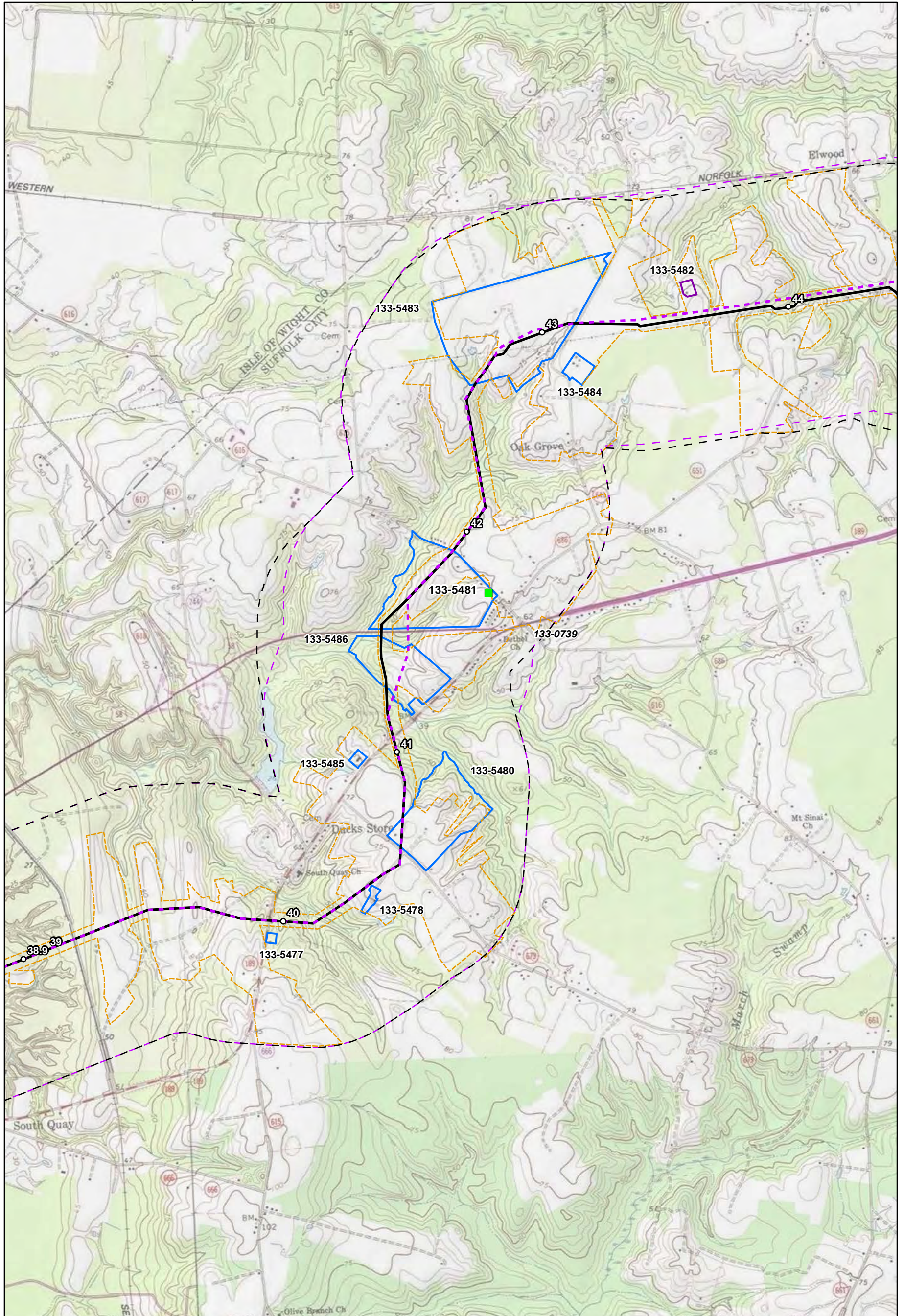
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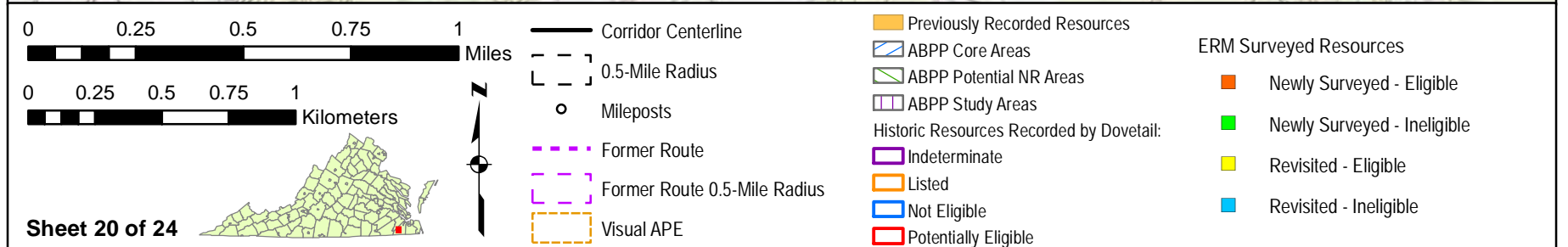
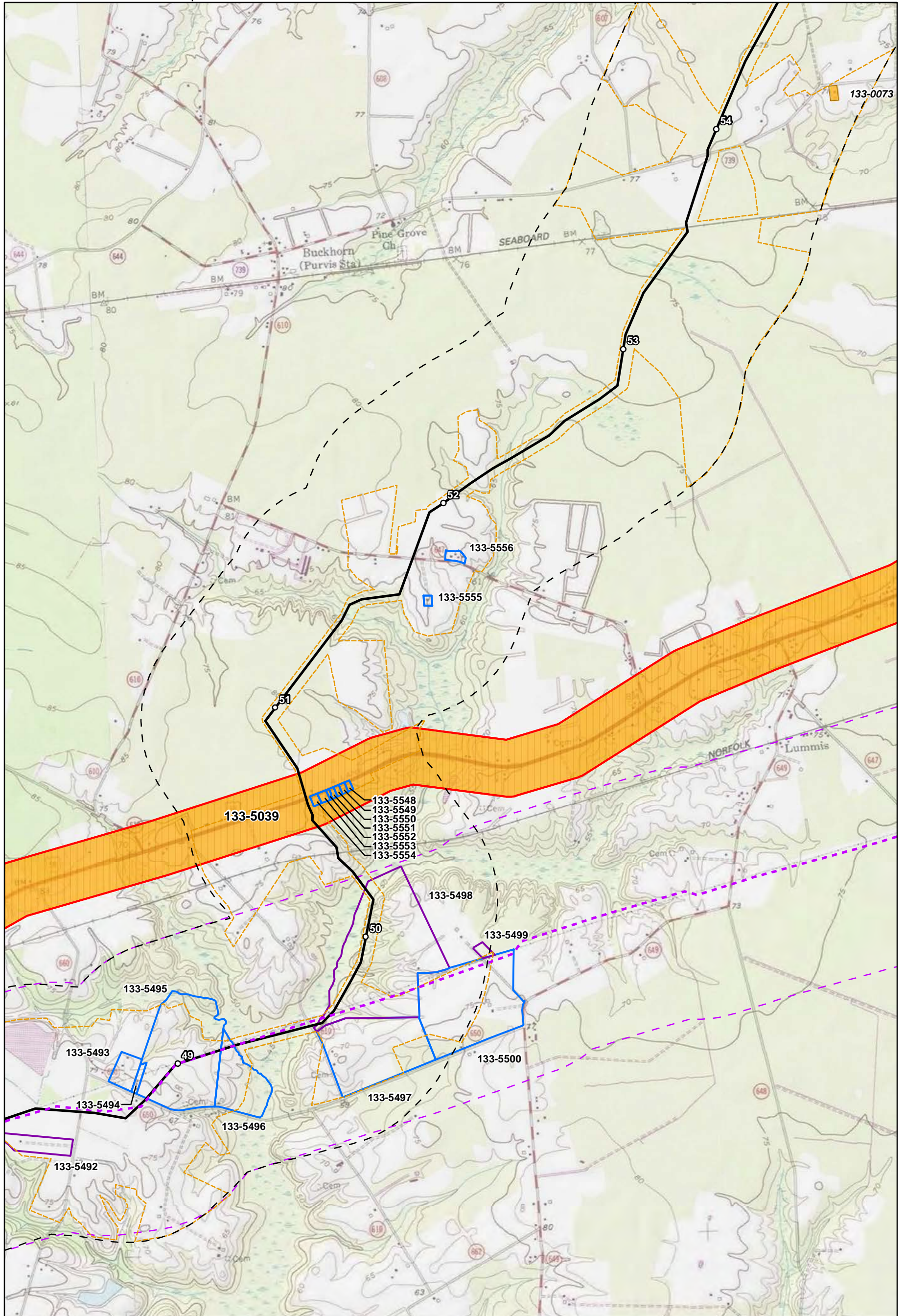


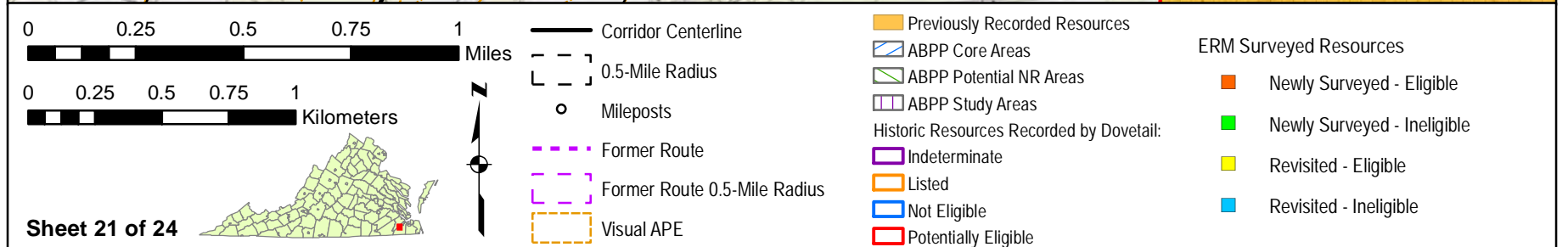
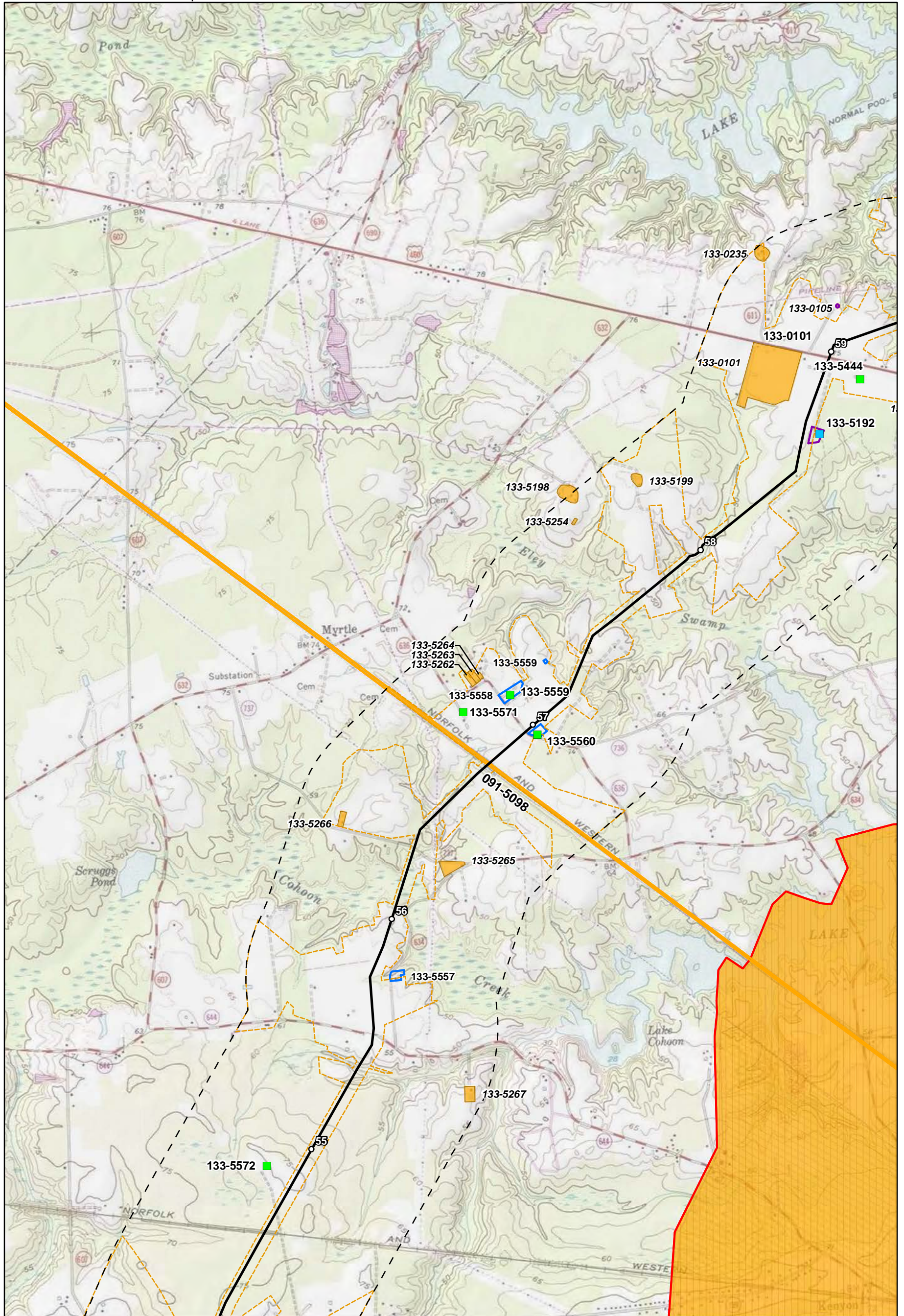
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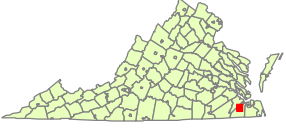
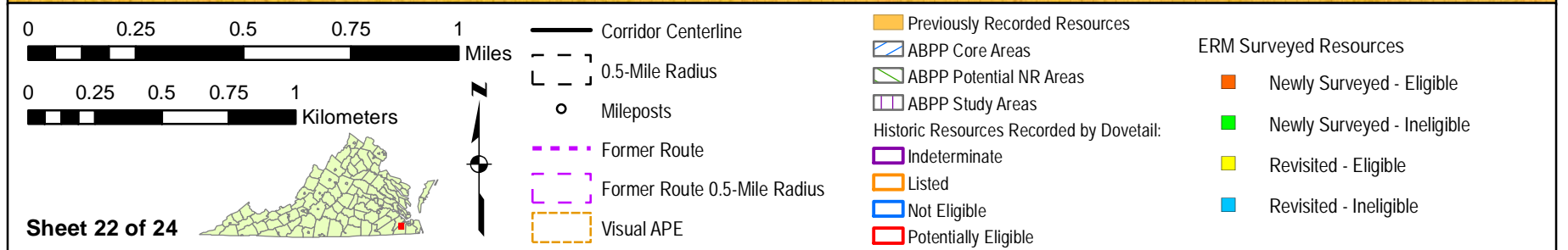
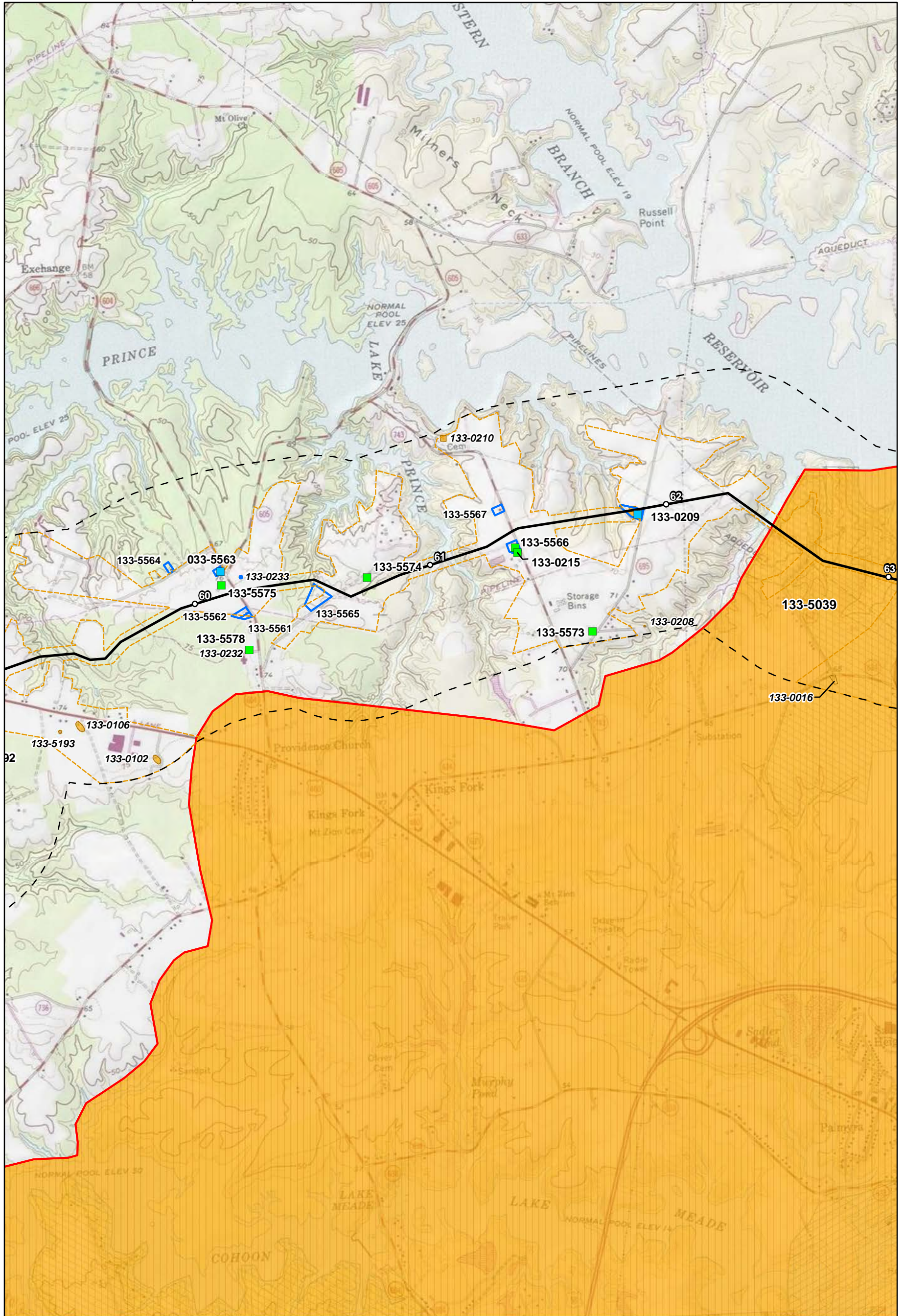
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| <ul style="list-style-type: none"> Corridor Centerline 0.5-Mile Radius Mileposts Former Route Former Route 0.5-Mile Radius Visual APE | <ul style="list-style-type: none"> Previously Recorded Resources ABPP Core Areas ABPP Potential NR Areas ABPP Study Areas Historic Resources Recorded by Dovetail: <ul style="list-style-type: none"> Indeterminate Listed Not Eligible Potentially Eligible | <p>ERM Surveyed Resources</p> <ul style="list-style-type: none"> Newly Surveyed - Eligible Newly Surveyed - Ineligible Revisited - Eligible Revisited - Ineligible |
|---|--|--|

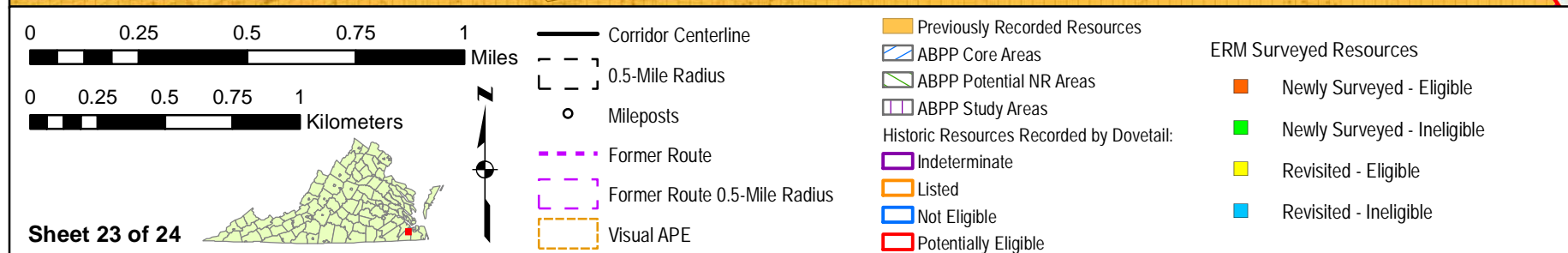
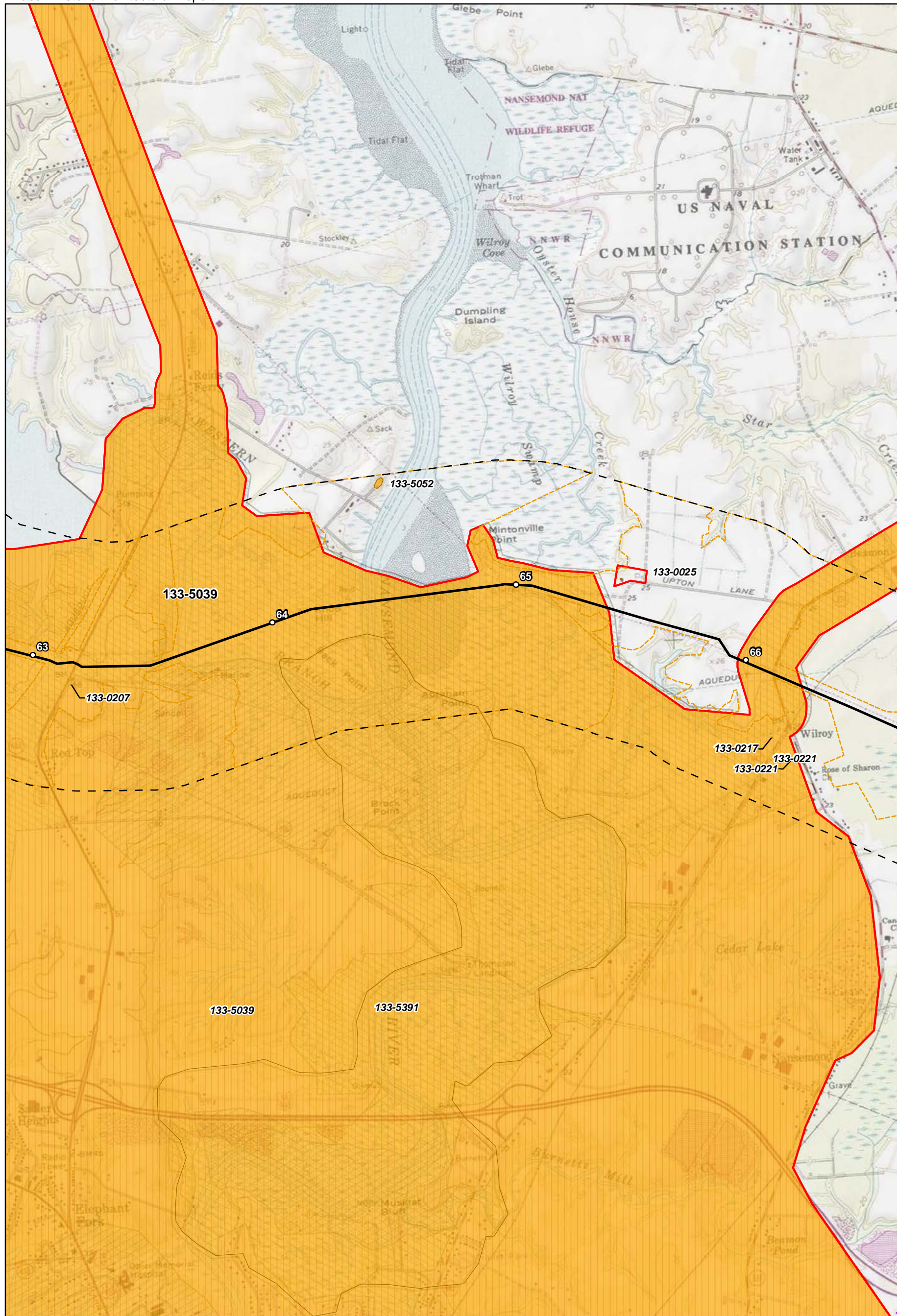


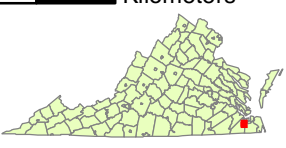
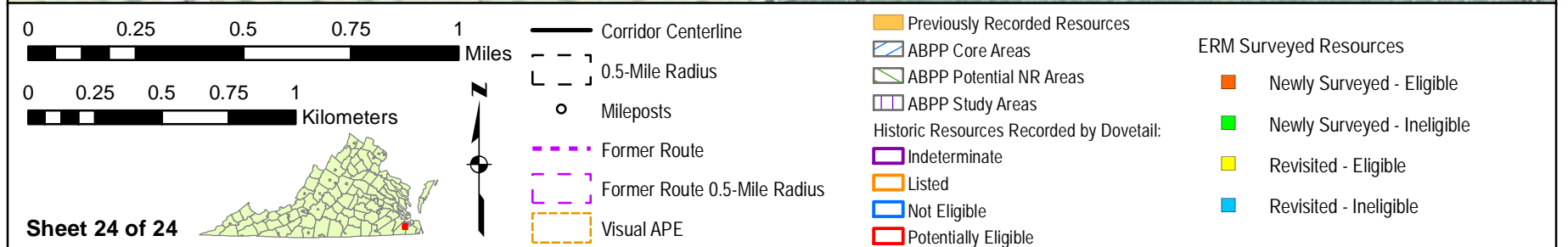
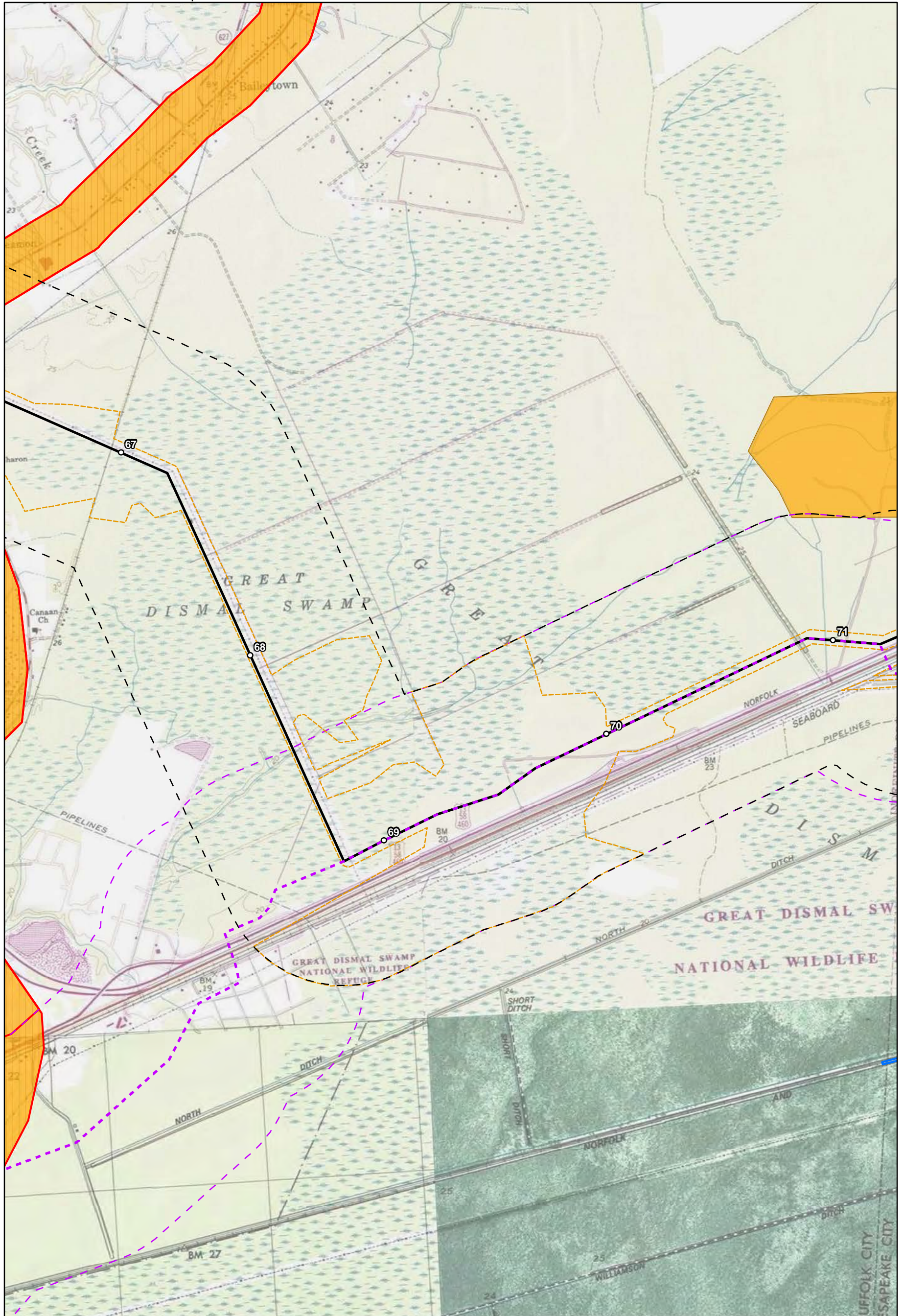
<ul style="list-style-type: none"> — Corridor Centerline - - - 0.5-Mile Radius ○ Mileposts - - - Former Route - - - Former Route 0.5-Mile Radius - - - Visual APE 	<ul style="list-style-type: none"> ▭ Previously Recorded Resources ▭ ABPP Core Areas ▭ ABPP Potential NR Areas ▭ ABPP Study Areas <p>Historic Resources Recorded by Dovetail:</p> <ul style="list-style-type: none"> ▭ Indeterminate ▭ Listed ▭ Not Eligible ▭ Potentially Eligible 	<p>ERM Surveyed Resources</p> <ul style="list-style-type: none"> ▭ Newly Surveyed - Eligible ▭ Newly Surveyed - Ineligible ▭ Revisited - Eligible ▭ Revisited - Ineligible
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APPENDIX B – RESOURCE FIGURES



Figure 1. 045-0120, view of battlefield, facing east.

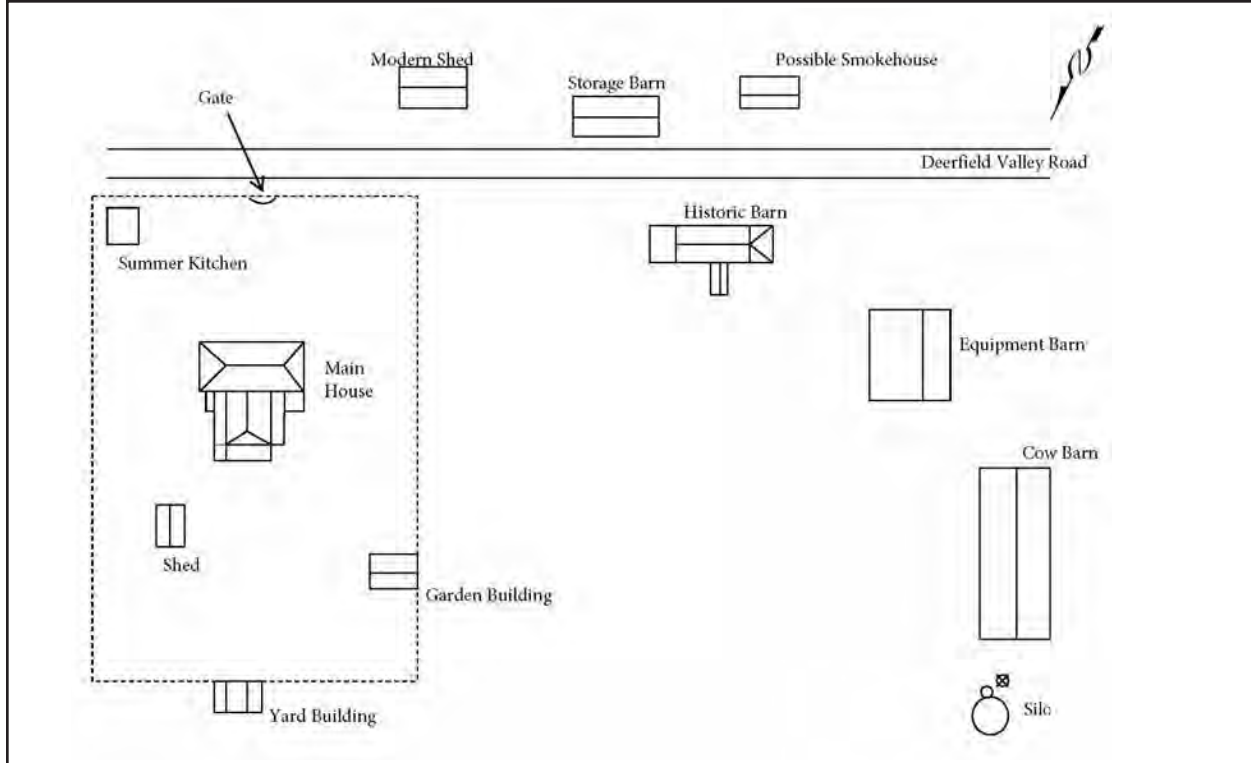


Figure 2. 007-0103 sketch map.



Figure 3. 007-0103, facing north.



Figure 4. 007-0103, facing southwest.



Figure 5. 007-0103, facing southeast.



Figure 6. 007-0103, summer kitchen, facing south.



Figure 7. 007-0103, shed, facing northwest.



Figure 8. 007-0103, shed, facing northeast.



Figure 9. 007-0103, shed, facing northeast.



Figure 10. 007-0103, workshop, facing south.



Figure 11. 007-0103, barn, facing southwest.



Figure 12. 007-0103, barn, facing north.



Figure 13. 007-0103, barn, facing south.



Figure 14. 007-0103 barn facing northwest.



Figure 15. 007-0103, barn, facing north-northwest.

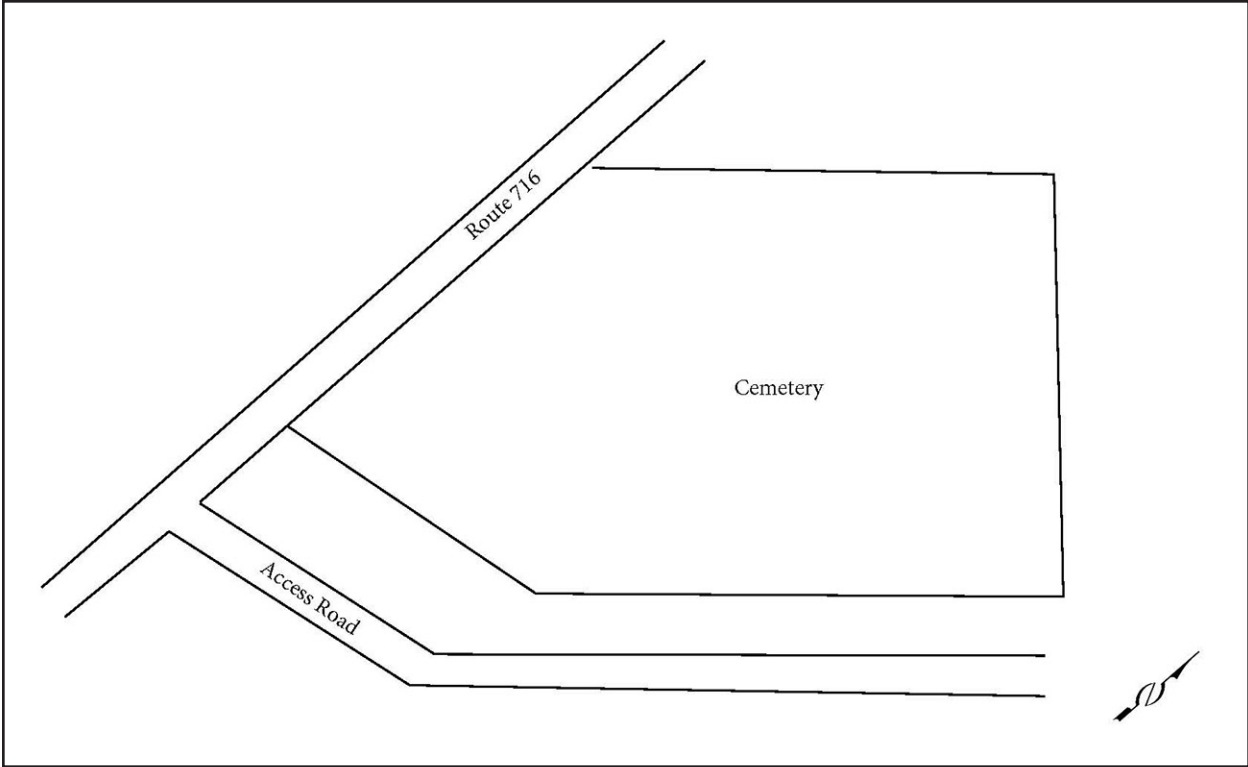


Figure 16. 007-0445 sketch map.



Figure 17. 007-0445, view of cemetery, facing west.

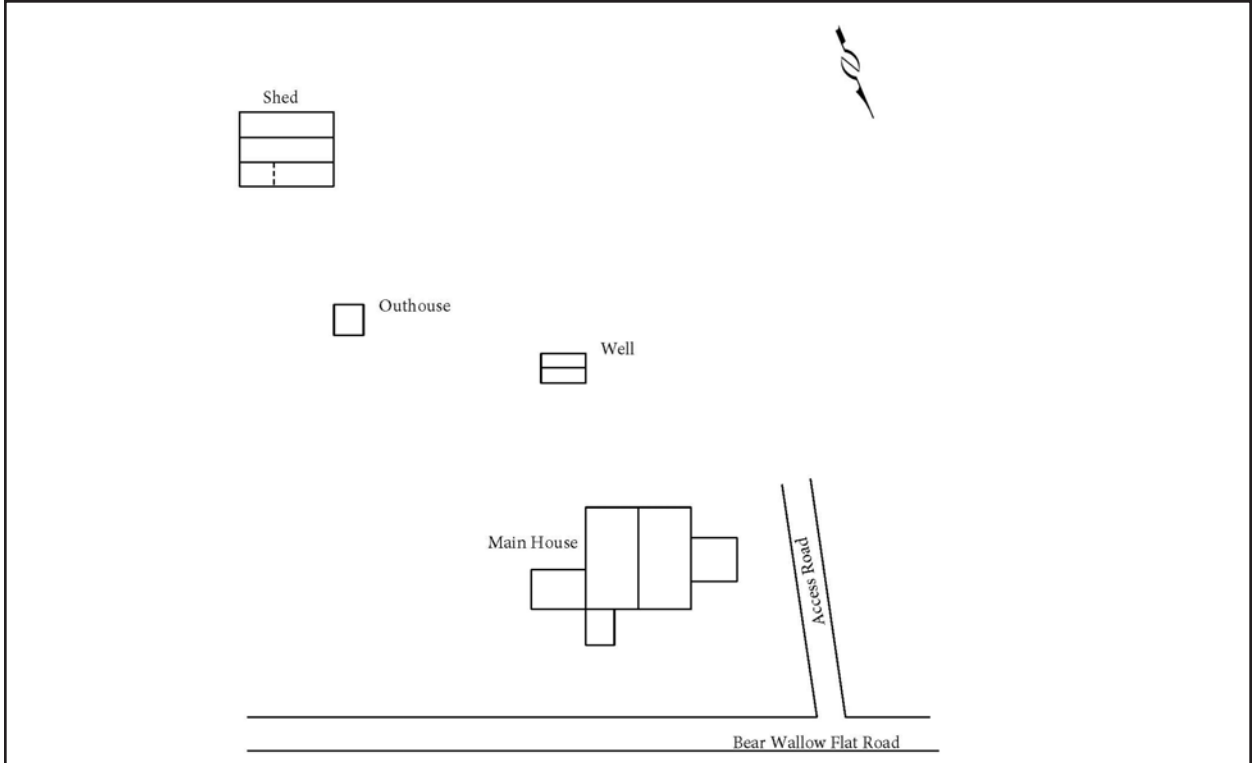


Figure 18. 007-0455 sketch map.



Figure 19. 007-0455, facing southwest.



Figure 20. 007-0455, facing northeast.



Figure 21. 007-0455, well, facing southeast.



Figure 22. 007-0455, outhouse, facing west.



Figure 23. 007-0455, shed, facing southwest.

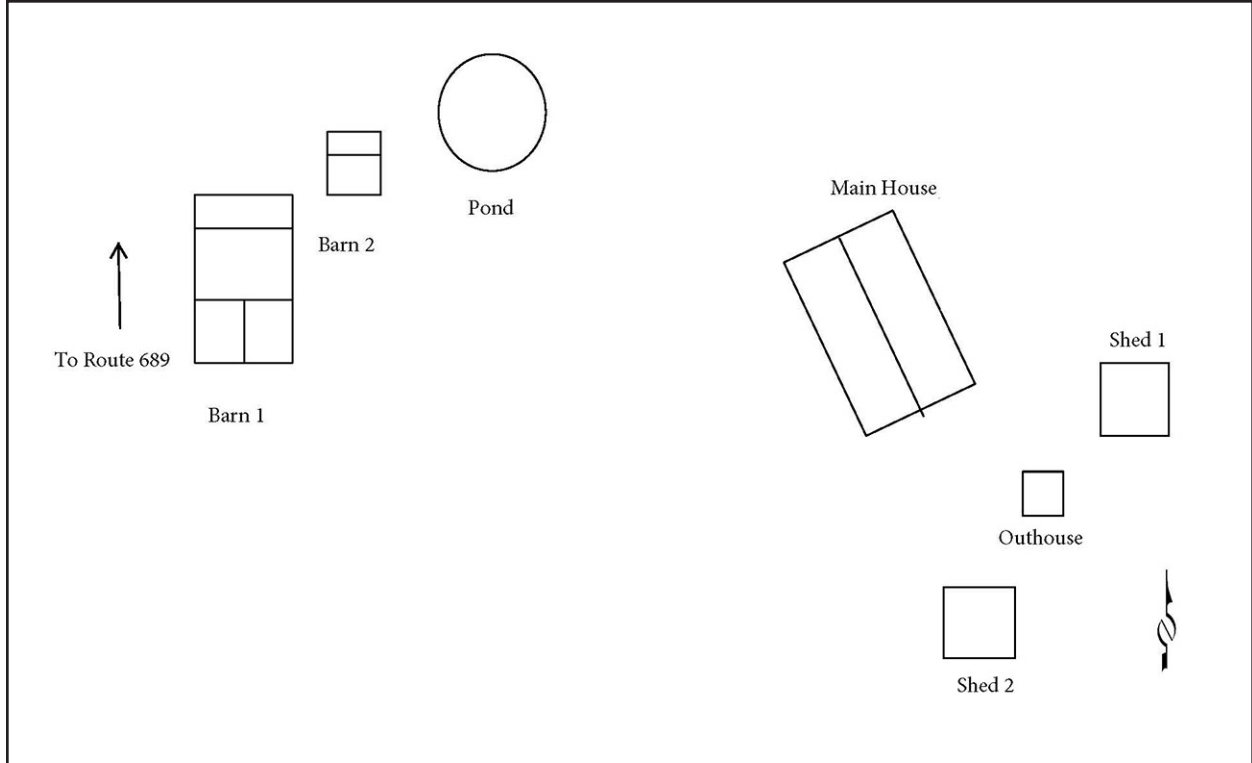


Figure 24. 007-0457 sketch map.



Figure 25. 007-0457, facing east.



Figure 26. 007-0457, facing southwest.



Figure 27. Outhouse, 007-0457, facing south.



Figure 28. 007-0457, shed 1, facing east. 28



Figure 29. 007-0457, shed 2, facing southwest.



Figure 30. 007-0457, barn 1, facing southeast.



Figure 31. 007-0457, barn 2, facing south.

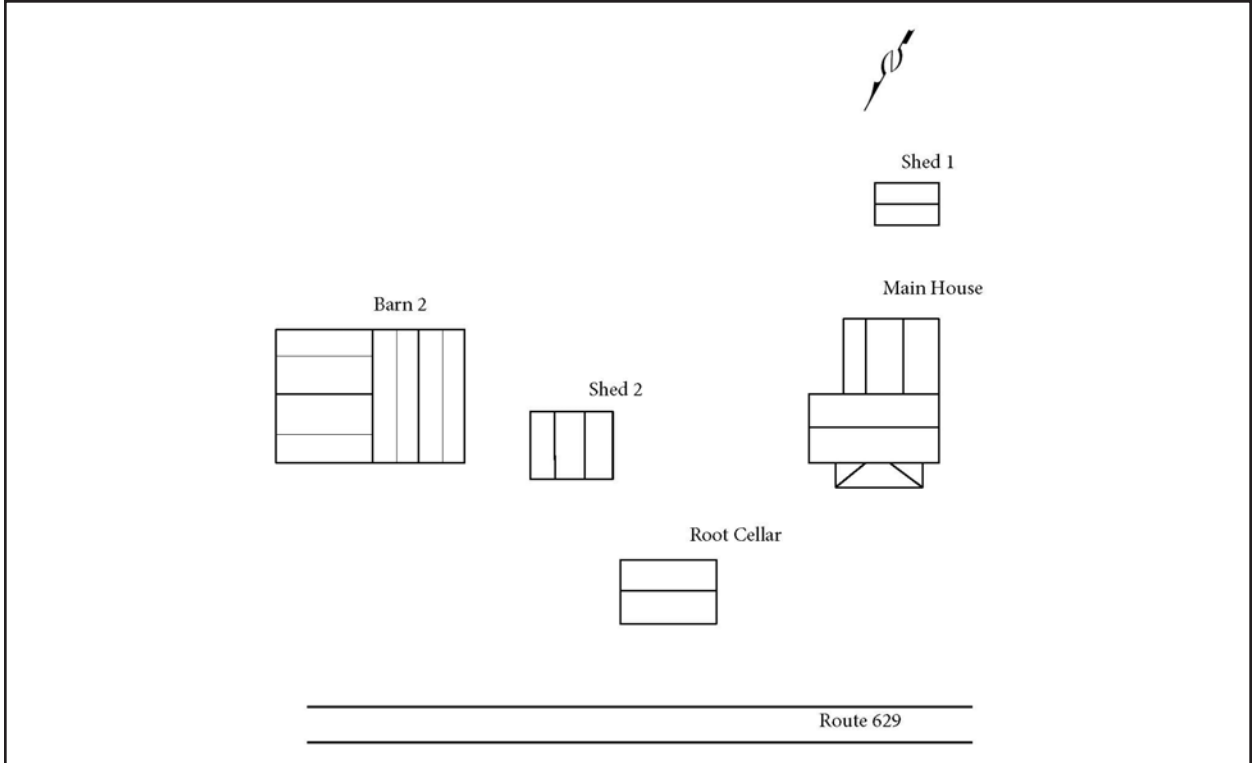


Figure 32. 007-0480, sketch map.



Figure 33. 007-0480, facing southwest.



Figure 34. 007-0480, facing northeast.



Figure 35. 007-0480, shed 1, facing east.



Figure 36. 007-0480, barn 1, facing south.



Figure 37. 007-0480, shed 2, facing northwest.



Figure 38. 007-0480, barn 2, facing southwest.



Figure 39. 007-0480, root cellar, facing east.

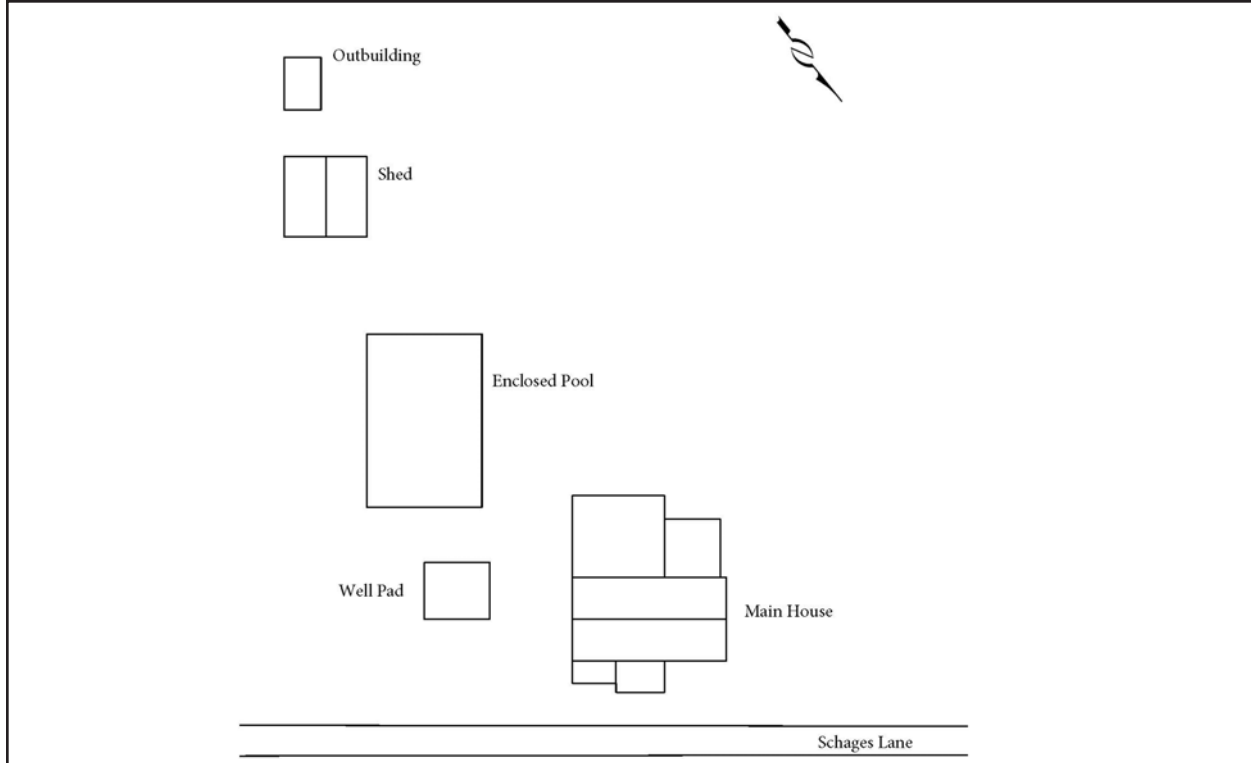


Figure 40. 007-5596, sketch map.



Figure 41. 007-5596, view east.



Figure 42. 007-5596, view west.



Figure 43. 007-5596, well pad, view east.



Figure 44. 007-5596, pool, view northwest.



Figure 45. 007-5596, shed, view south.



Figure 46. 007-5596, outbuilding, view south.

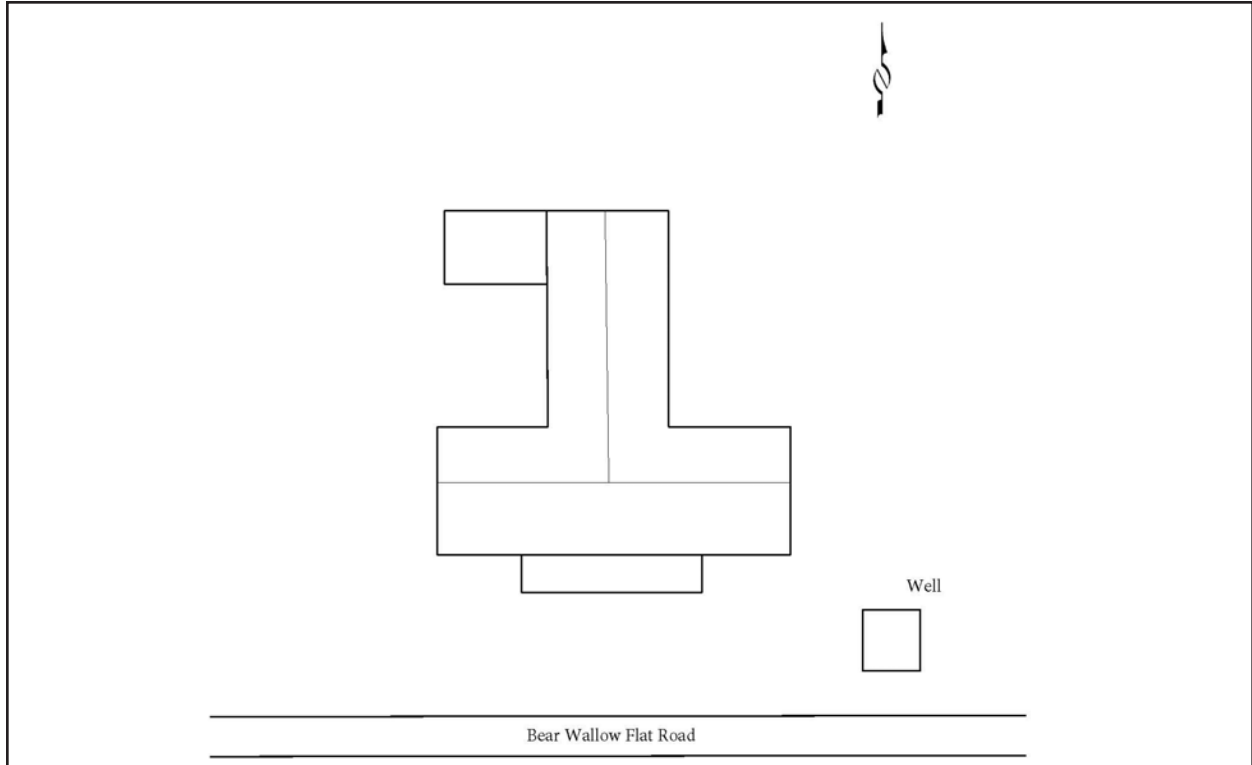


Figure 47. 007-007-5681, sketch map.



Figure 48. 007-5681, facing north.



Figure 49. 007-5681, facing northeast.

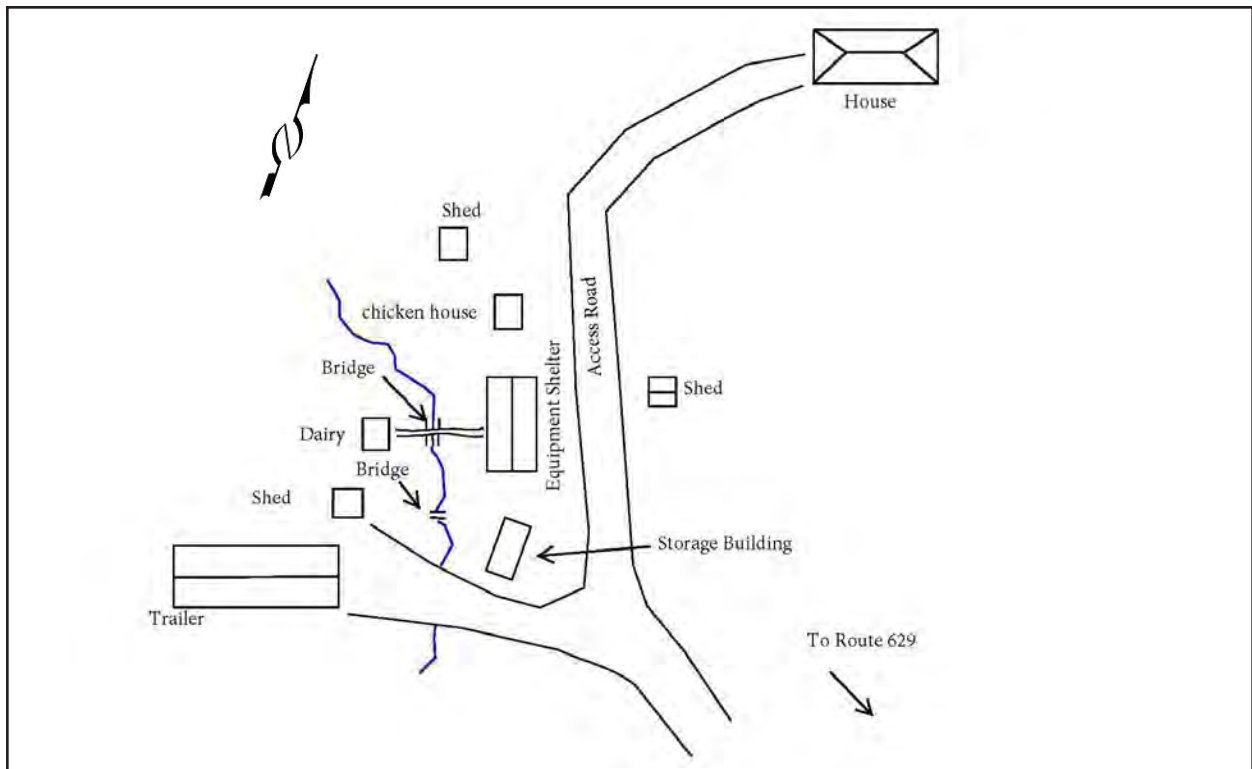


Figure 50. 007-5682, sketch map.



Figure 51. 007-5682, storage building, facing south.



Figure 52. 007-5682, chicken house, facing south.



Figure 53. 007-5682, dairy facing west.



Figure 54. 007-5682, historic and modern outbuildings, facing south.

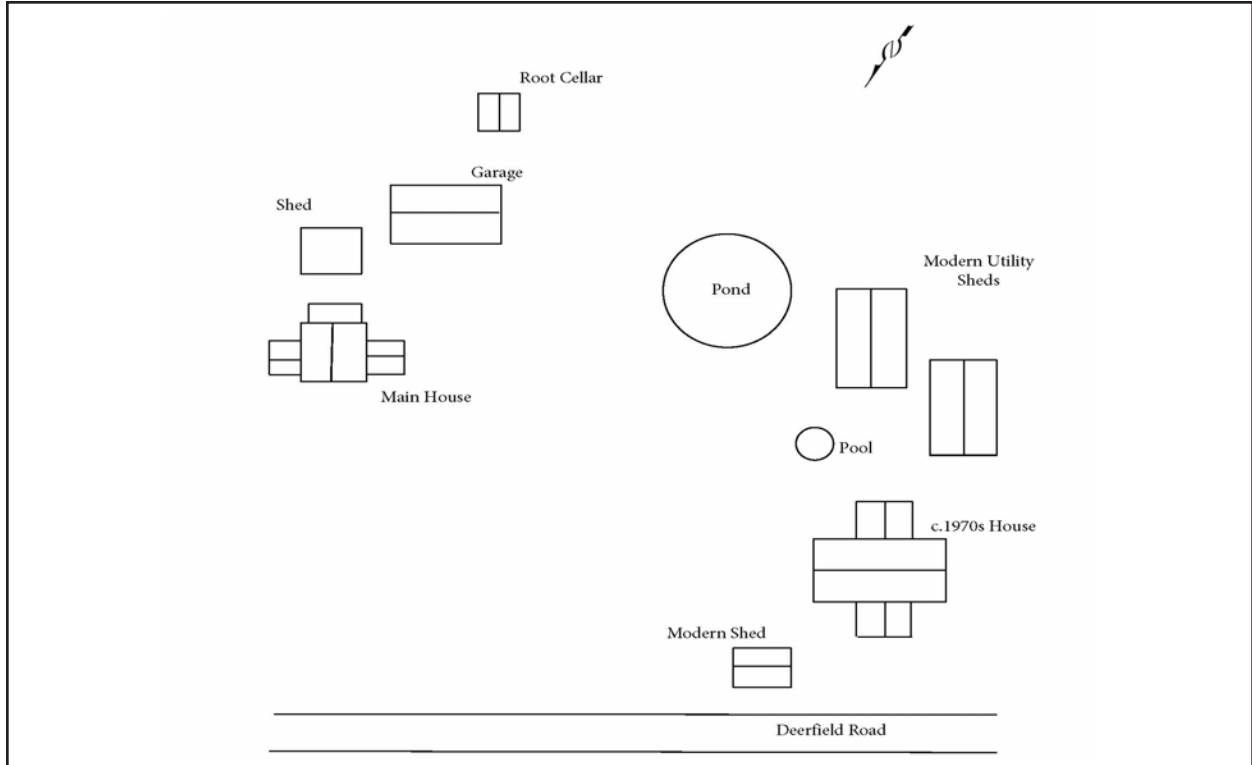


Figure 55. 007-5683, sketch map.



Figure 56. 007-5683, facing southeast.



Figure 57. 007-5683, facing northwest.



Figure 58. 007-5683, root cellar, facing south.



Figure 59. 007-5683, garage and shed, facing southwest.

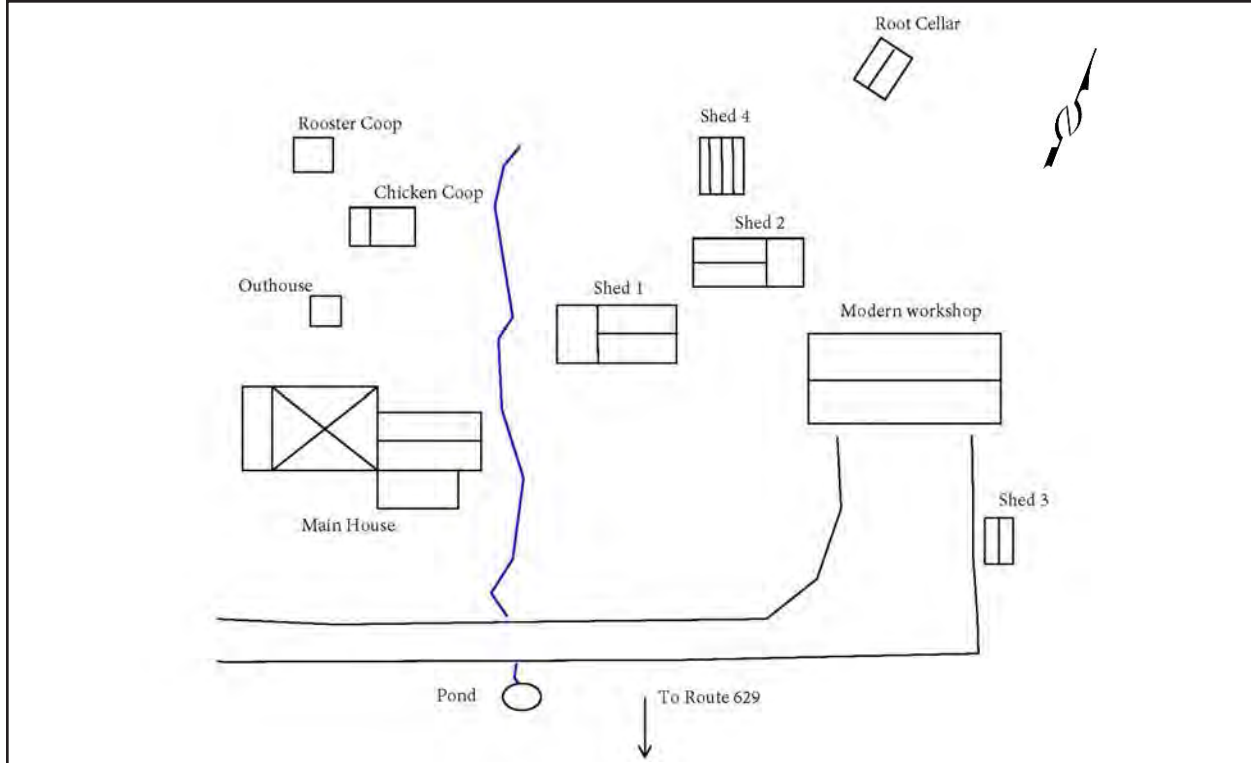


Figure 60. 007-5684, sketch map.



Figure 61. 007-5684, facing southeast.



Figure 62. 007-5684, facing northwest.

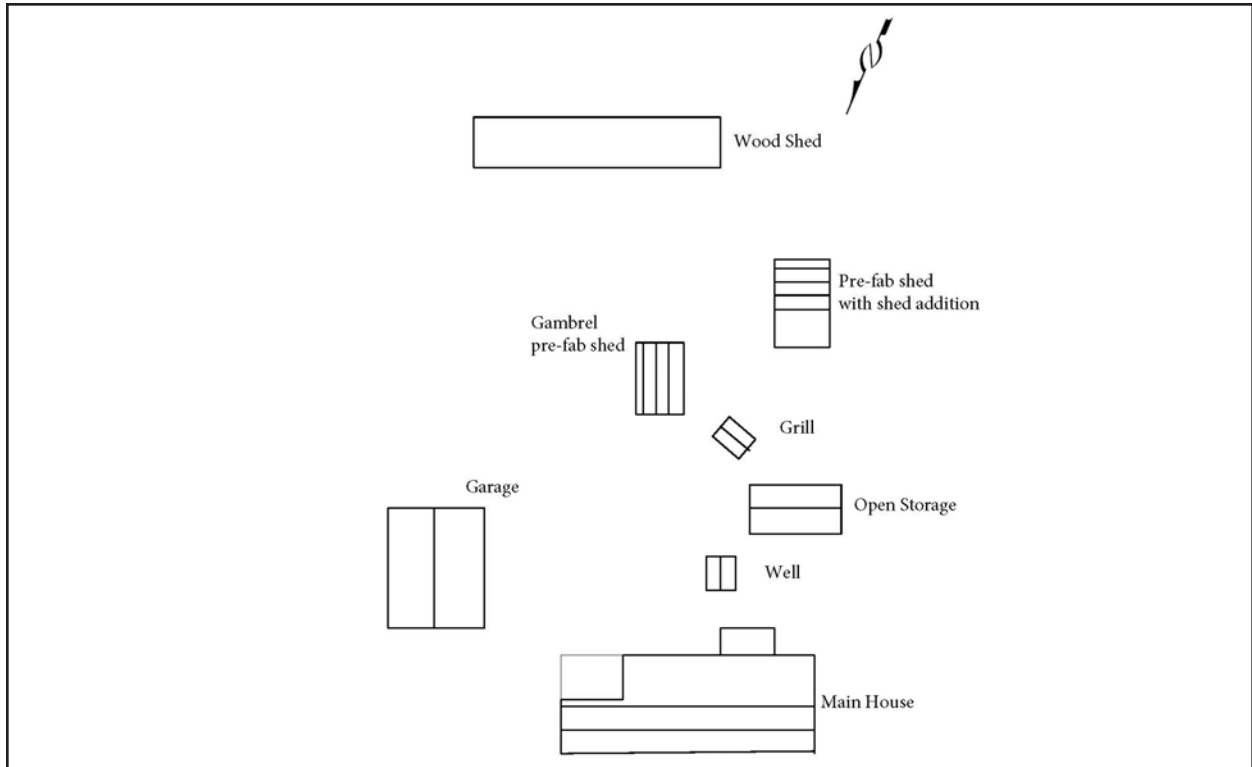


Figure 63. 007-5685, sketch map.



Figure 64. 007-5685, facing southeast.



Figure 65. 007-5685, facing northwest.

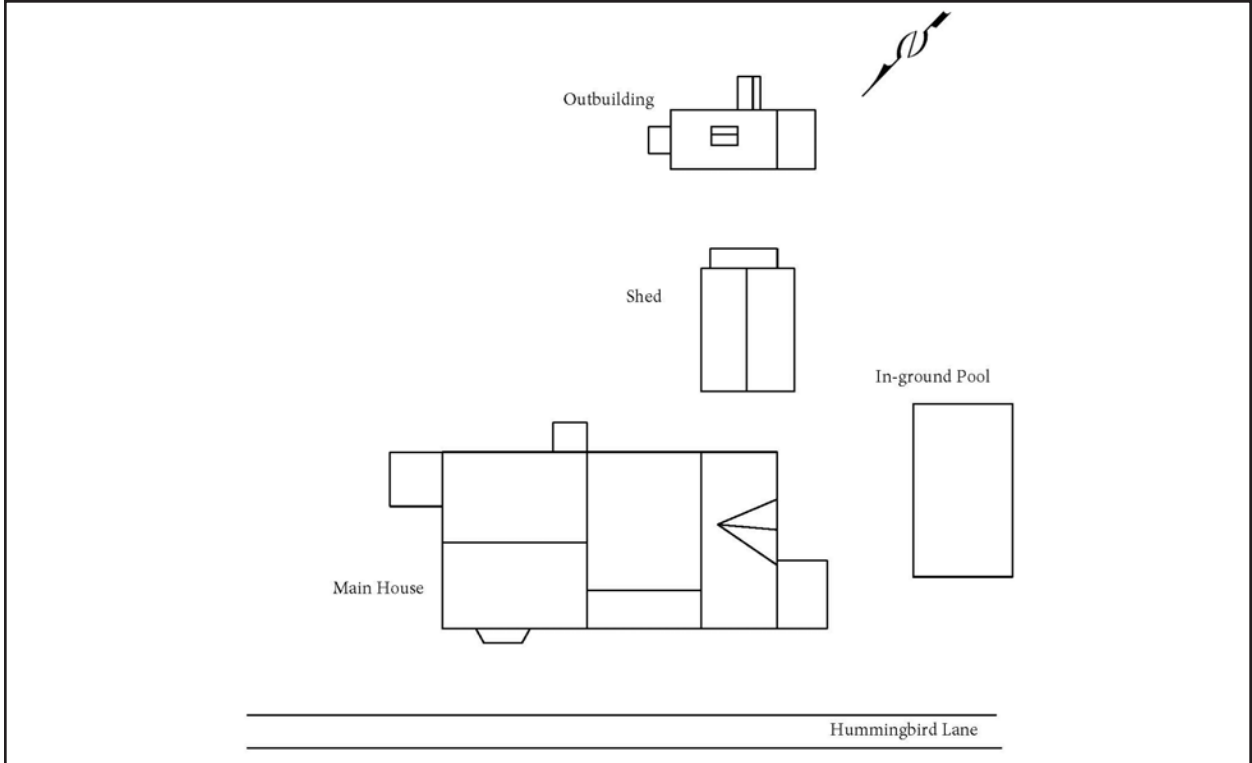


Figure 66. 007-5686, sketch map.



Figure 67. 007-5686, facing east.



Figure 68. 007-5686, facing west.



Figure 69. 007-5686, pool, facing northwest.



Figure 70. 007-5686, shed, facing west.



Figure 71. 007-5686, outbuilding, facing south.

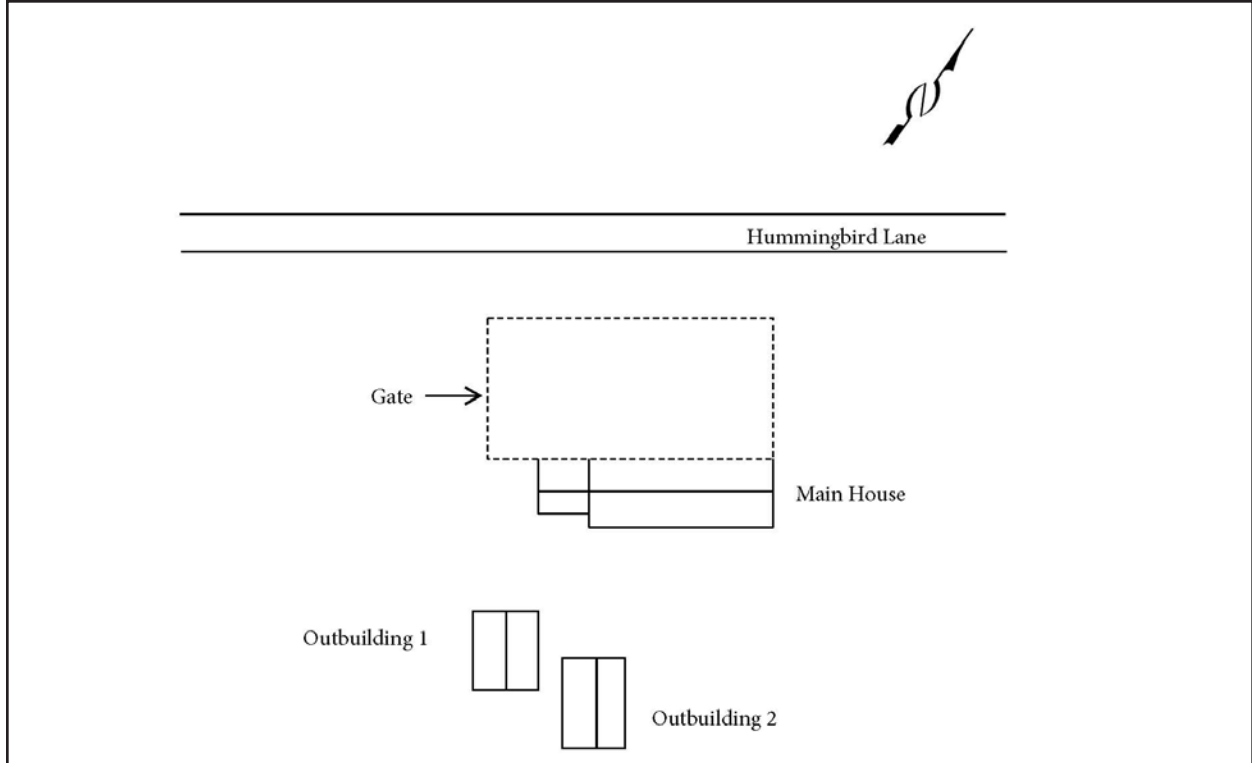


Figure 72. 007-5687, sketch map.



Figure 73. 007-5687, facing southwest.



Figure 74. 007-5687, outbuildings, facing southwest.

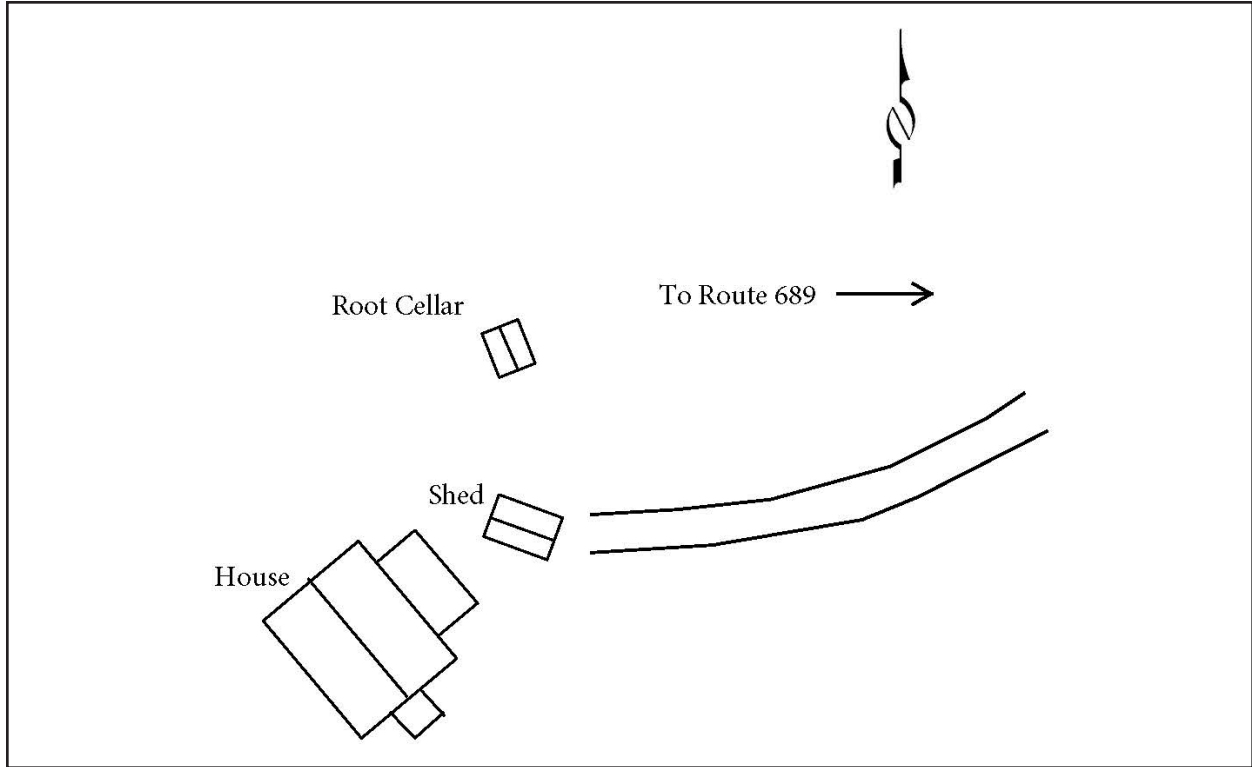


Figure 75. 007-5688, sketch map.



Figure 76. 007-5688, facing southwest.



Figure 77. 007-5688, root cellar, facing south.

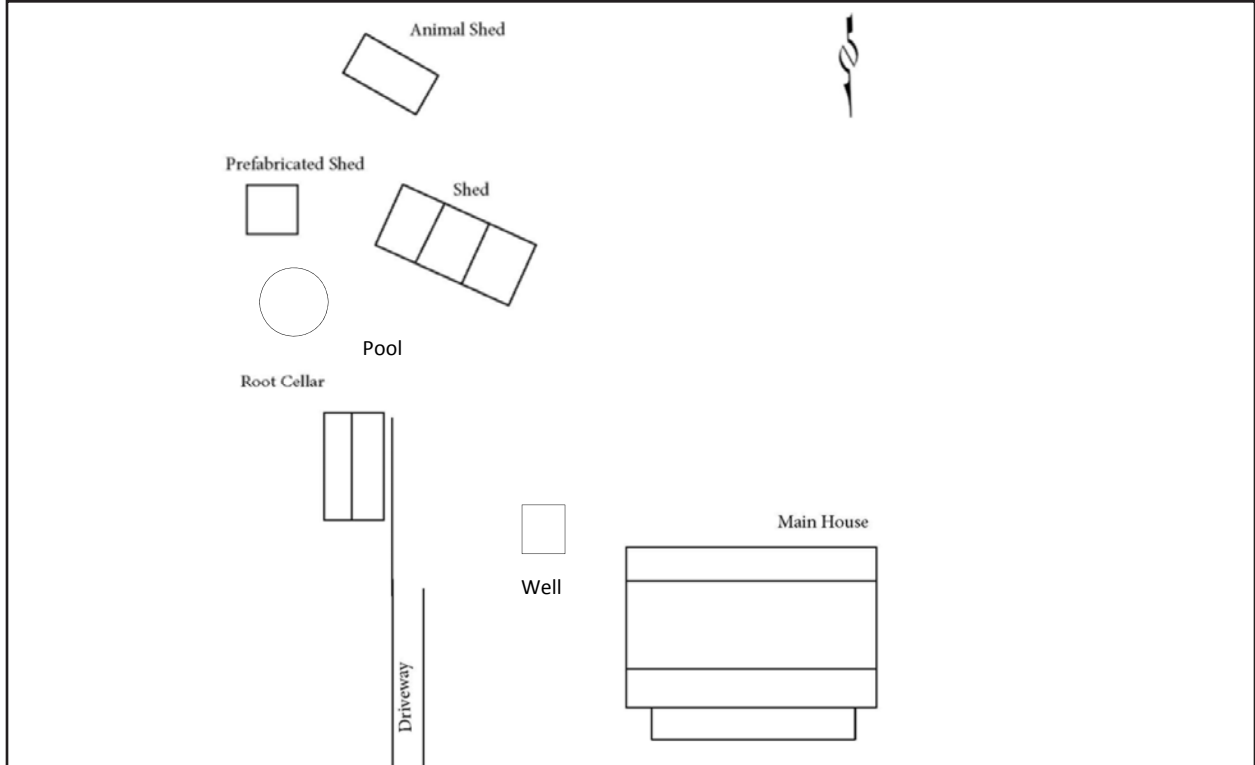


Figure 78. 007-5689, sketch map.



Figure 79. 007-5689, facing east.



Figure 80. 007-5689 root cellar, facing north-northeast.

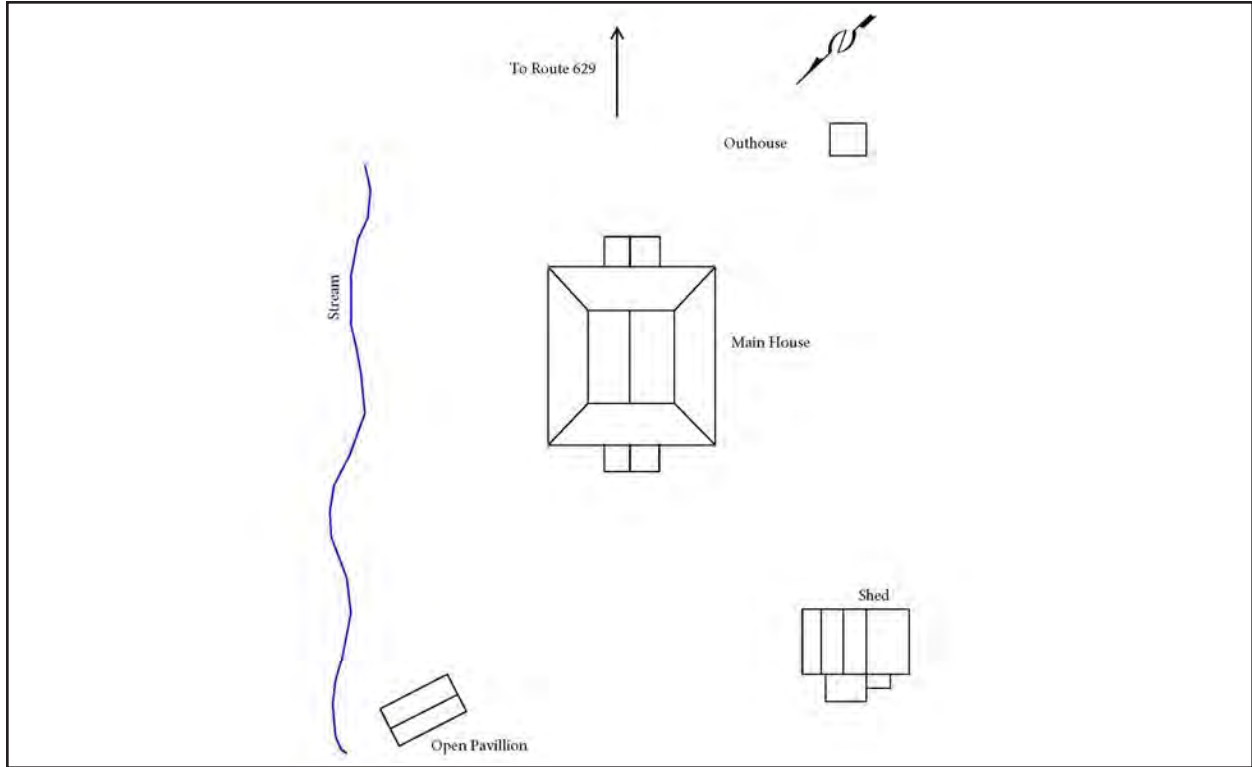


Figure 81. 007-5690, sketch map.



Figure 82. 007-5690, facing south.



Figure 83. 007-5690, facing southwest.

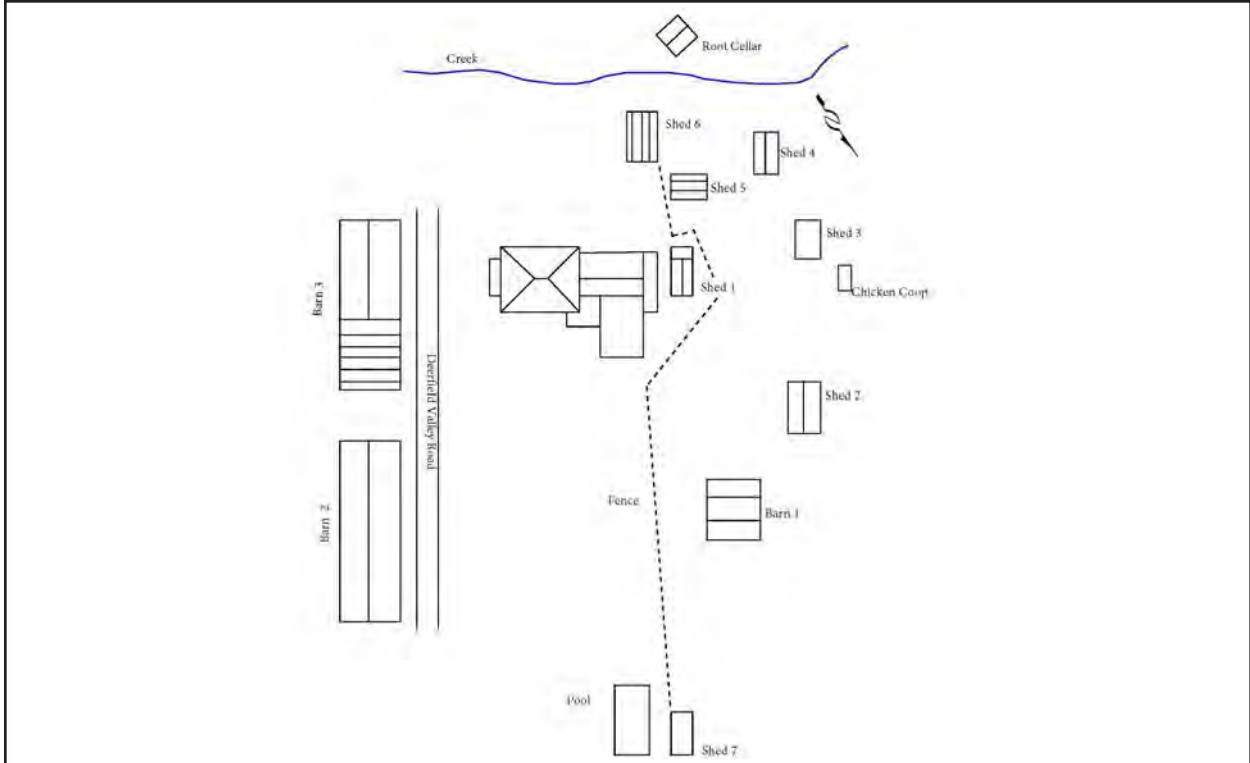


Figure 84. 007-5691, sketch map.



Figure 85. 007-5691, facing northwest.



Figure 86. 007-5691, facing north.



Figure 87. 007-5691, shed 1, facing northwest.



Figure 88. 007-5691, shed 2, facing northeast.



Figure 89. 007-5691, shed 3, facing northwest.



Figure 90. 007-5691, shed 4, facing southwest.



Figure 91. 007-5691, shed 5, facing northeast.



Figure 92. 007-5691, barn 1, facing northeast.



Figure 93. 007-5691, barn 2, facing southwest.



Figure 94. 007-5691, barn 3, facing northwest.



Figure 95. 007-5691, root cellar, facing southwest.

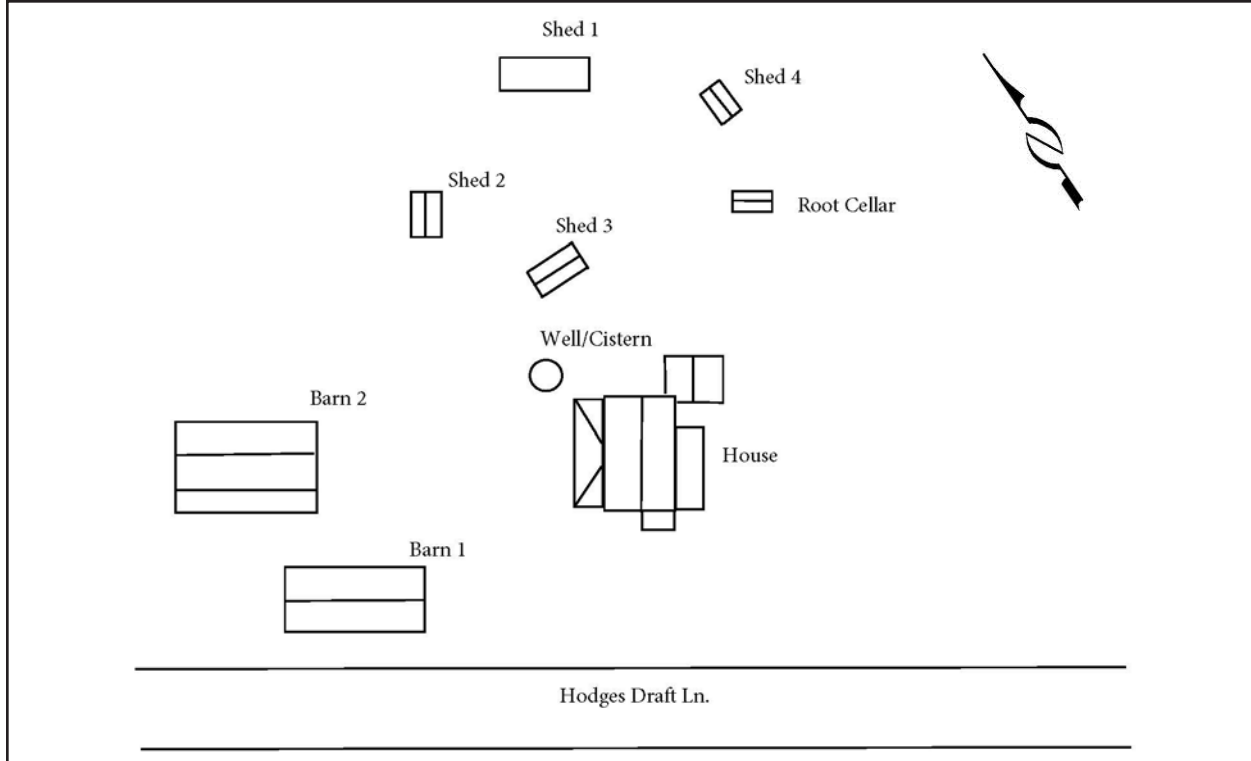


Figure 96. 007-5692, sketch map.



Figure 97. 007-5692, rear shed addition, facing south.



Figure 98. 007-5692, barns, facing south.

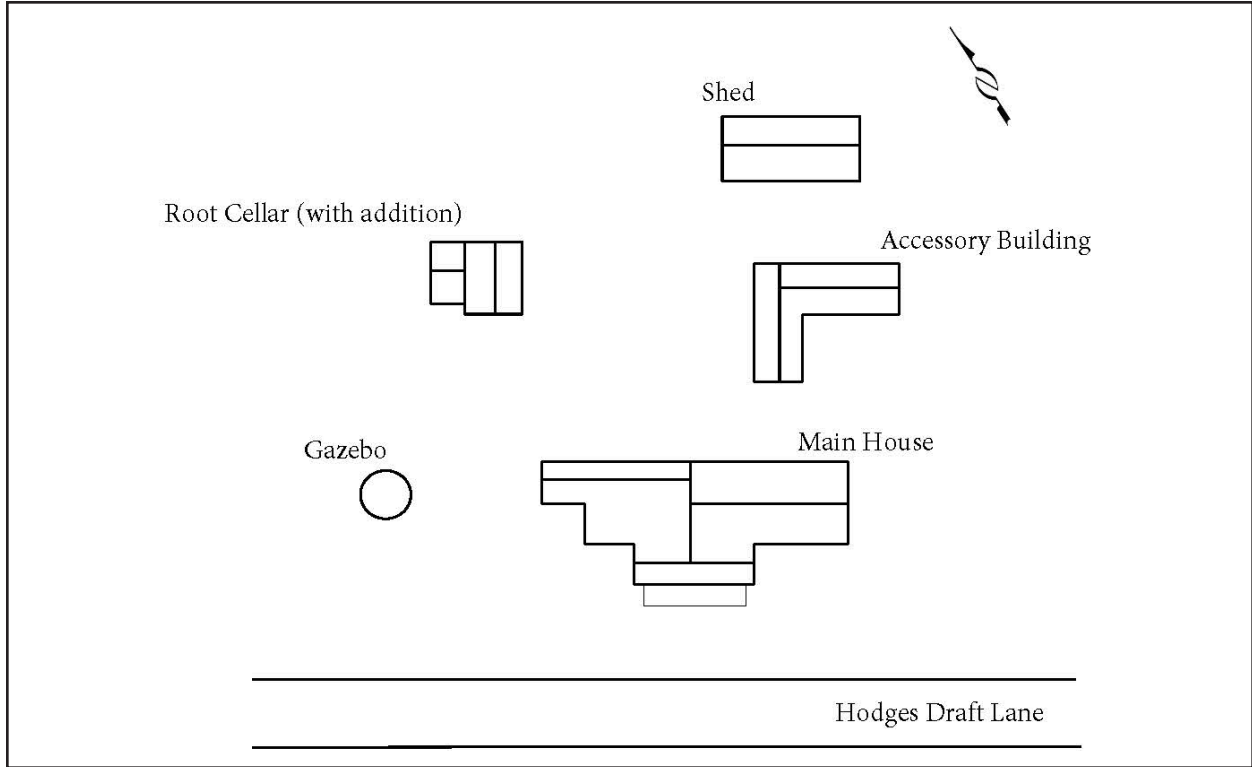


Figure 99. 007-5693, sketch map.



Figure 100. 007-5693, facing east.



Figure 101. 007-5693, accessory building, facing northwest.

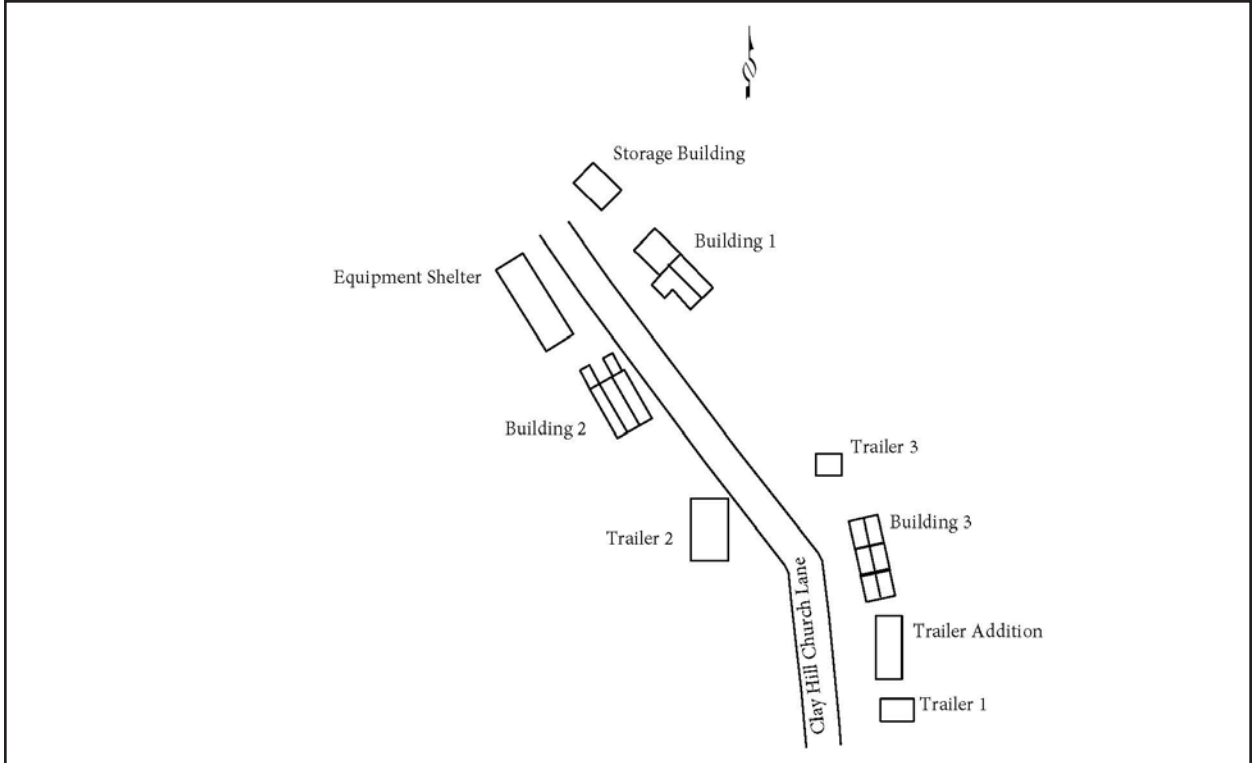


Figure 102. 007-5694, sketch map.



Figure 103. 007-5694, facing northwest.



Figure 104. 007-5694, overview of property, facing north.

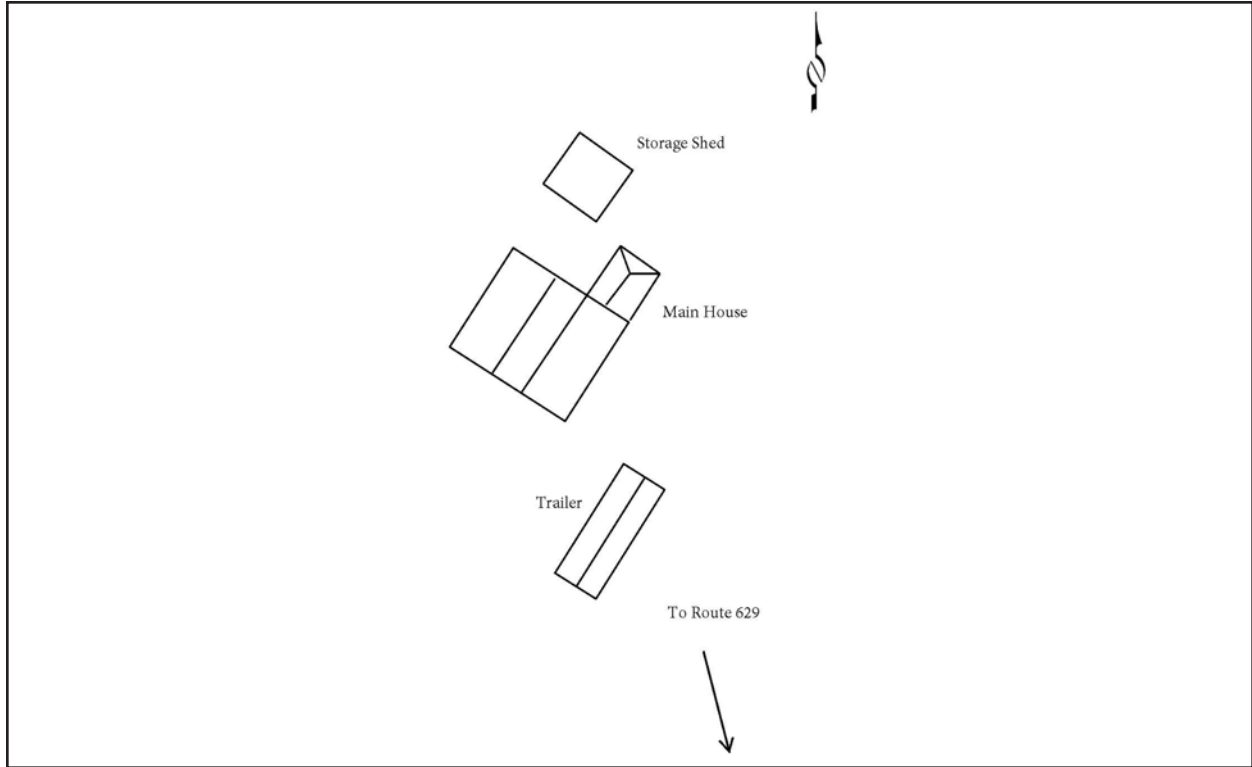


Figure 105. 007-5695, sketch map.



Figure 106. 007-5695, facing northwest.



Figure 107. 007-5695, overview of property, facing north.

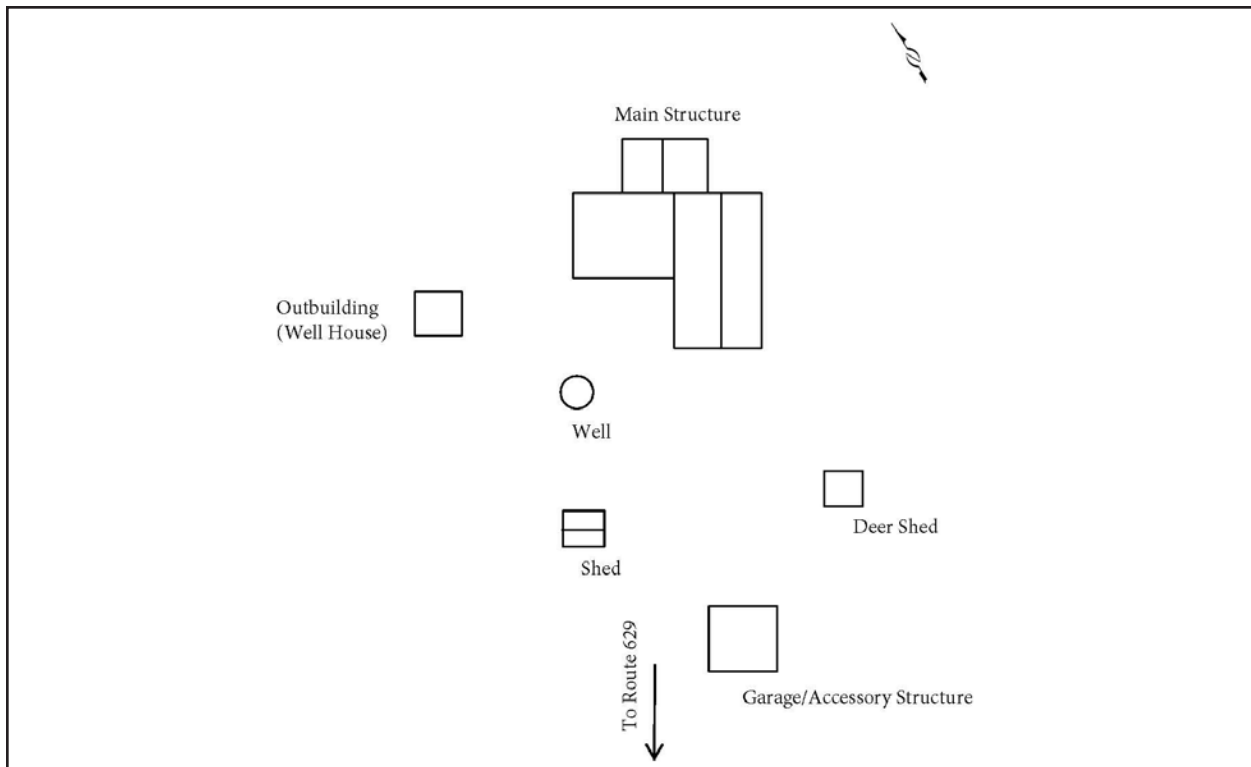


Figure 108. 007-5696, sketch map.



Figure 109. 007-5696, facing southwest.



Figure 110. 007-5696, facing southeast.

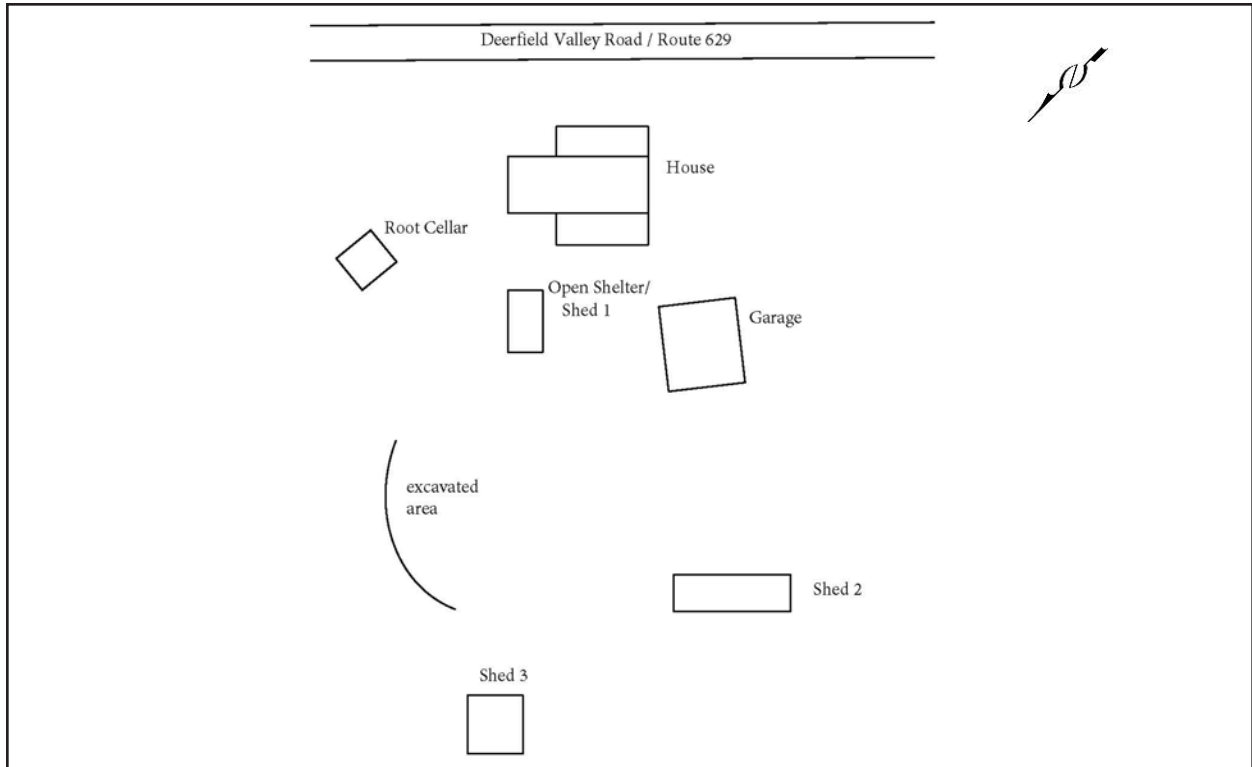


Figure 111. 007-5697, sketch map.



Figure 112. 007-5697, facing north.



Figure 113. 007-5697, facing east.



Figure 114. 007-5697, facing south.



Figure 115. 007-5697, facing northeast.

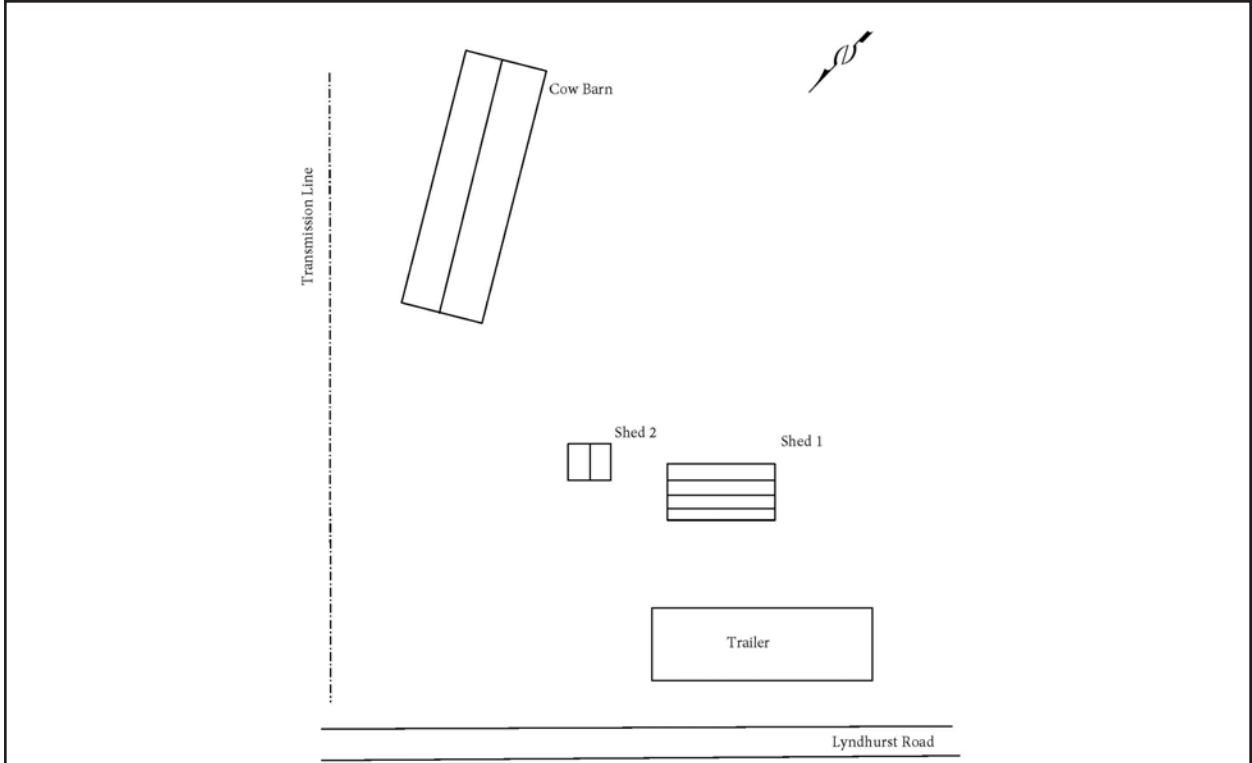


Figure 116. 007-5698, sketch map.



Figure 117. 007-5698, cow barn, facing southeast.



Figure 118. 007-5698, cow barn, facing southeast.



Figure 119. 007-5698, modular home, facing southwest.



Figure 120. 007-5698, shed 1, facing southwest.



Figure 121. 007-5698, shed 2, facing southeast.

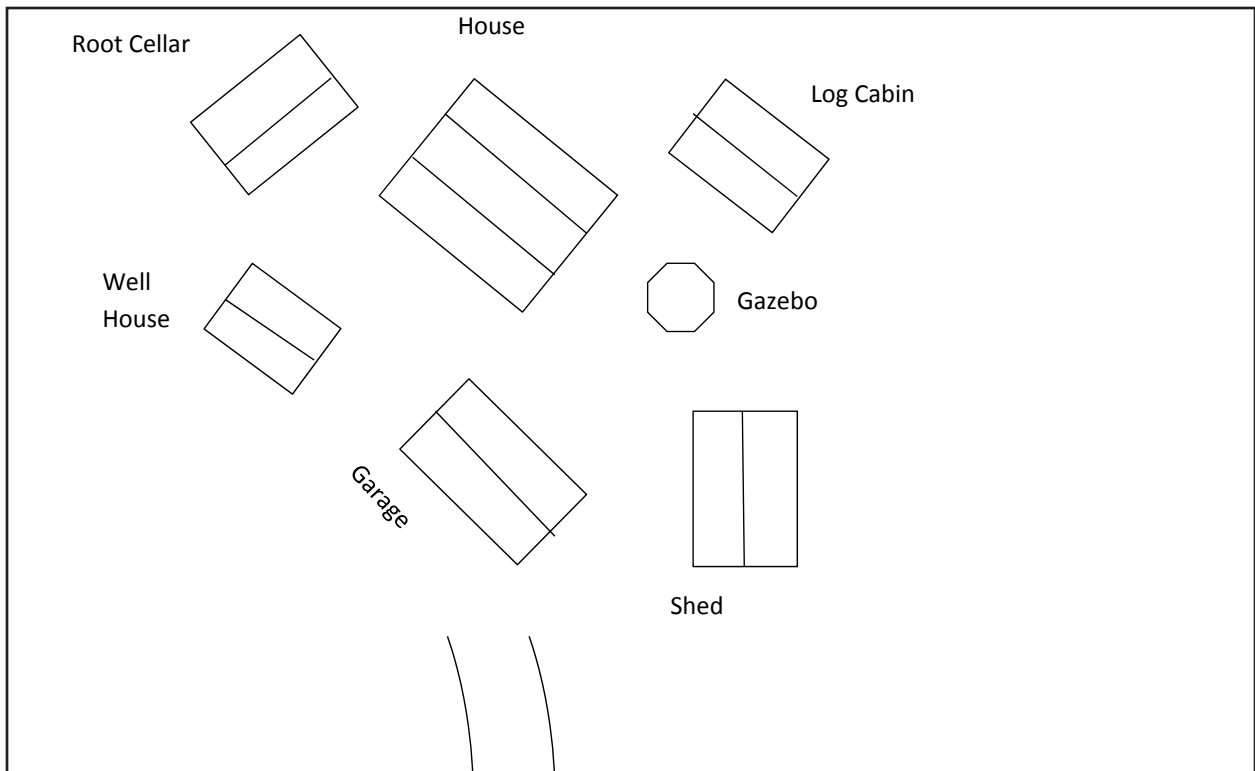


Figure 122. 007-5699 sketch map.



Figure 123. 007-5699 dwelling, facing northwest.



Figure 124. 007-5699 log cabin, facing north.



Figure 125. 007-5699 gazebo, facing southeast.



Figure 126. 007-5699 root cellar, facing east.



Figure 127. 007-5699 garage, facing southwest.

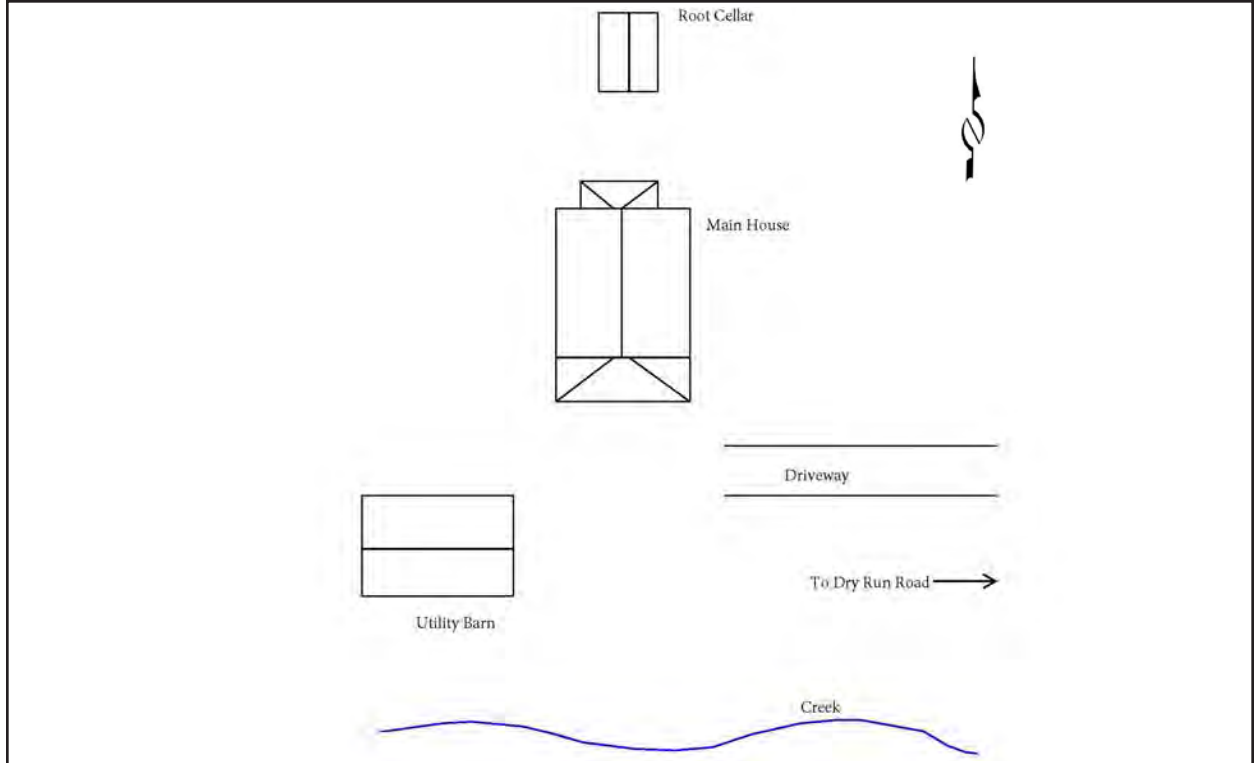


Figure 128. 008-5053 sketch map.



Figure 129. 008-5053, facing southeast.



Figure 130. 008-5053, barn, facing west-southwest.

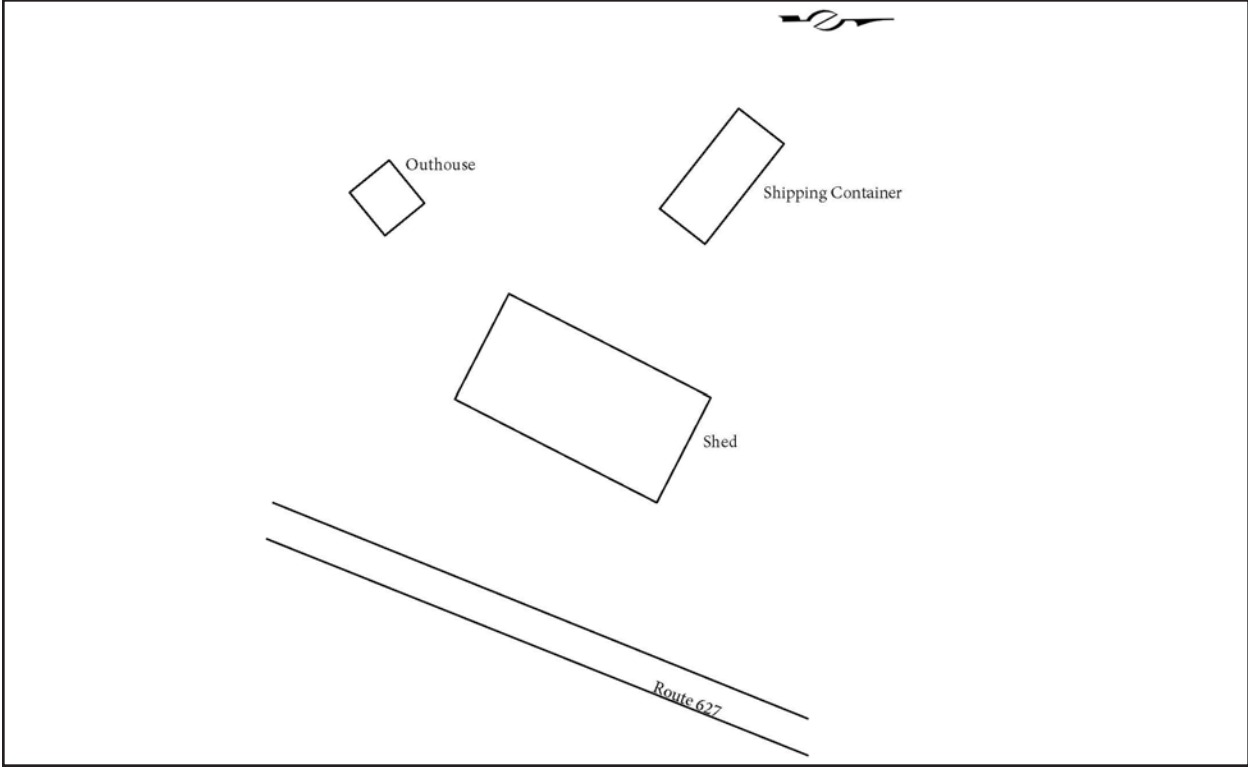


Figure 131. 008-5454, sketch map.



Figure 132. 008-5054, facing southwest.



Figure 133. 008-5054, facing northeast.

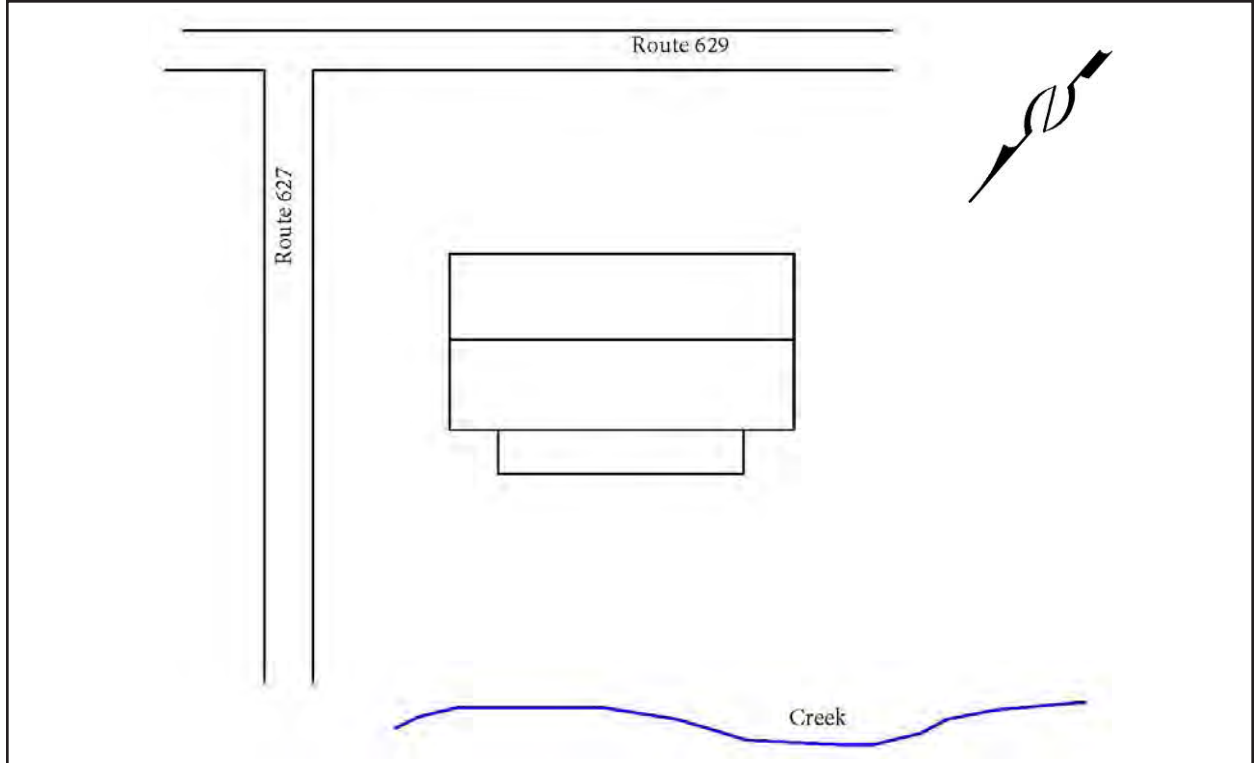


Figure 134. 008-5055, sketch map.



Figure 135. 008-5055, facing southeast.

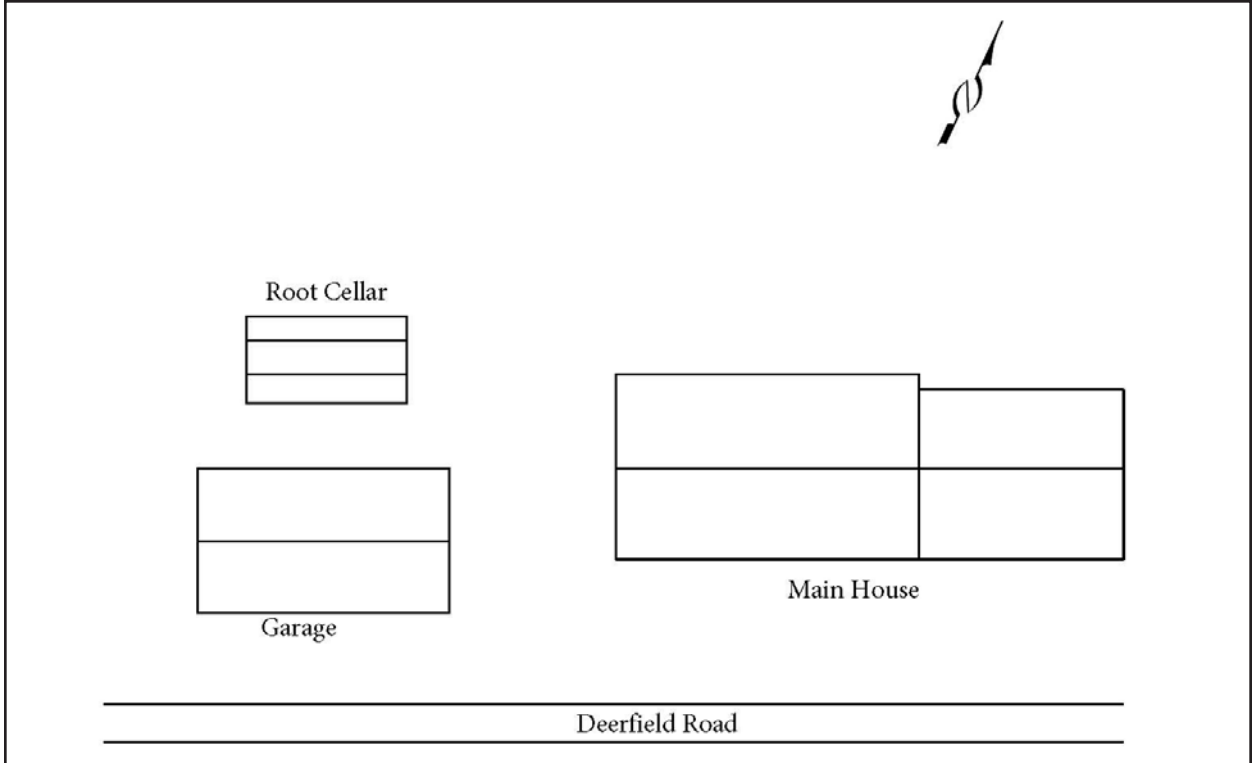


Figure 136. 008-5056, sketch map.



Figure 137. 008-5065, facing northwest.



Figure 138. 008-5056, facing east.



Figure 139. 008-5056, garage and accessory building, facing south.

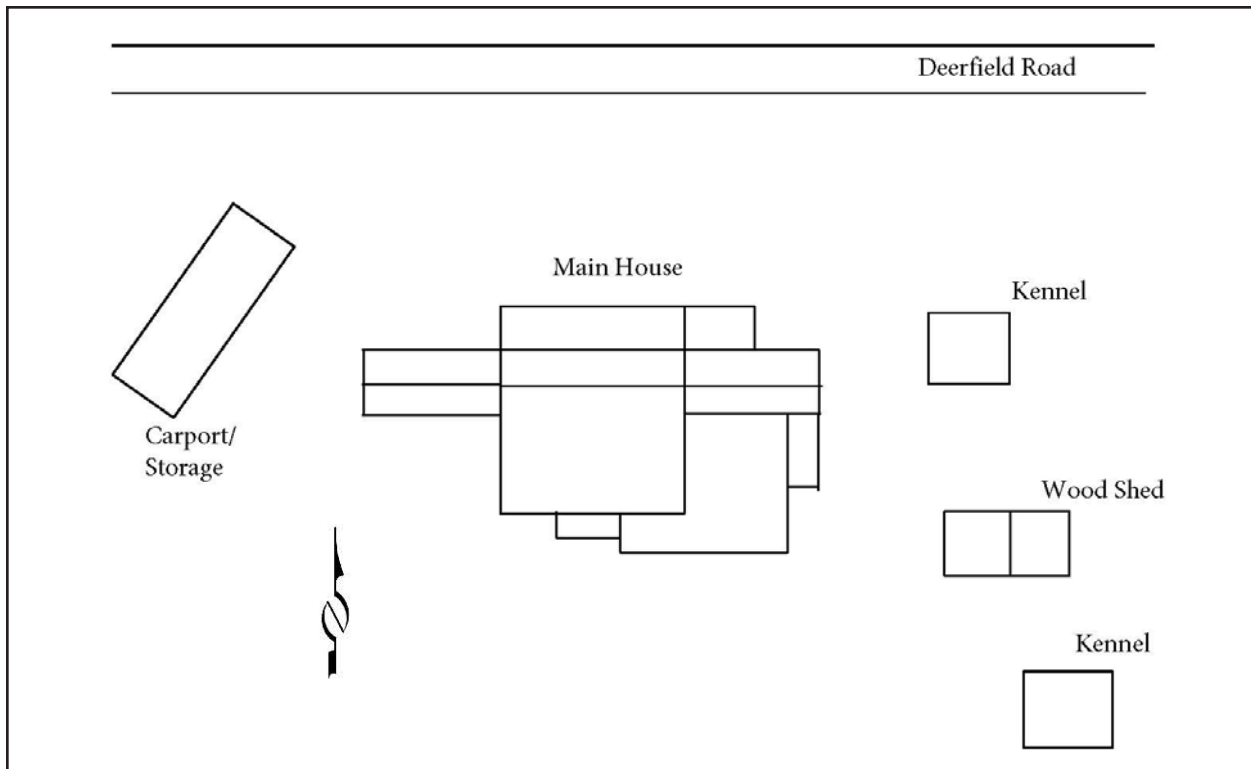


Figure 140. 008-5058, sketch map.



Figure 141. 008-5058, rear of house, facing northeast.



Figure 142. 008-5058, three bay shed carried by dressed tree posts, facing north.

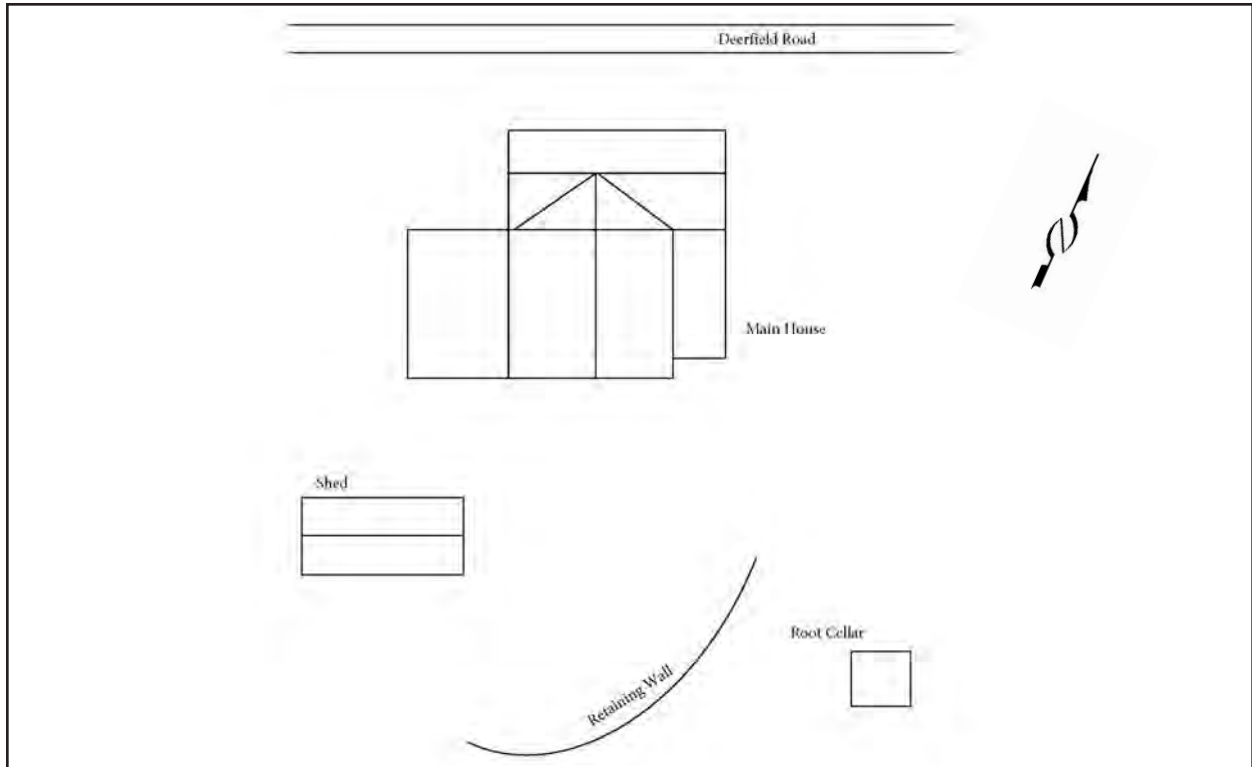


Figure 143. 008-5059, sketch map.



Figure 144. 008-5059, facing southwest.



Figure 145. 008-5059, root cellar, facing south.

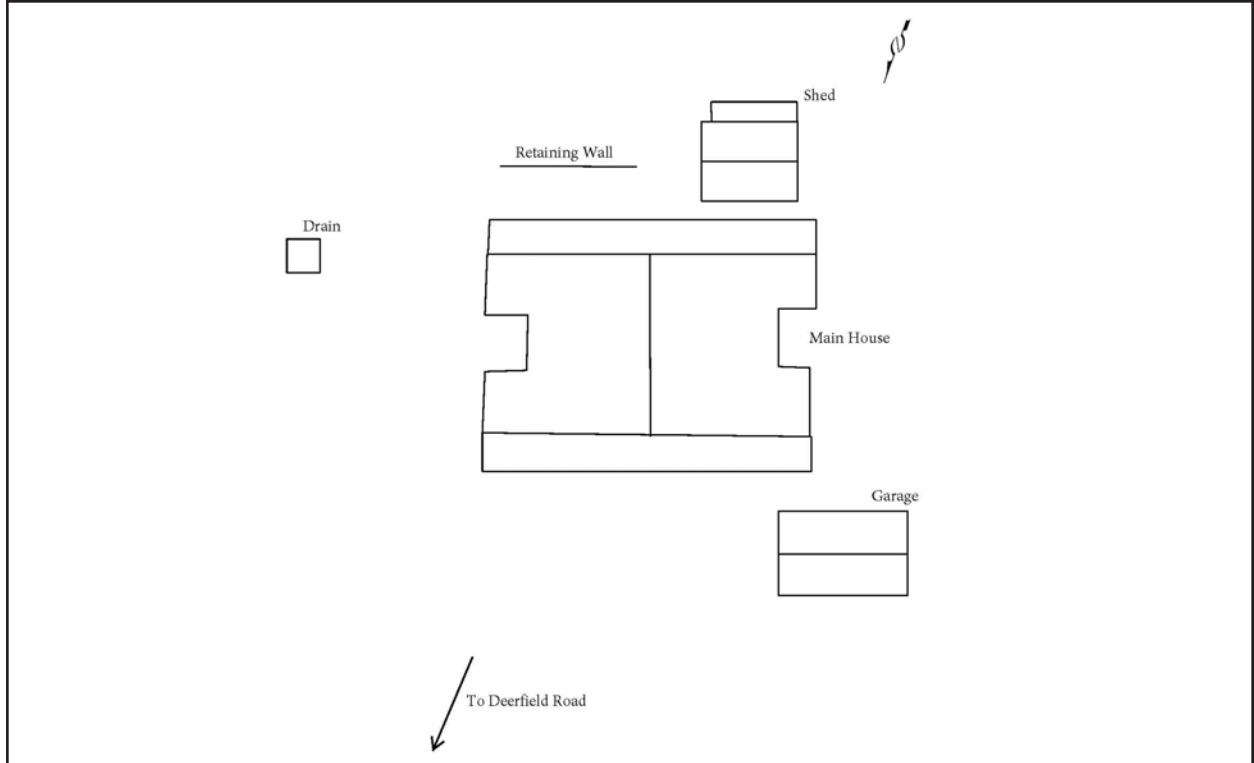


Figure 146. 008-5060, sketch map.



Figure 147. 008-5060, facing SW.



Figure 148. 008-5060 shed, facing west.

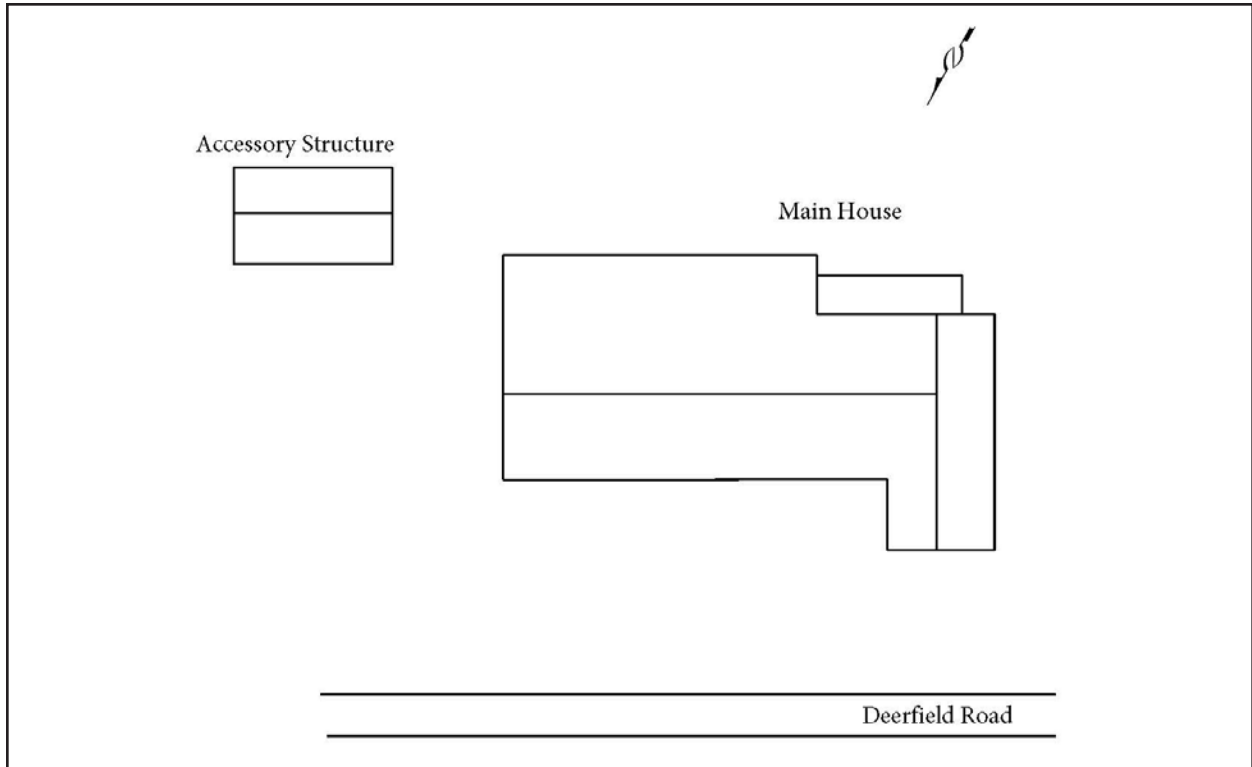


Figure 149. 008-5061, sketch map.



Figure 150. 008-5061, facing southwest.



Figure 151. 008-5061, facing north-northwest.

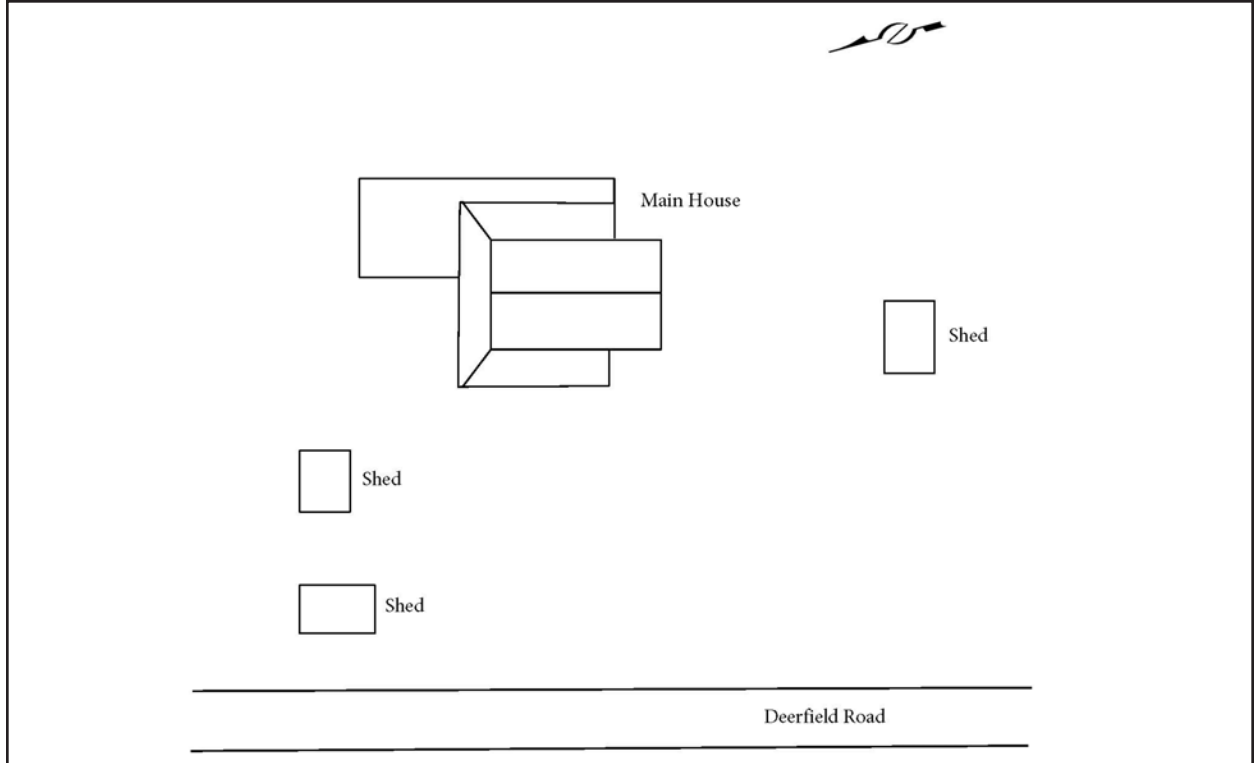


Figure 152. 008-5062, sketch map.



Figure 153. 008-5062, facing northeast.



Figure 154. 008-5062, facing south.



Figure 155. 008-5062, beneath front porch, facing south.



Figure 156. 008-5062, one bay shed, facing east.

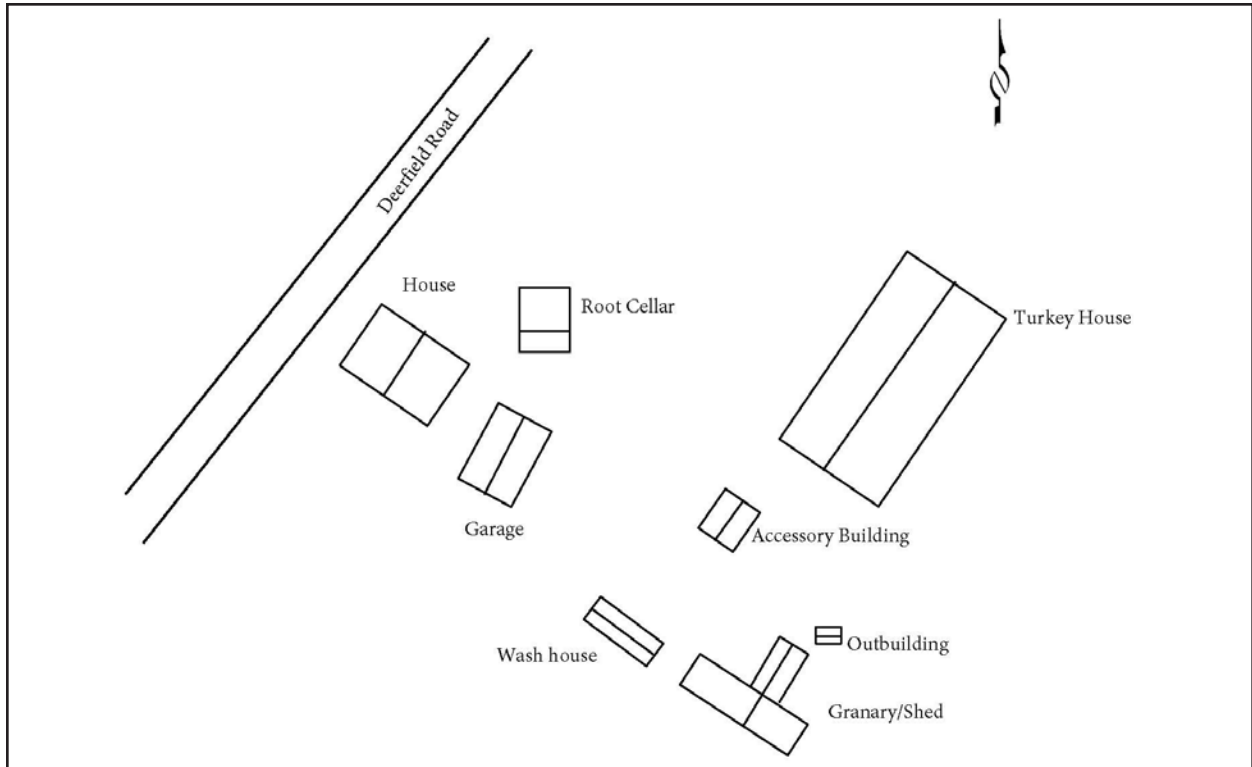


Figure 157. 008-5063. sketch map.



Figure 158. 008-5063, oldest outbuildings, facing southeast.



Figure 159. 008-5063, turkey house, facing east.



Figure 160. 008-5063, rear of house, facing west.



Figure 161. 008-5063, facing southwest.

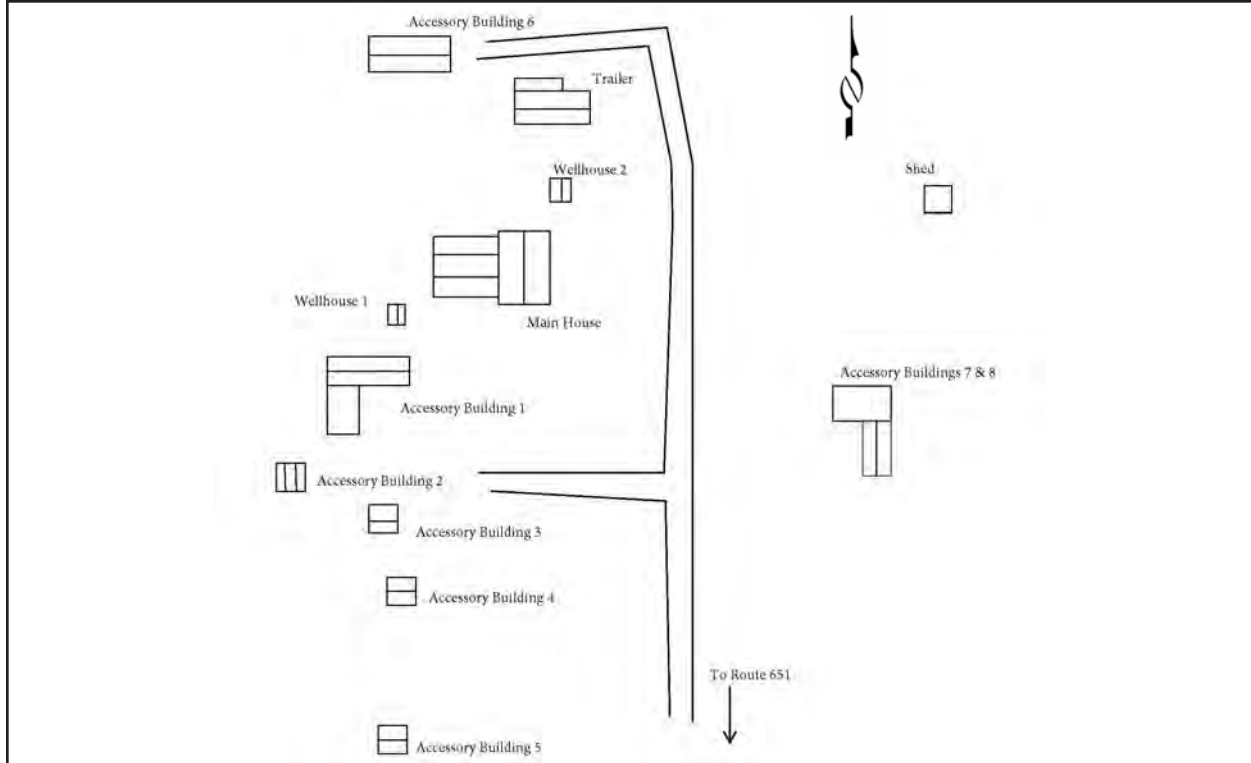


Figure 162. 026-5226, sketch map.



Figure 163. 026-5226, facing northwest.



Figure 164. 026-5226, overview of property, facing northwest.

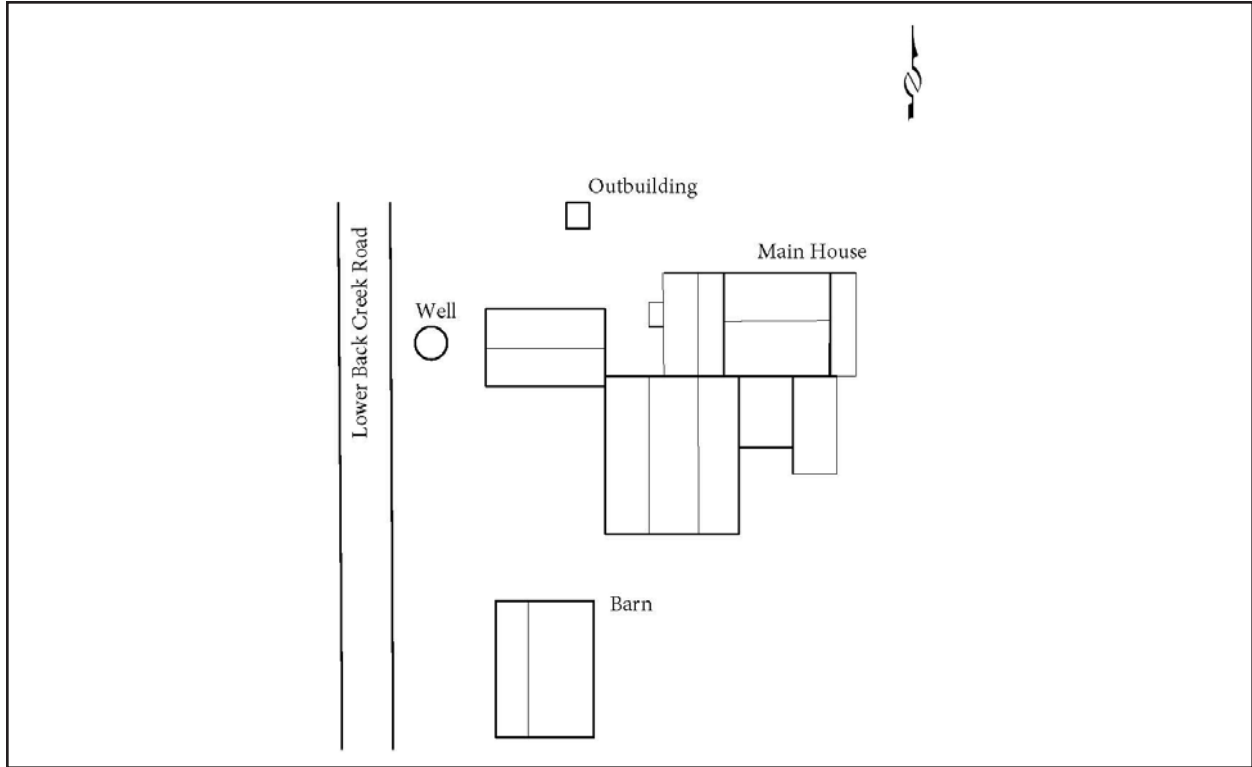


Figure 165. 045-0007, sketch map.



Figure 166. 045-0007, view of west elevation, facing east.



Figure 167. 045-0007, view of additions, facing south.



Figure 168. 045-0007, barn, facing south.

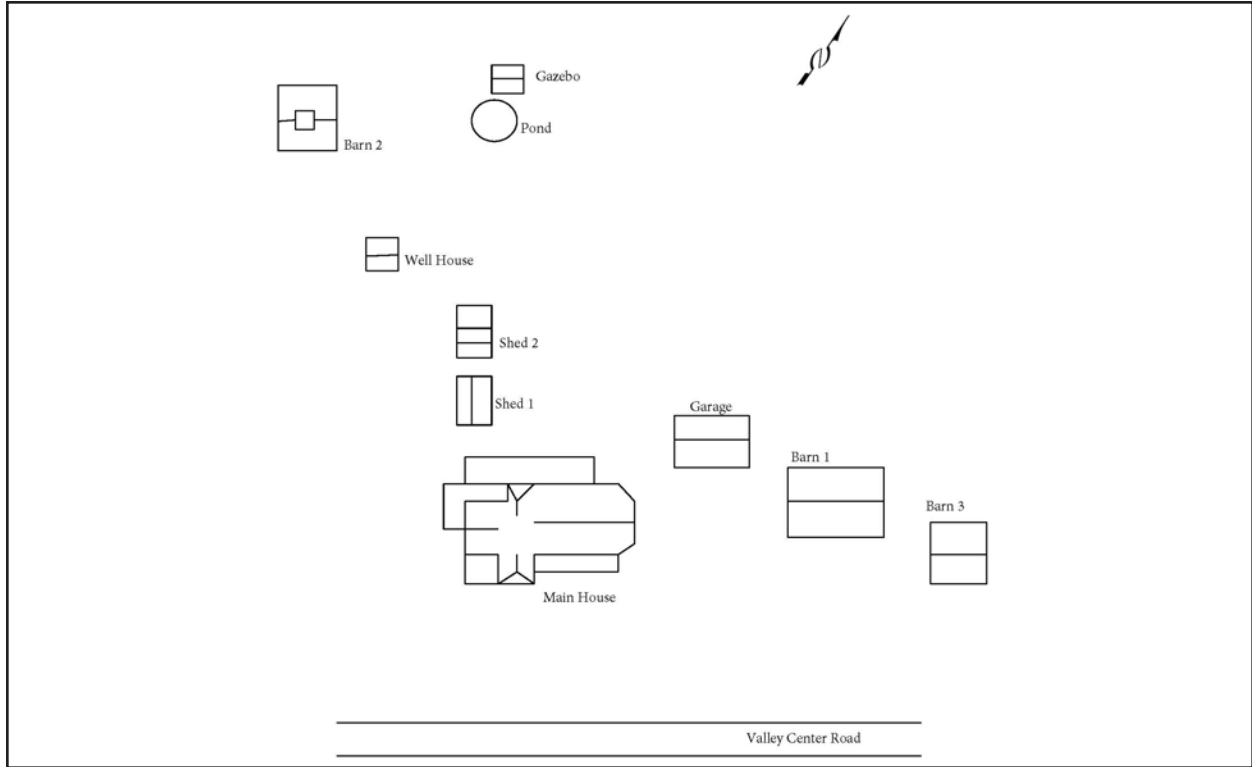


Figure 169. 045-0055 sketch map.



Figure 170. 045-0055, facing north.



Figure 171. 045-0055, facing west.



Figure 172. 045-0055, facing east.



Figure 173. 045-0055, facing north-northwest.



Figure 174. 045-0055, barn 1, facing northeast.



Figure 175. 045-0055, barn 1, facing north-northwest.



Figure 176. 045-0055, barn 2, facing southwest.



Figure 177. 045-0055, barn 3, facing east.



Figure 178. 045-0055, garage, facing north.



Figure 179. 045-0055, garage, facing southwest.



Figure 180. 045-0055, shed 1, facing north.



Figure 181. 045-0055, shed 2, facing southwest.



Figure 182. 045-0055, shed 2, facing south.



Figure 183. 045-0055, koi pond, facing northwest.



Figure 184. 045-0055, gazebo, facing northwest.

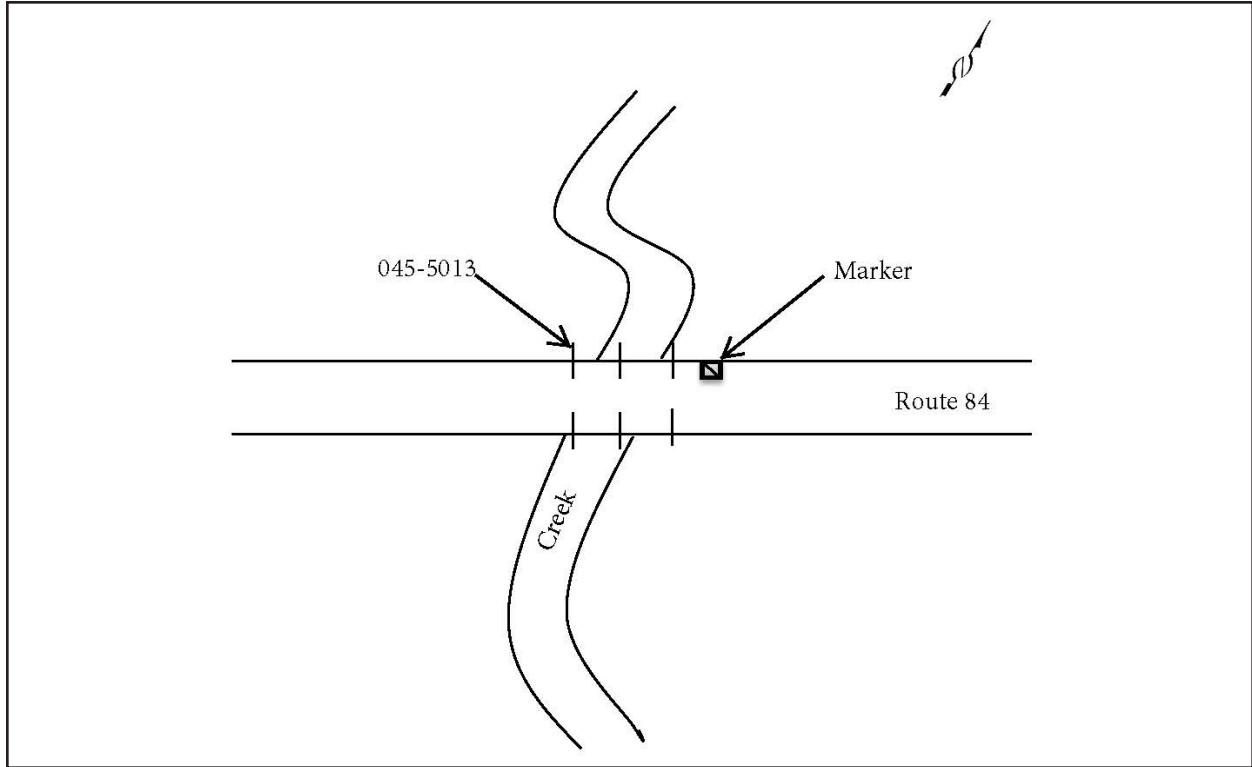


Figure 185. 045-5013 sketch map.



Figure 186. 045-5013, view of bridge, facing northwest.

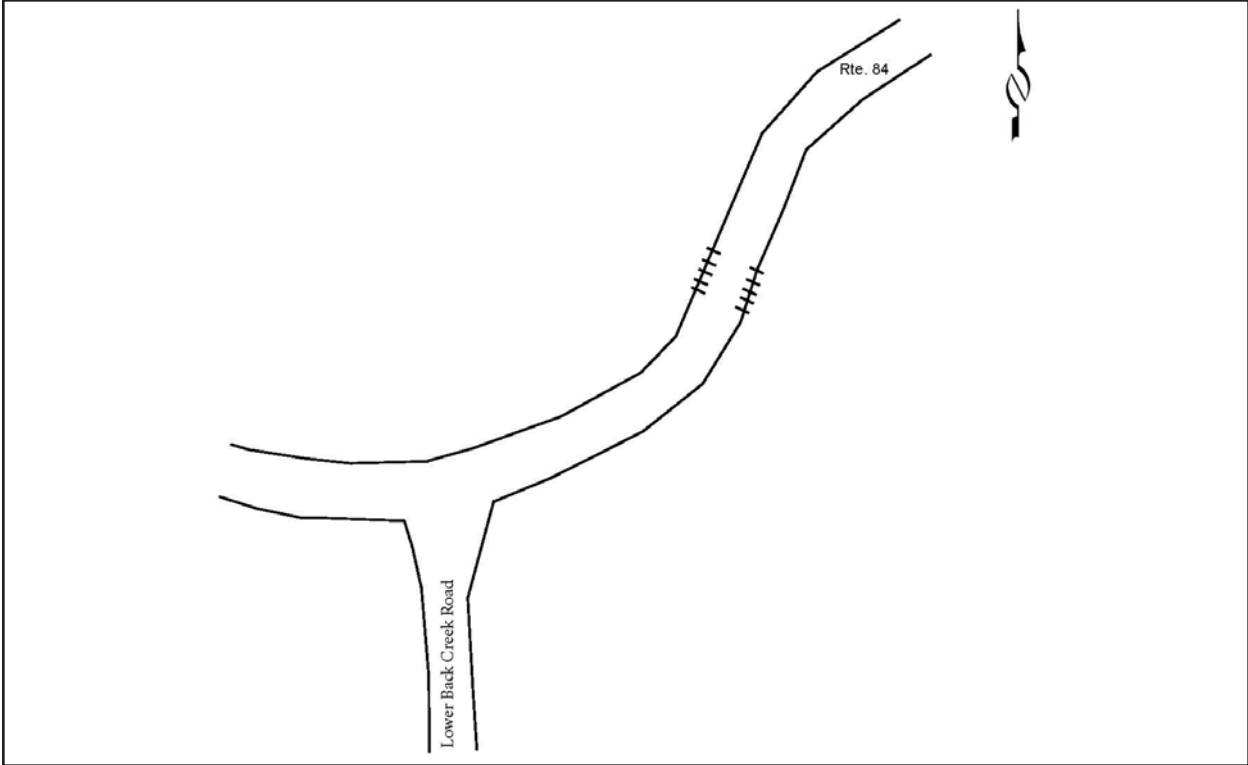


Figure 187. 045-5014, sketch map.



Figure 188. 045-5014, facing northwest.



Figure 189. 045-5015, facing west-northwest.

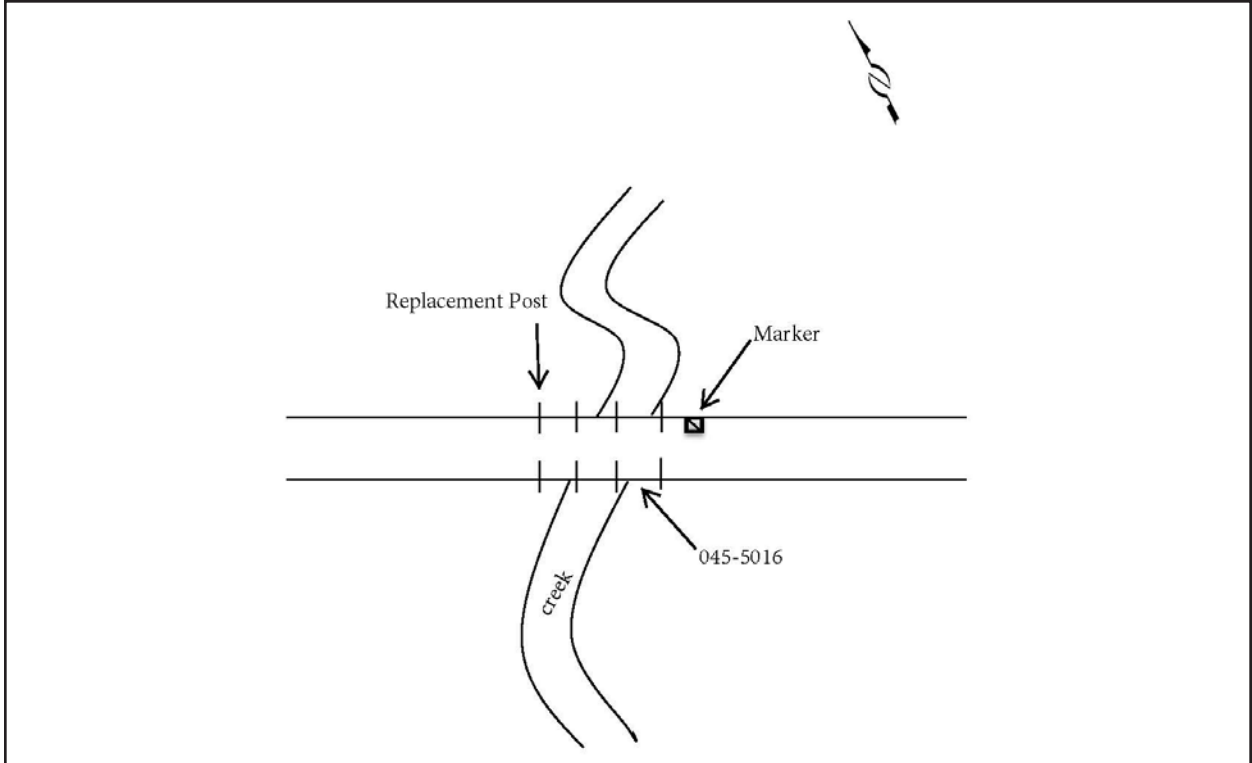


Figure 190. 045-5016 sketch map.



Figure 191. 045-5016, facing northeast.



Figure 192. 045-5017, facing southeast.

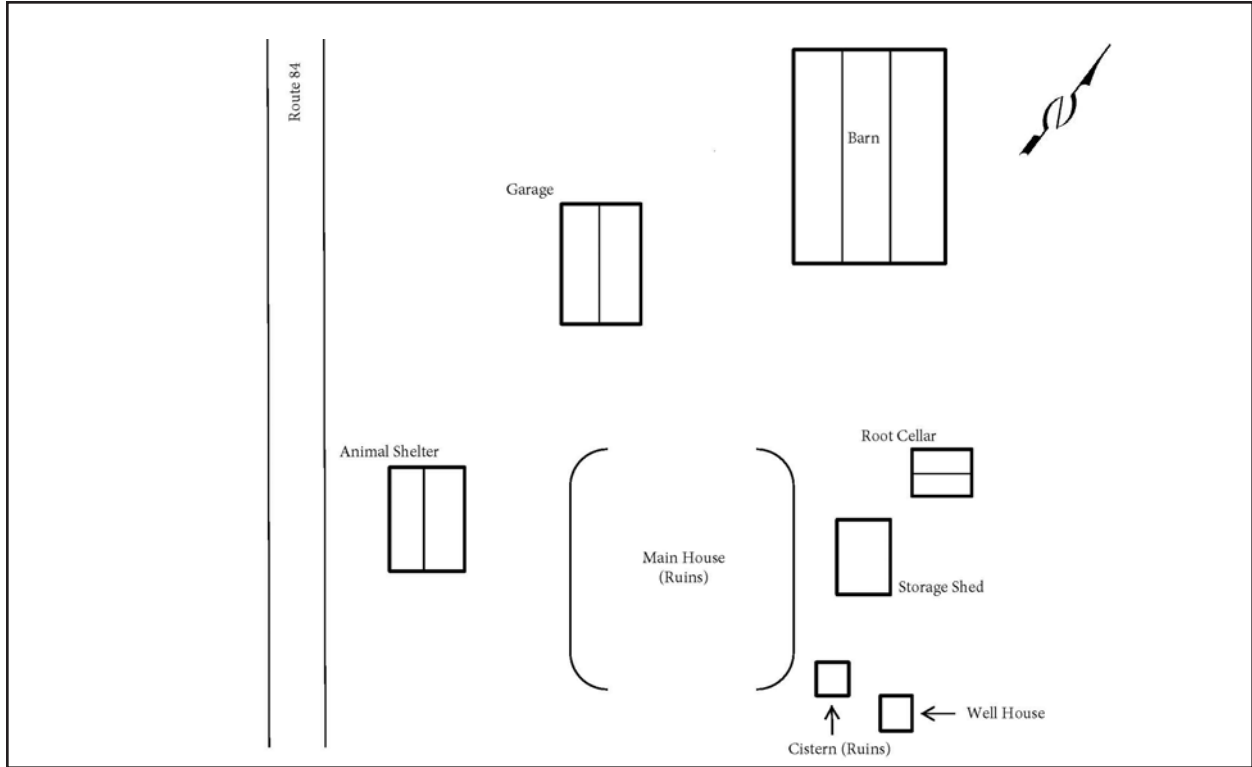


Figure 193. 045-5079, sketch map.



Figure 194. 045-5079, ruins showing concrete masonry unit chimney, facing east.



Figure 195. 045-5079, barn, facing northwest.



Figure 196. 045-5079, root cellar, facing northeast.

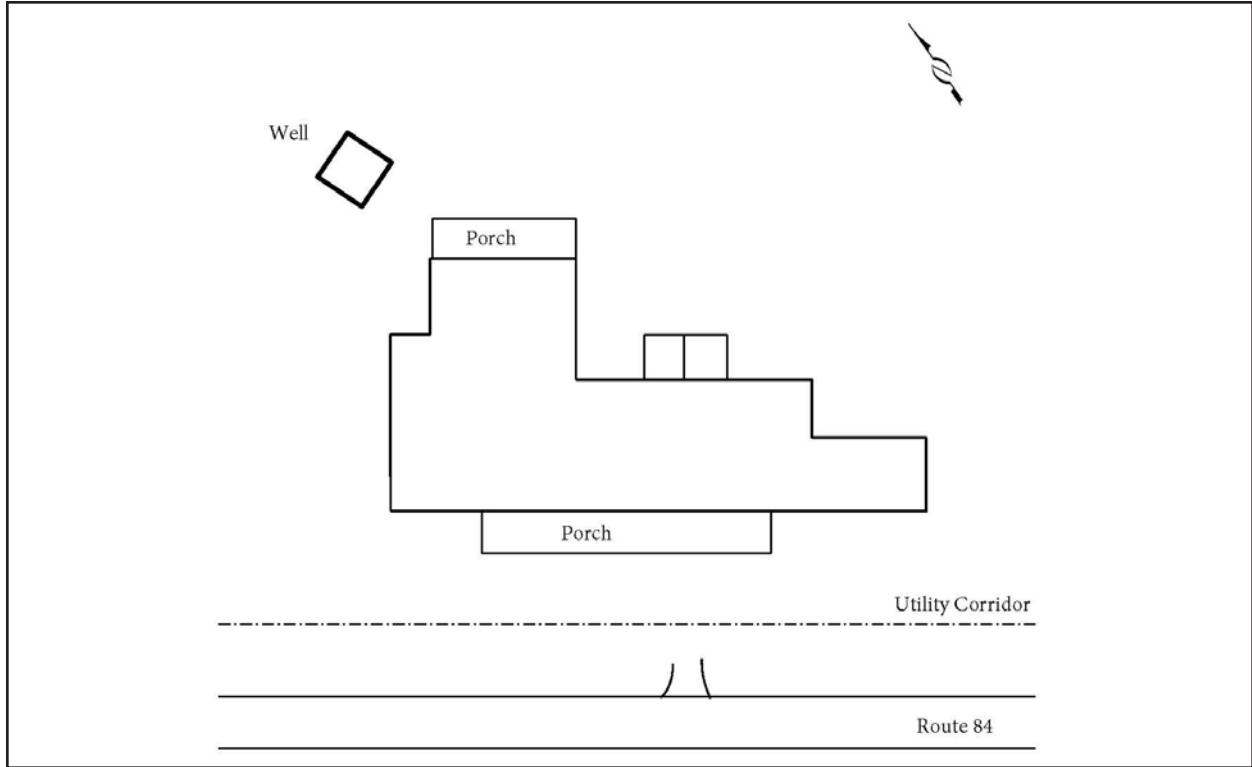


Figure 197. 045-5080, sketch map.



Figure 198. 045-5080, facing northeast.



Figure 199. 045-5080, facing south.

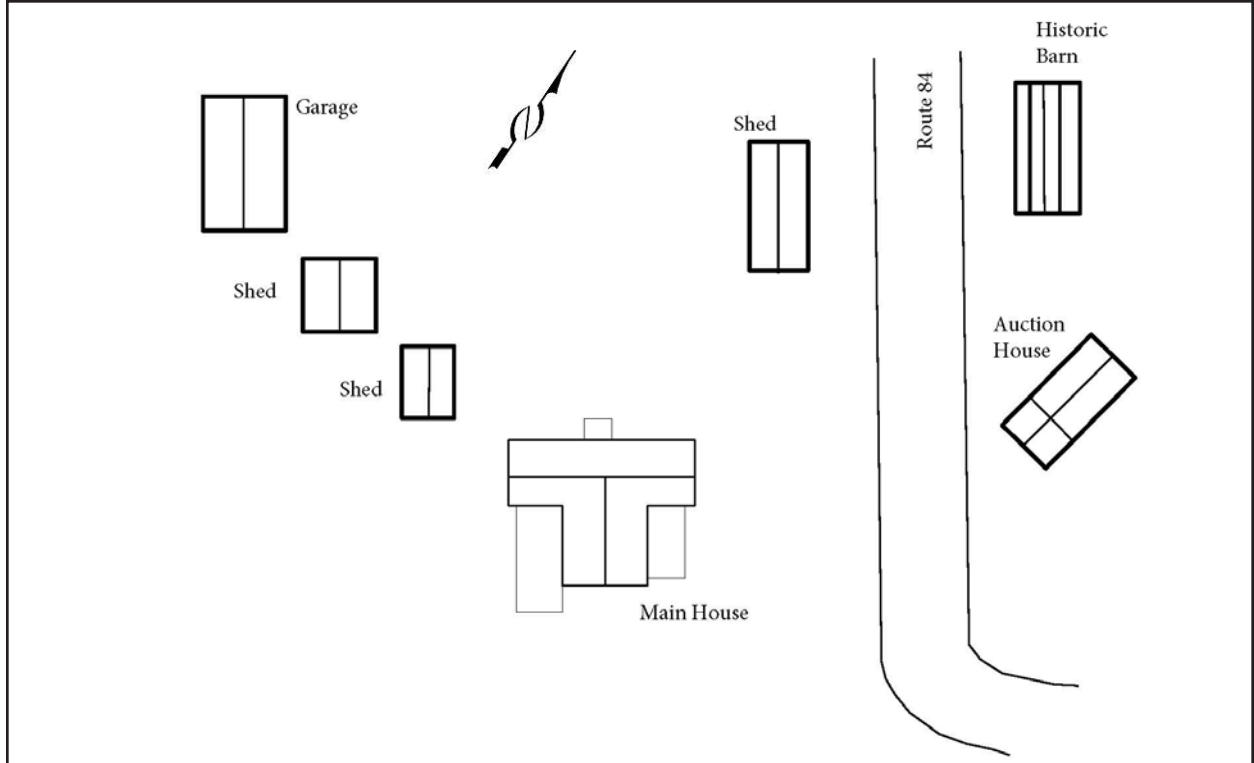


Figure 200. 045-5081, sketch map.



Figure 201. 045-5081, facing southwest.



Figure 202. 045-5081, facing southeast.



Figure 203. 045-5081, shed 1, facing northwest.



Figure 204. 045-5081, shed 2, facing south.



Figure 205. 045-5081, shed 3, facing east.



Figure 206. 045-5081, barn, facing northeast.

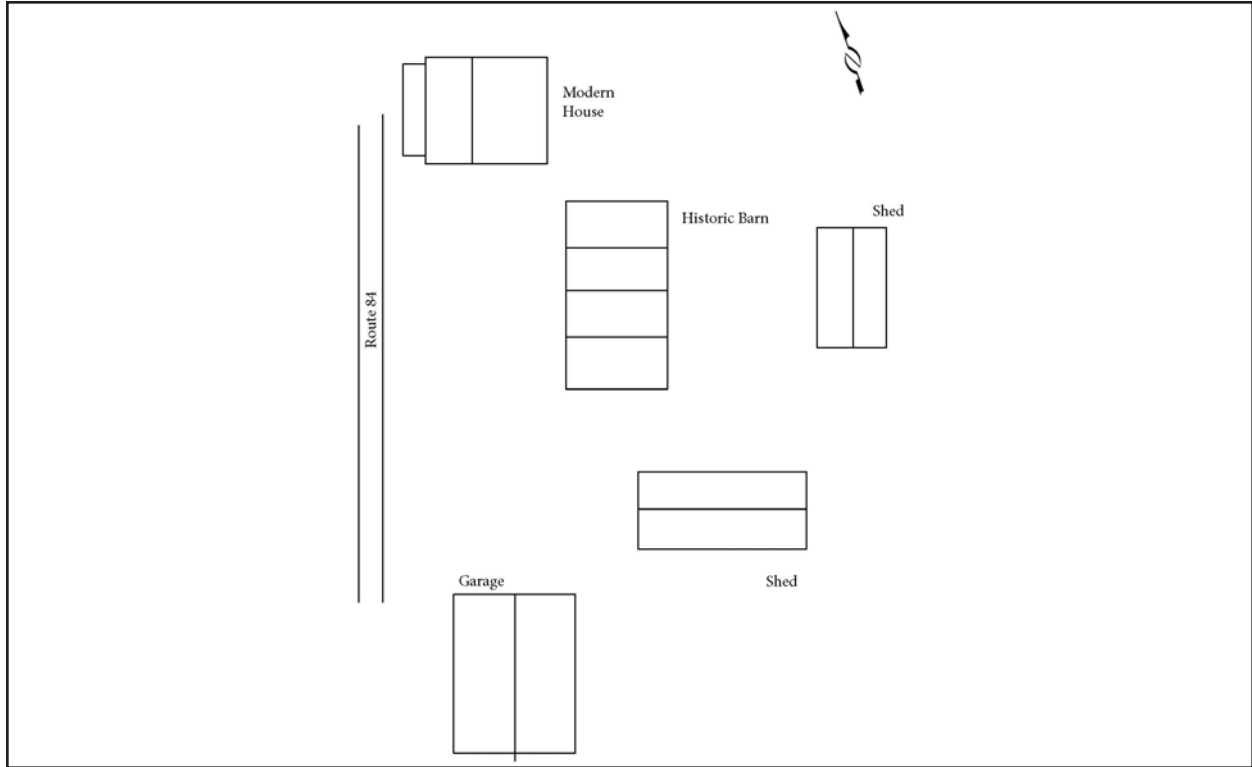


Figure 207. 045-5082, sketch map.



Figure 208. 045-5082, facing east.



Figure 209. 045-5082, barn, facing west.



Figure 210. 045-5082, animal shelter, facing east.



Figure 211. 045-5082, shed facing north.

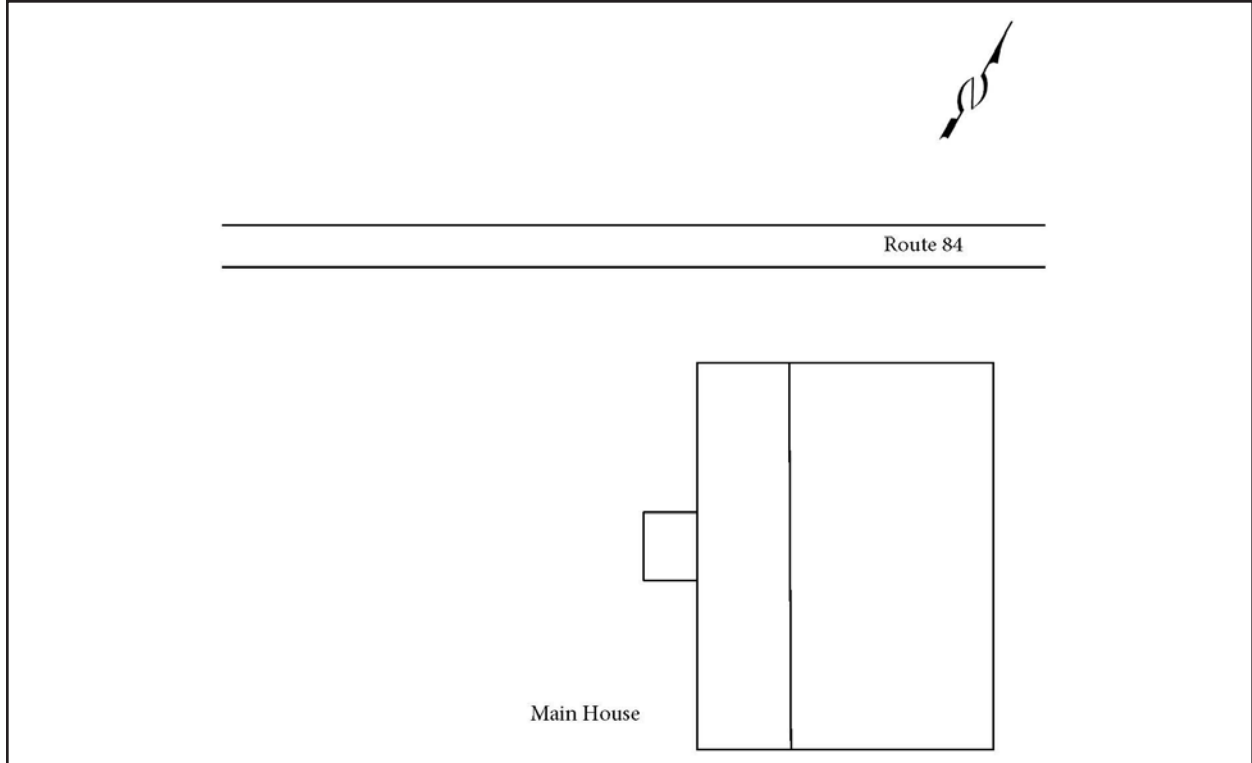


Figure 212. 045-5083, sketch map.



Figure 213. 045-5083, facing northeast.

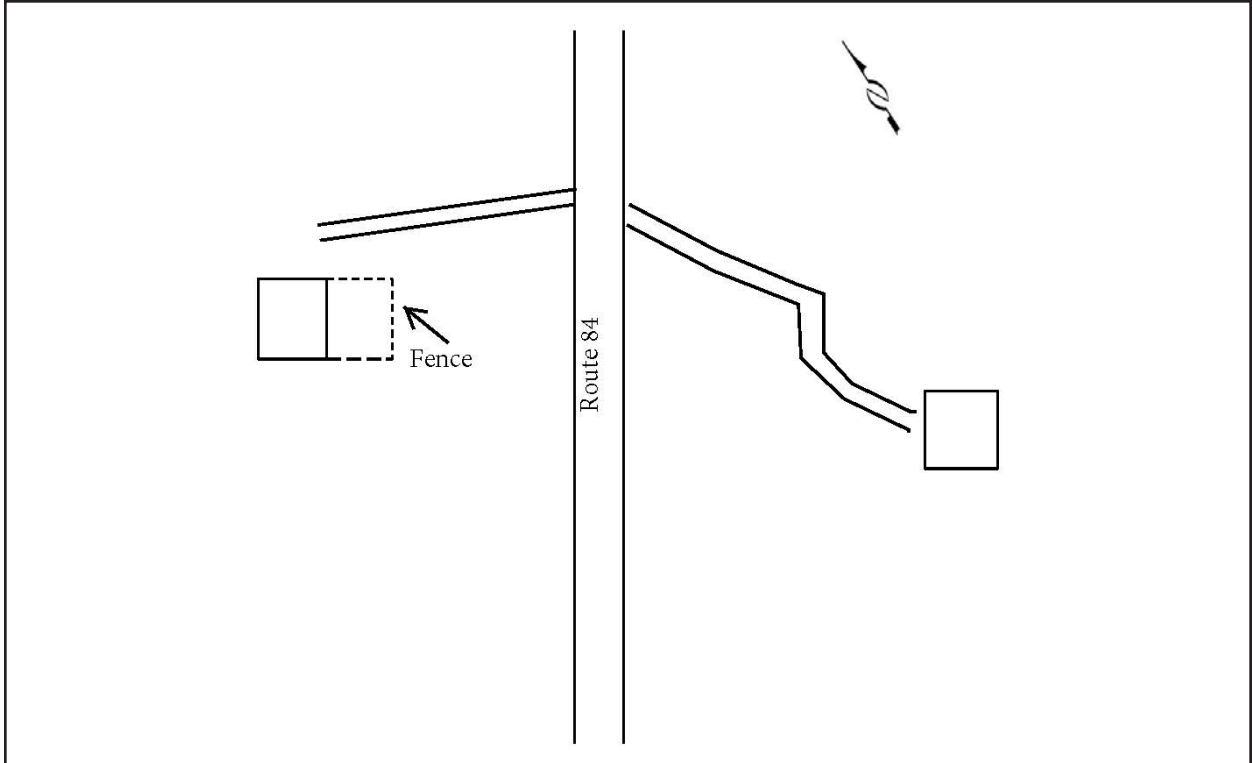


Figure 214. 045-5084, sketch map.



Figure 215. 045-5084, view of barn, facing east.



Figure 216. 045-5084, facing north.

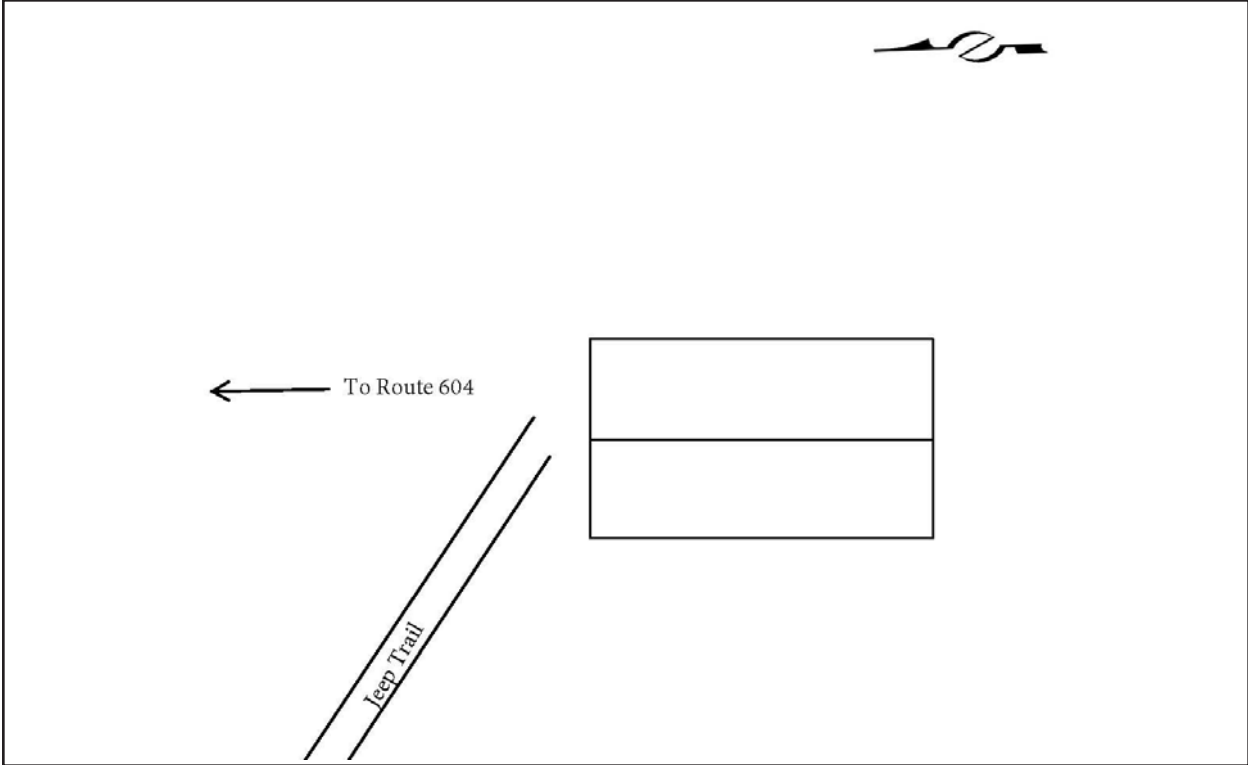


Figure 217. 045-5086, sketch map.



Figure 218. 045-5086, facing east.



Figure 219. South Rockfish Valley Rural Historic District from Glenthorpe Loop, facing north.



Figure 220. South Rockfish Valley Rural Historic District from Glenthorpe Loop, facing northwest.



Figure 221. South Rockfish Valley Rural Historic District from Route 151, facing southwest.



Figure 222. South Rockfish Valley Rural Historic District, view towards Project from Elk Hill Baptist Church, facing north.



Figure 223. Warminster Rural Historic District (062-5160), view to south-southeast from unnamed access



Figure 224. Chesapeake & Ohio Railroad from Midway Mills Lane, facing north.



Figure 225. 062-5180, from Midway Mills Lane, facing north-northeast.



Figure 226. 062-5180, from Midway Mills Lane, facing south-southeast.

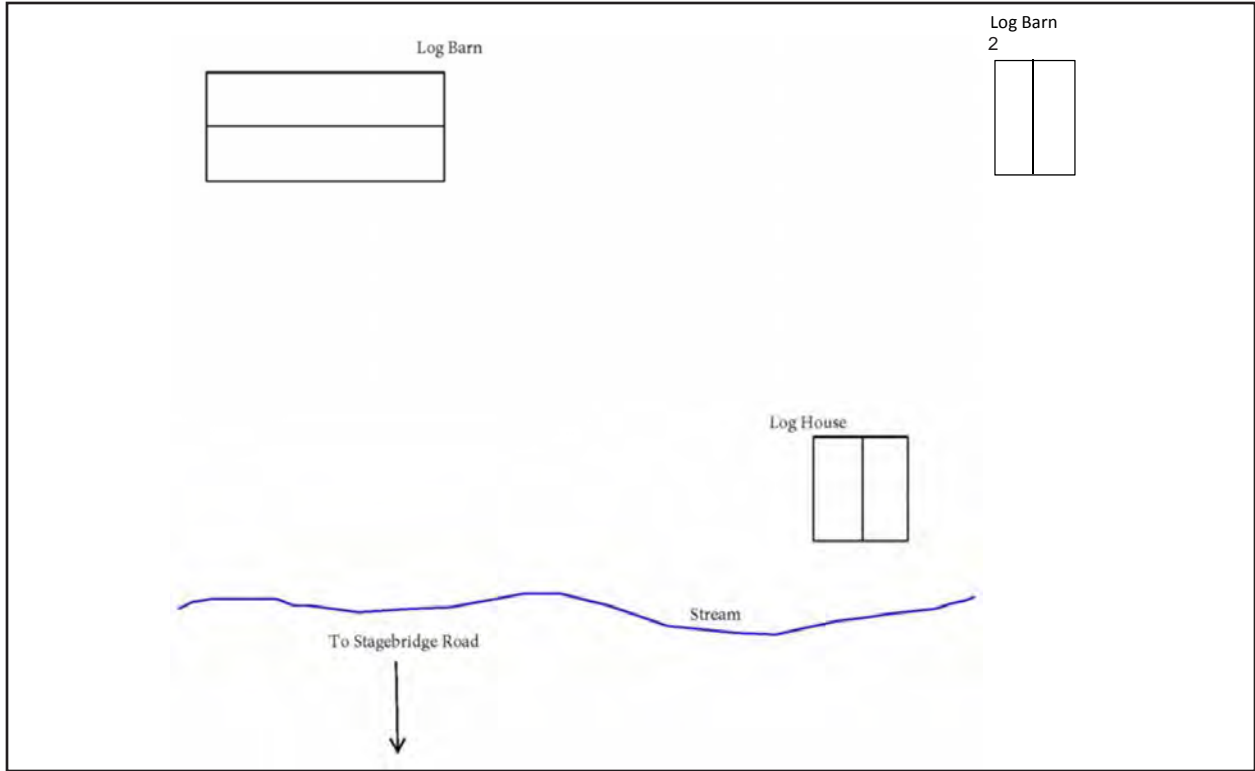


Figure 227. 062-5221, sketch map.



Figure 228. 062-5221, log cabin, facing northwest.



Figure 229. 062-5221, log barn 1, facing south.

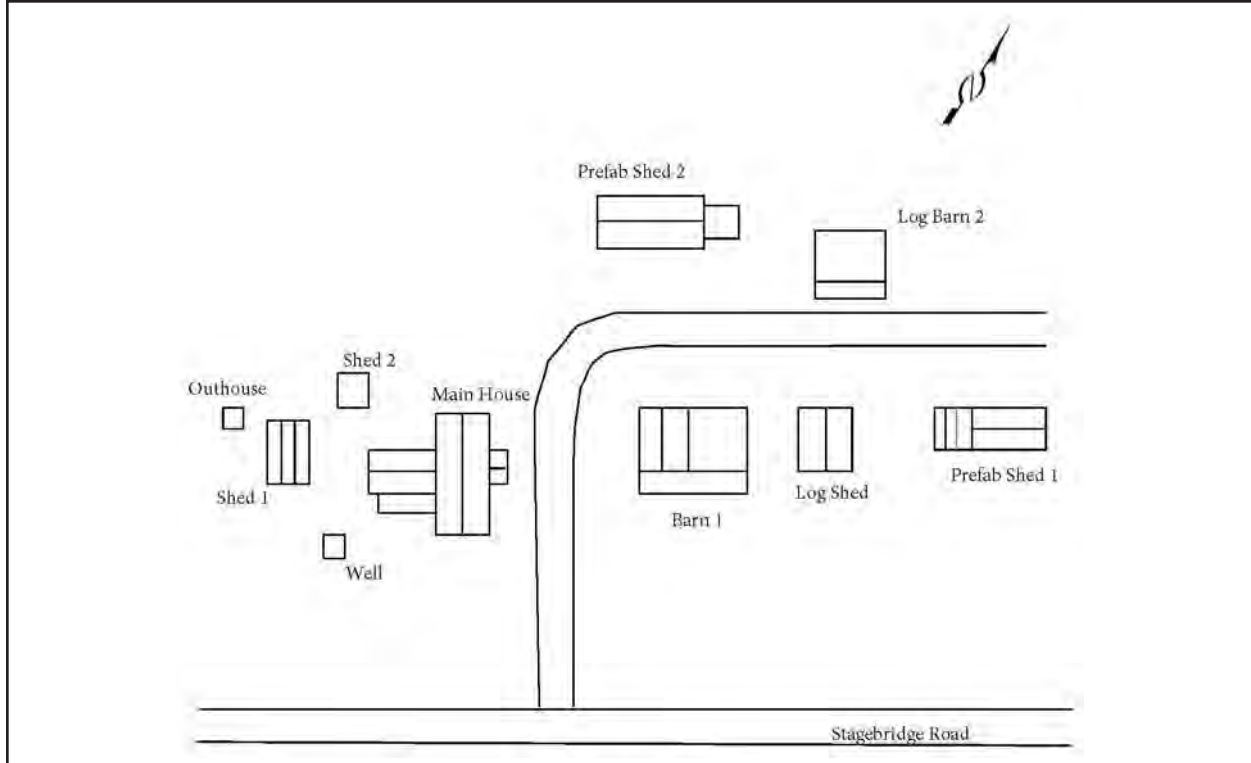


Figure 230. 062-5222, sketch map.



Figure 231. 062-5222, facing northwest.



Figure 232. 062-5222, overview of outbuildings northeast of house, facing northeast.

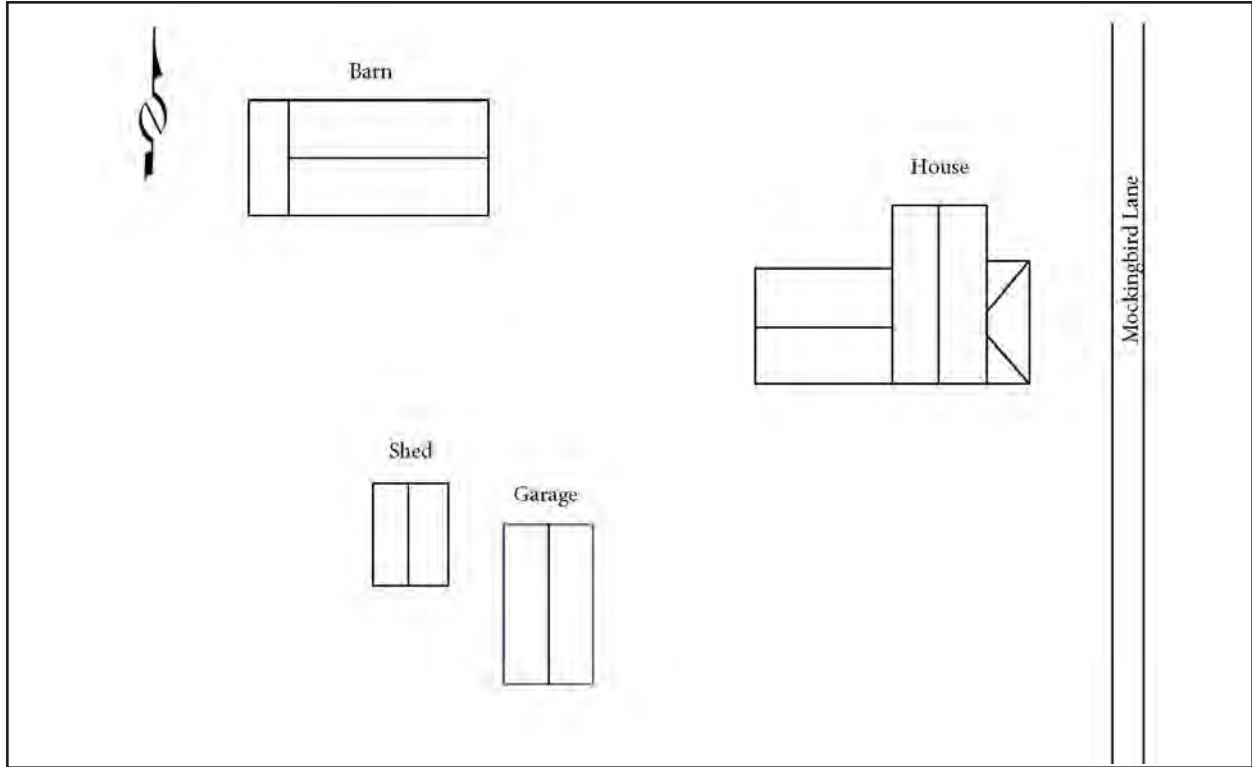


Figure 233. 133-0209, sketch map.



Figure 234. 133-0209, facing southwest.



Figure 235. 133-0209, facing east.



Figure 236. 133-0209, facing northwest.



Figure 237. 133-0209, garage and pump house, facing west.



Figure 238. 133-0209 barn, facing north.

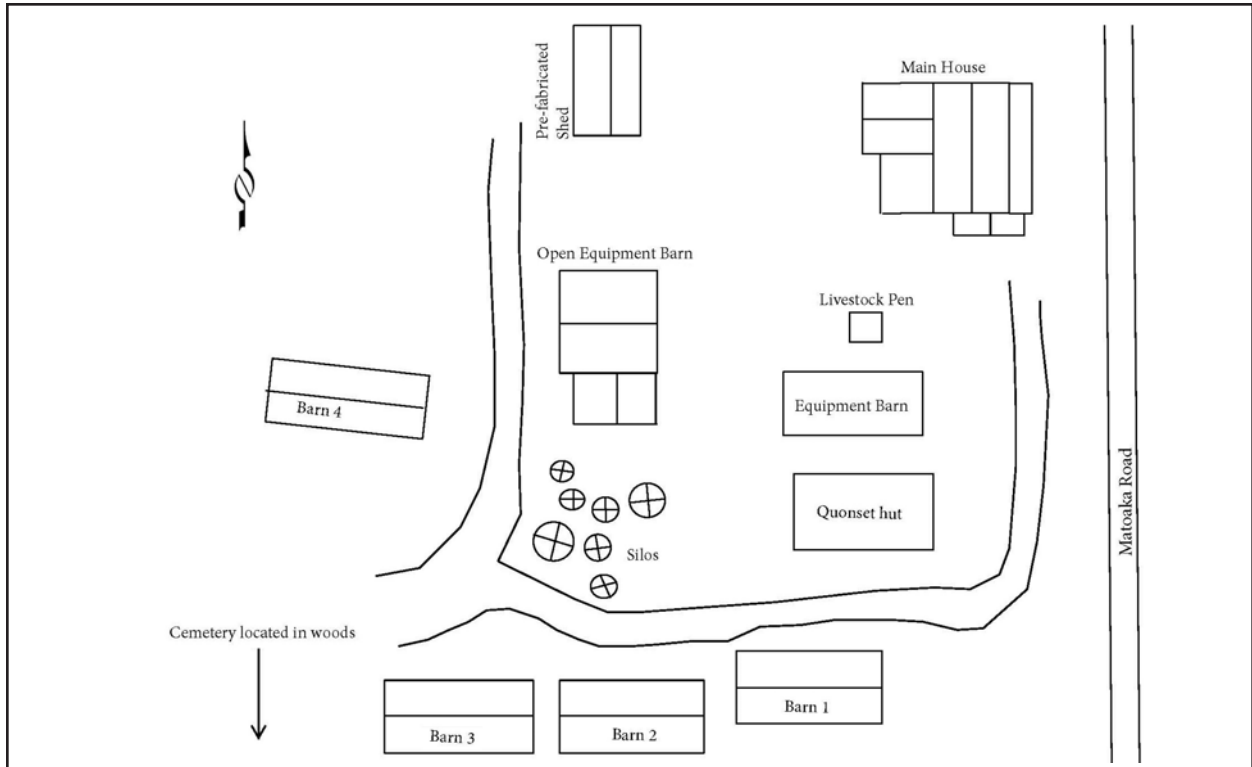


Figure 239. 133-0215, sketch map.



Figure 240. 133-0215, facing northwest.



Figure 241. 133-0215, facing north-northeast.



Figure 242. 133-0215 historic barn 1, facing southeast.



Figure 243. 133-0215 modern barn, facing southwest.



Figure 244. 133-0215 historic barn 2, facing southwest.



Figure 245. Cemetery near 133-0215, facing east.



Figure 246. 133-5039, marina, facing northeast.



Figure 247. 091-5098, view northwest.



Figure 248. 091-5098, view of track.

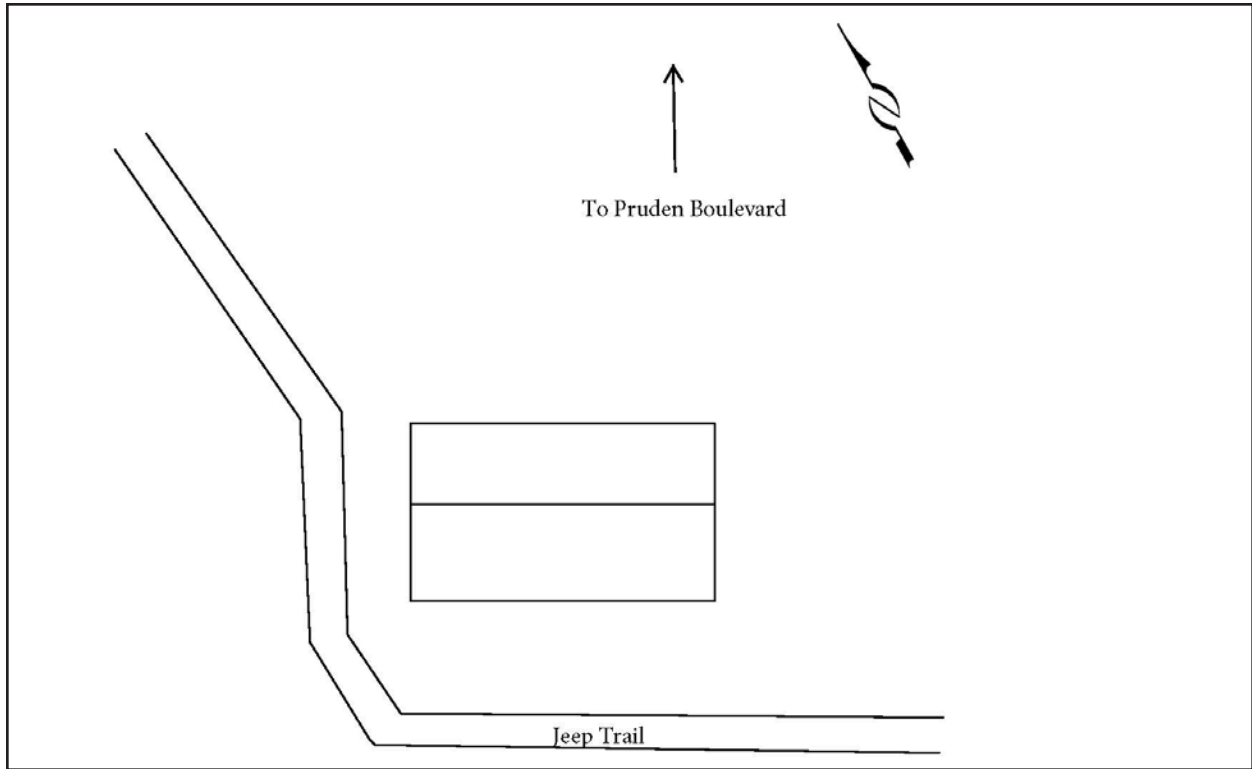


Figure 249. 133-5192, sketch map.



Figure 250. 133-5192, facing south.



Figure 251. 133-5192, facing north.

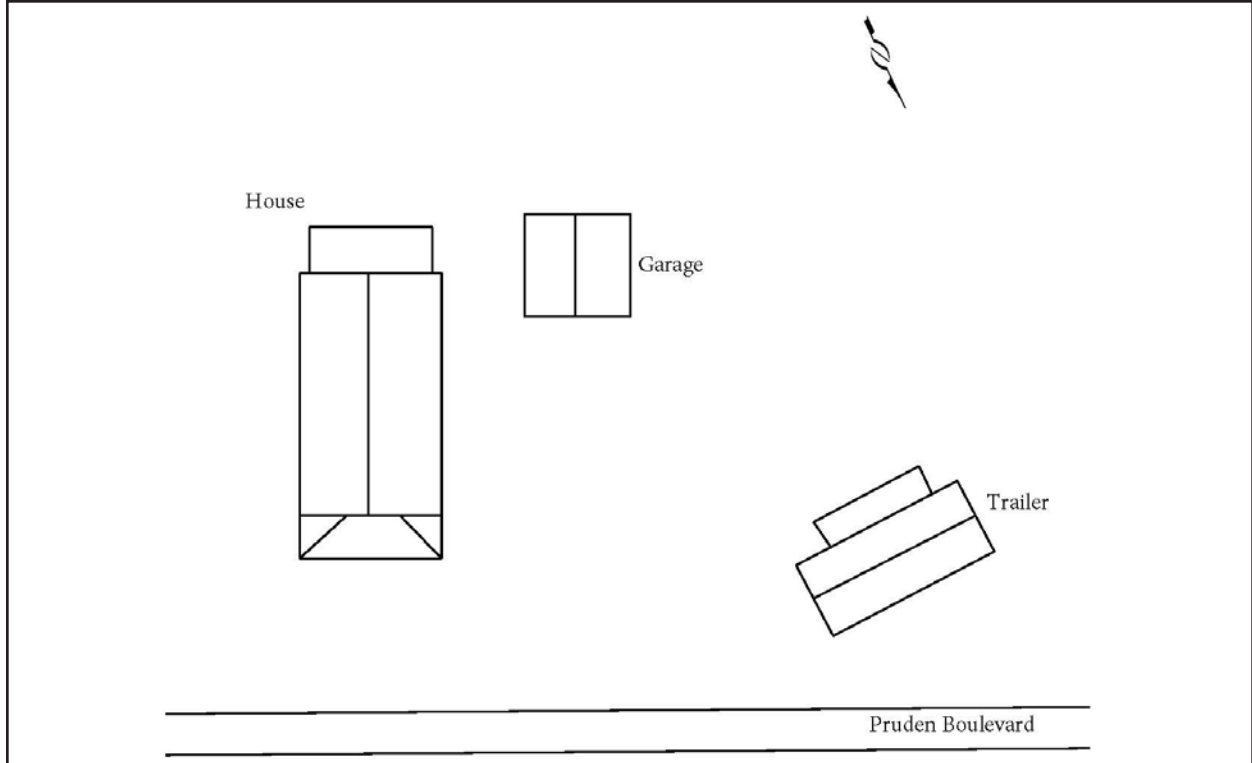


Figure 252. 133-5192, facing north.



Figure 253. 133-5444, facing west.



Figure 254. 133-5444, facing east.



Figure 255. 133-5444, garage, facing southeast.



Figure 256. 133-5444, mobile home facing west.

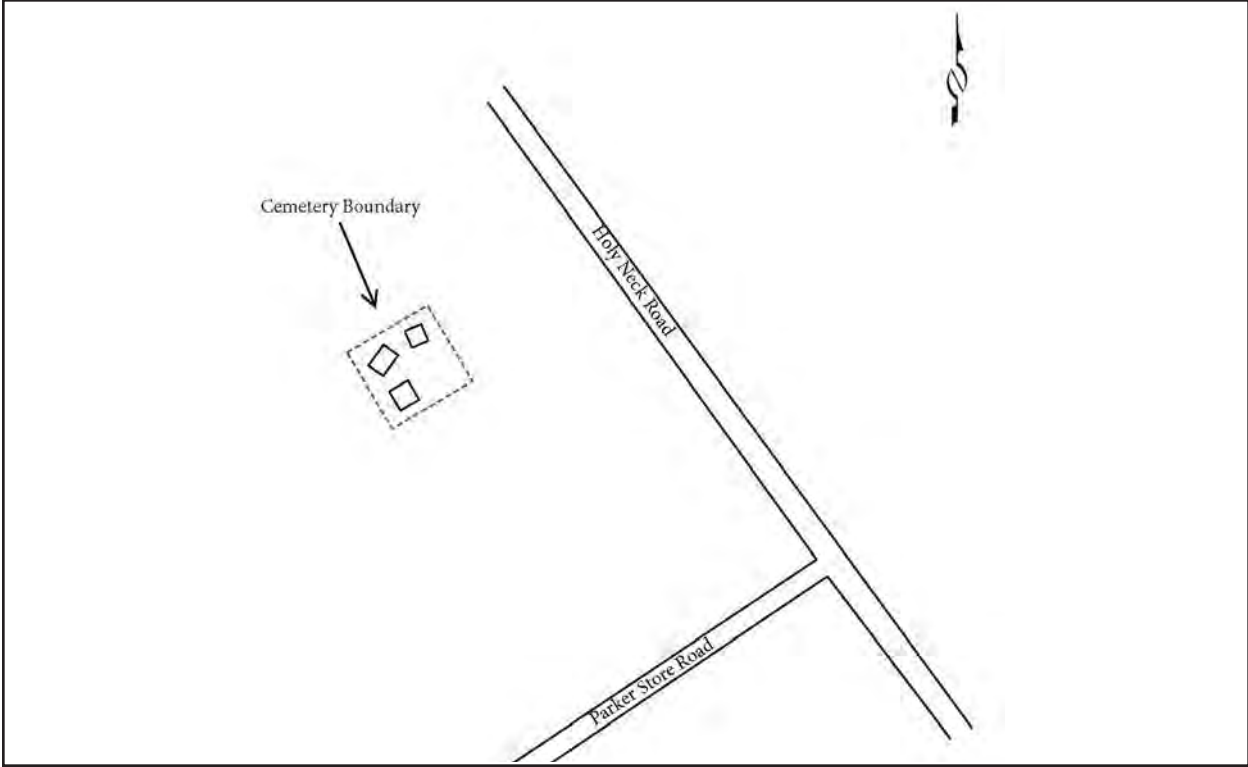


Figure 257. 133-5481, sketch map.



Figure 258. 133-5481, facing northwest.



Figure 259. 133-5481, facing northwest.

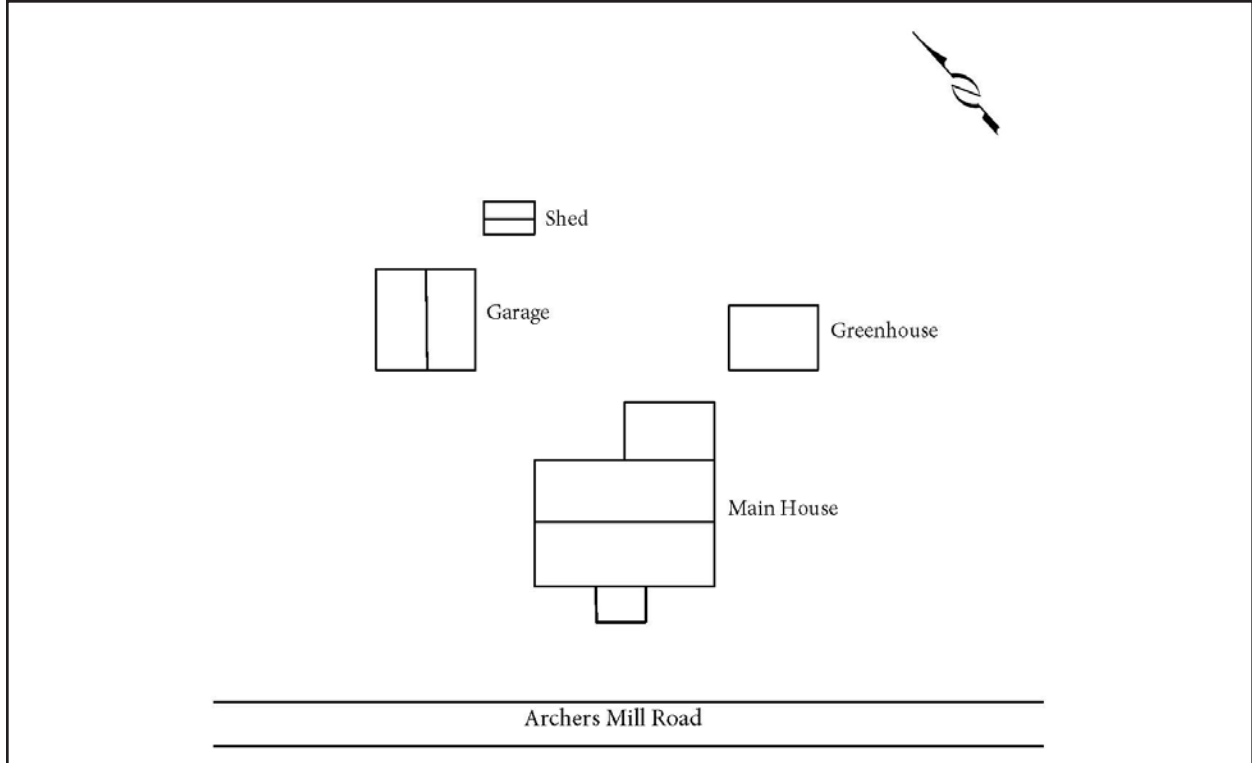


Figure 260. 133-5559, sketch map.



Figure 261. 133-5559, facing northeast.

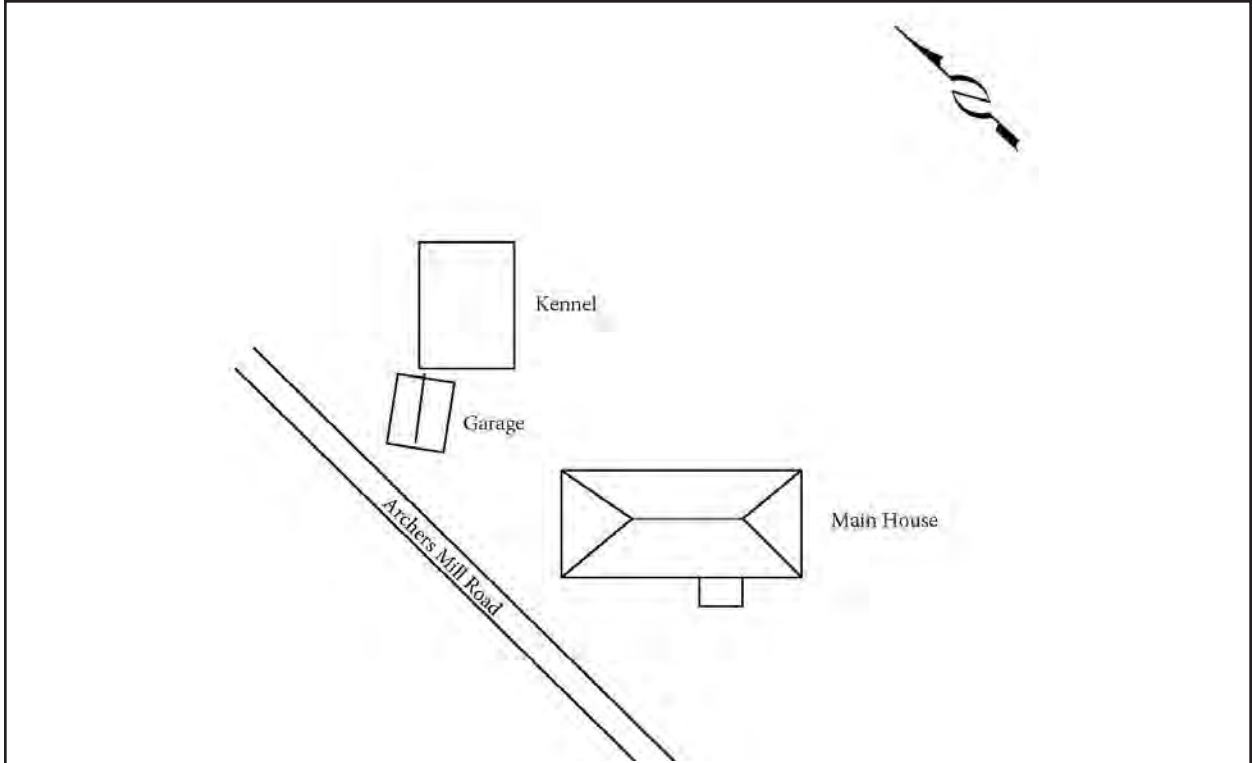


Figure 262. 133-5560, sketch map.



Figure 263. 133-5560, facing northeast.

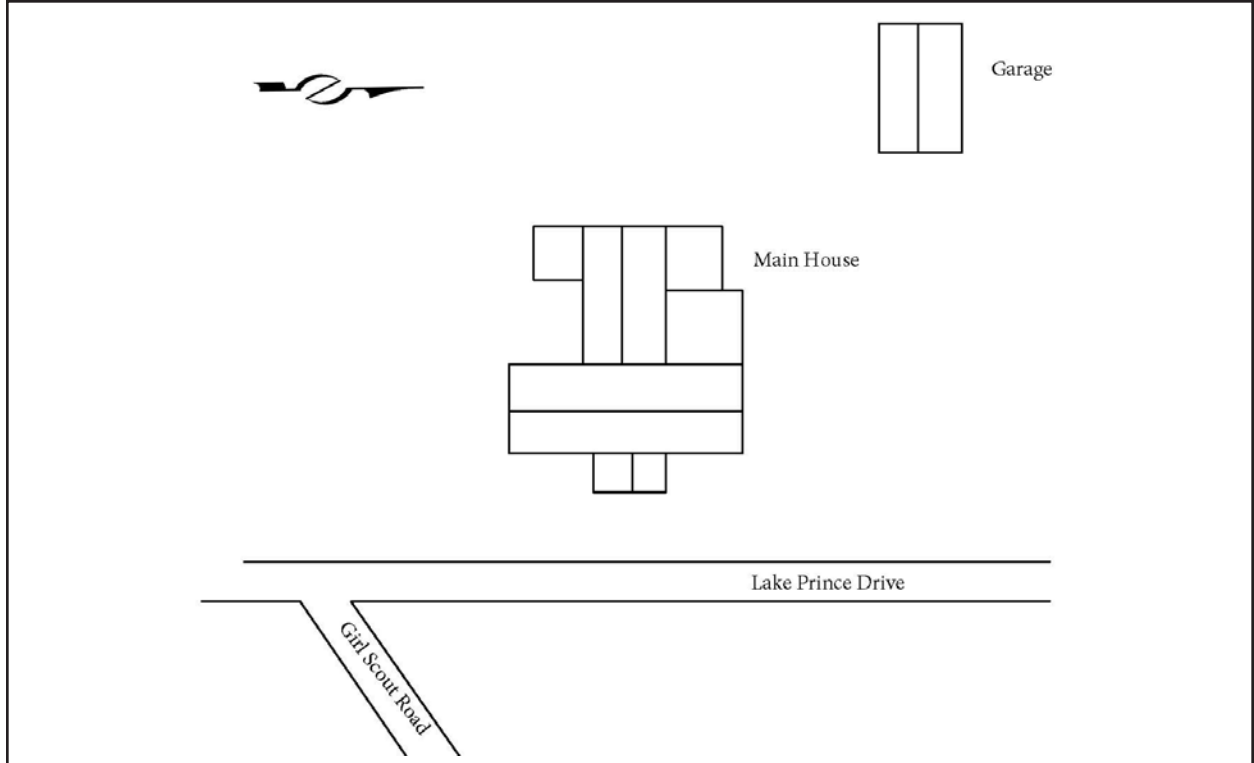


Figure 264. 113-5563, sketch map.



Figure 265. 133-5563, facing northwest.



Figure 266. 133-5563, facing southeast.

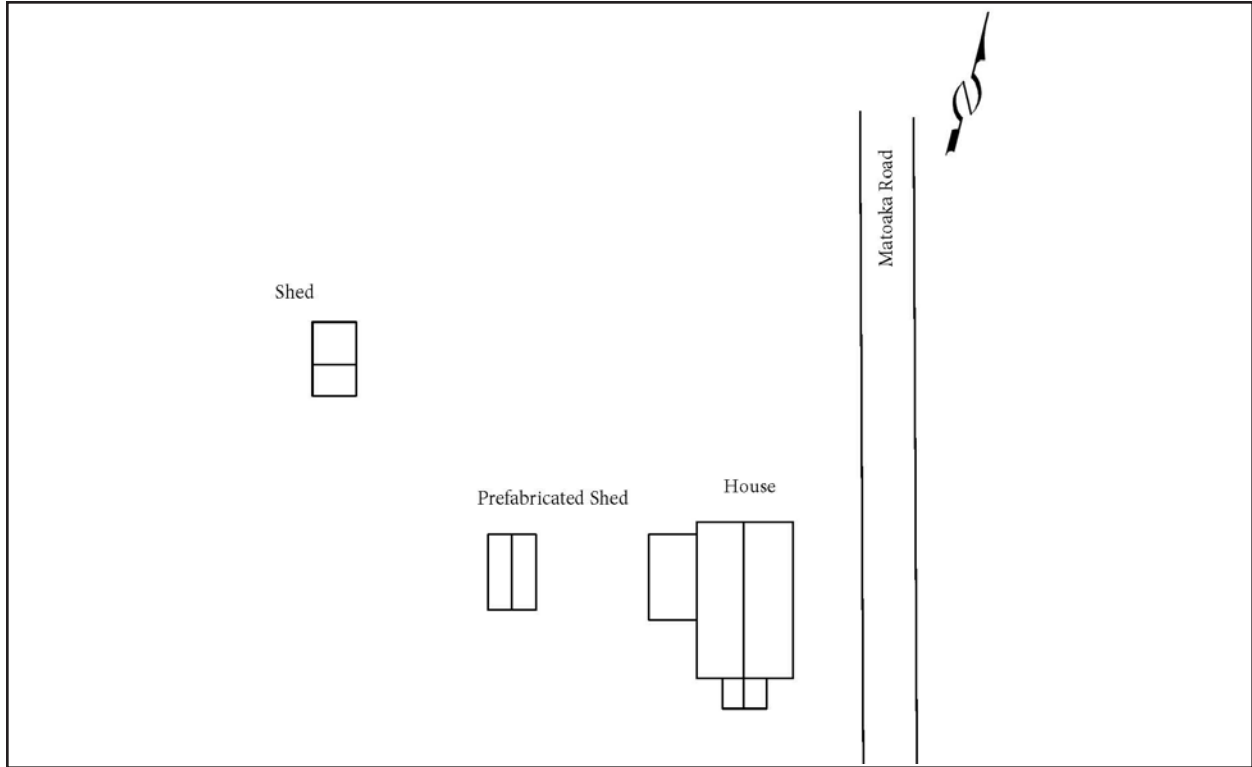


Figure 267. 133-5566, sketch map.



Figure 268. 133-5566, facing northwest.



Figure 269. 133-5566, facing northeast.



Figure 270. 133-5566, shed 1, facing southwest.



Figure 271. 133-5566, shed 2, facing west.

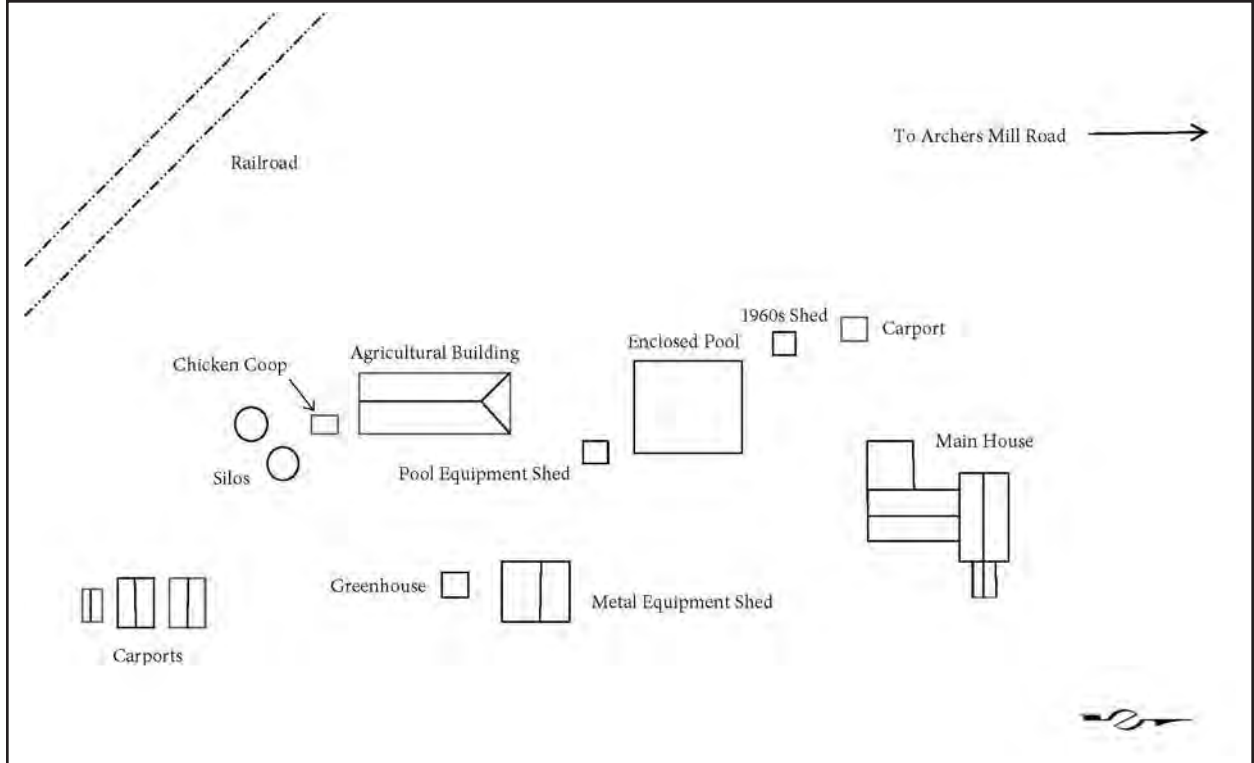


Figure 272. 133-5571, sketch map.



Figure 273. 133-5571, facing southeast.



Figure 274. 133-5571, shed 1, facing west.



Figure 275. 133-5571, agricultural outbuilding 1 addition showing original rear section, facing southwest.



Figure 276. 133-5571, agricultural outbuilding 2, facing northwest.

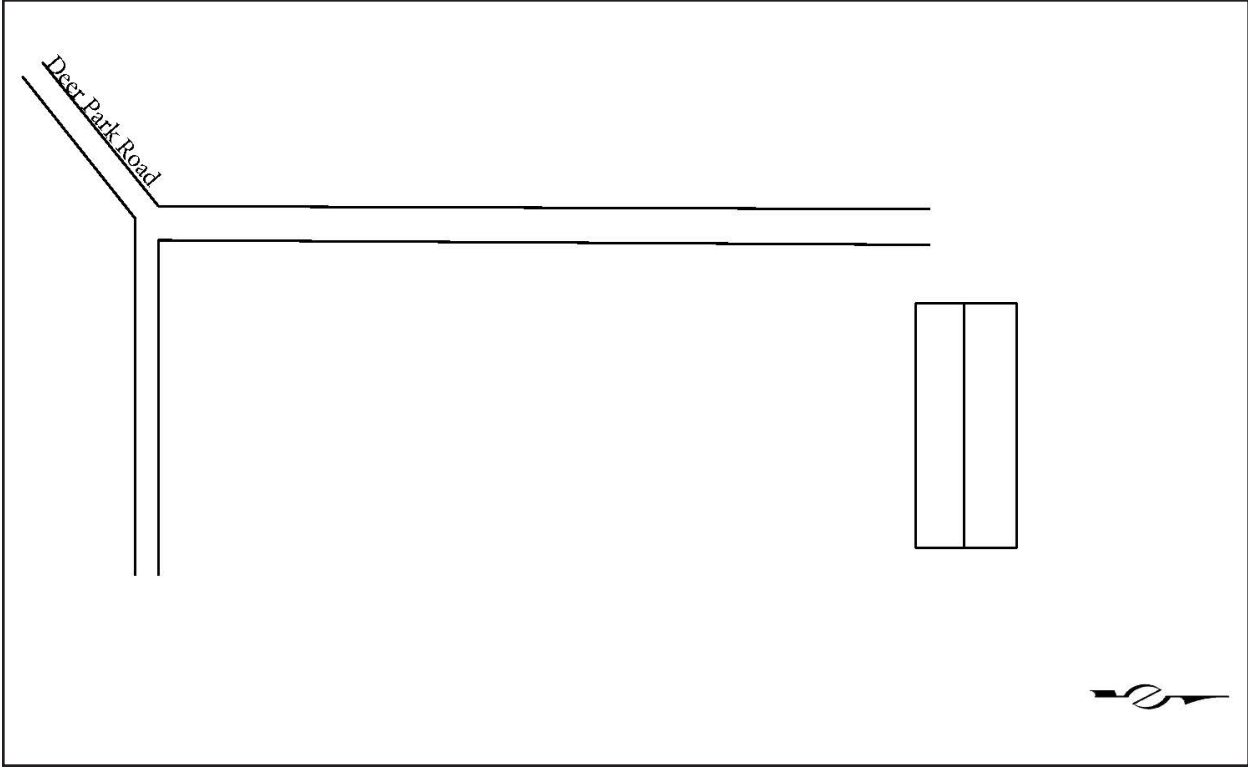


Figure 277. 133-5572, sketch map.



Figure 278. 133-5572, storage structure, facing northeast.

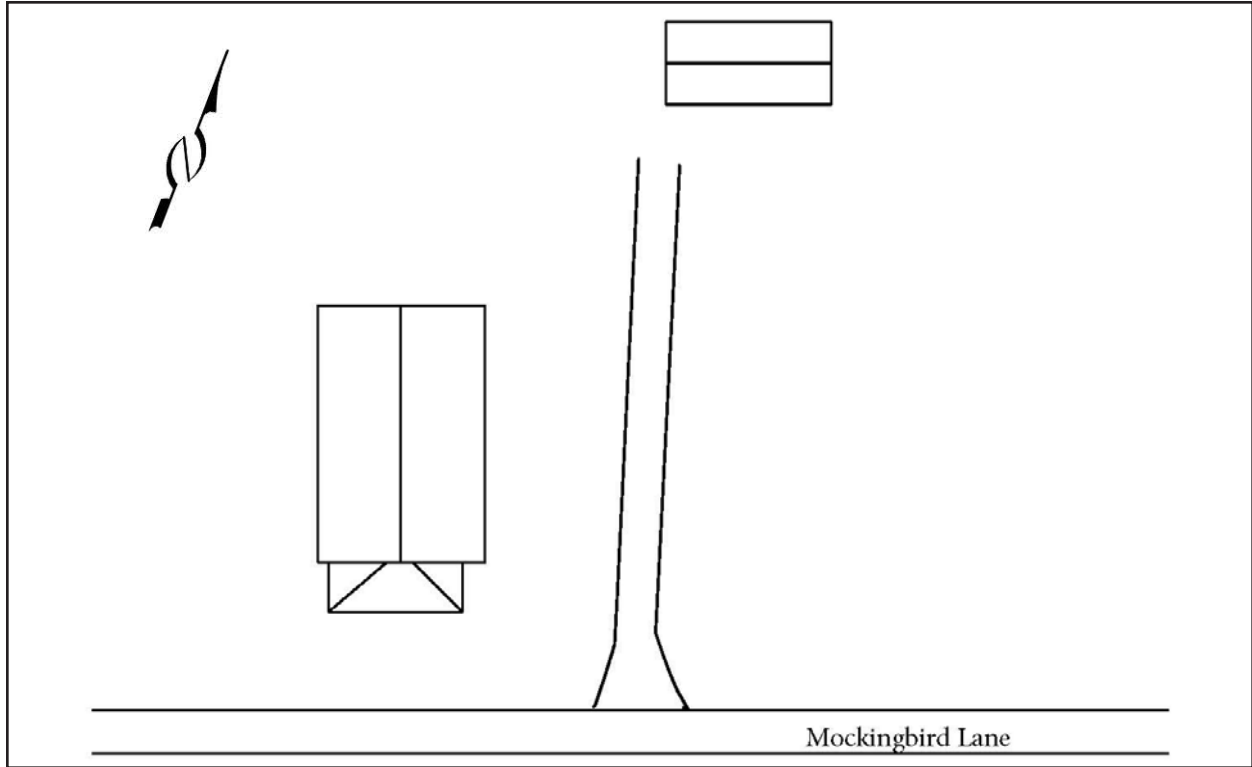


Figure 279. 133-5573, sketch map.



Figure 280. 133-5573, facing northwest.



Figure 281. 133-5573, facing south.

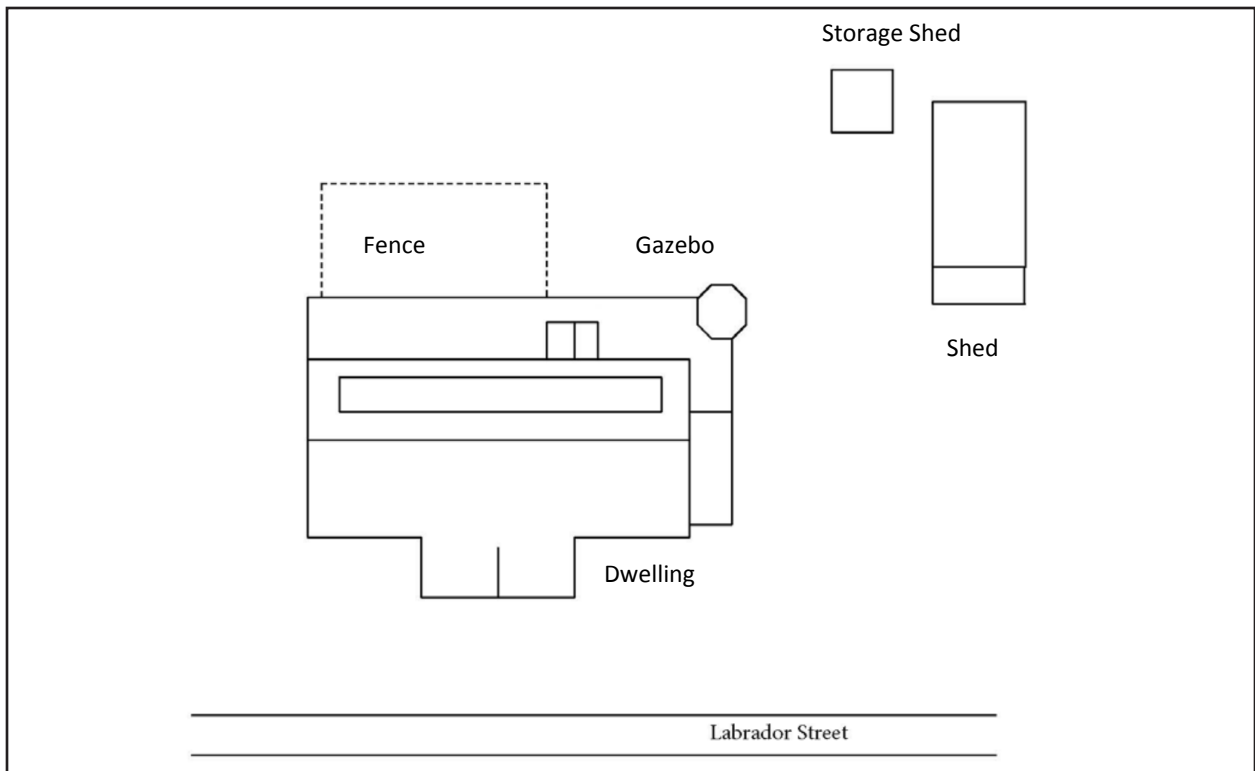


Figure 282. 133-5574, sketch map.



Figure 283. 133-5574, facing southeast.



Figure 284. 133-5574, facing northwest.



Figure 285. 133-5574, storage shed, facing south.



Figure 286. 133-5574, shed, facing southwest.

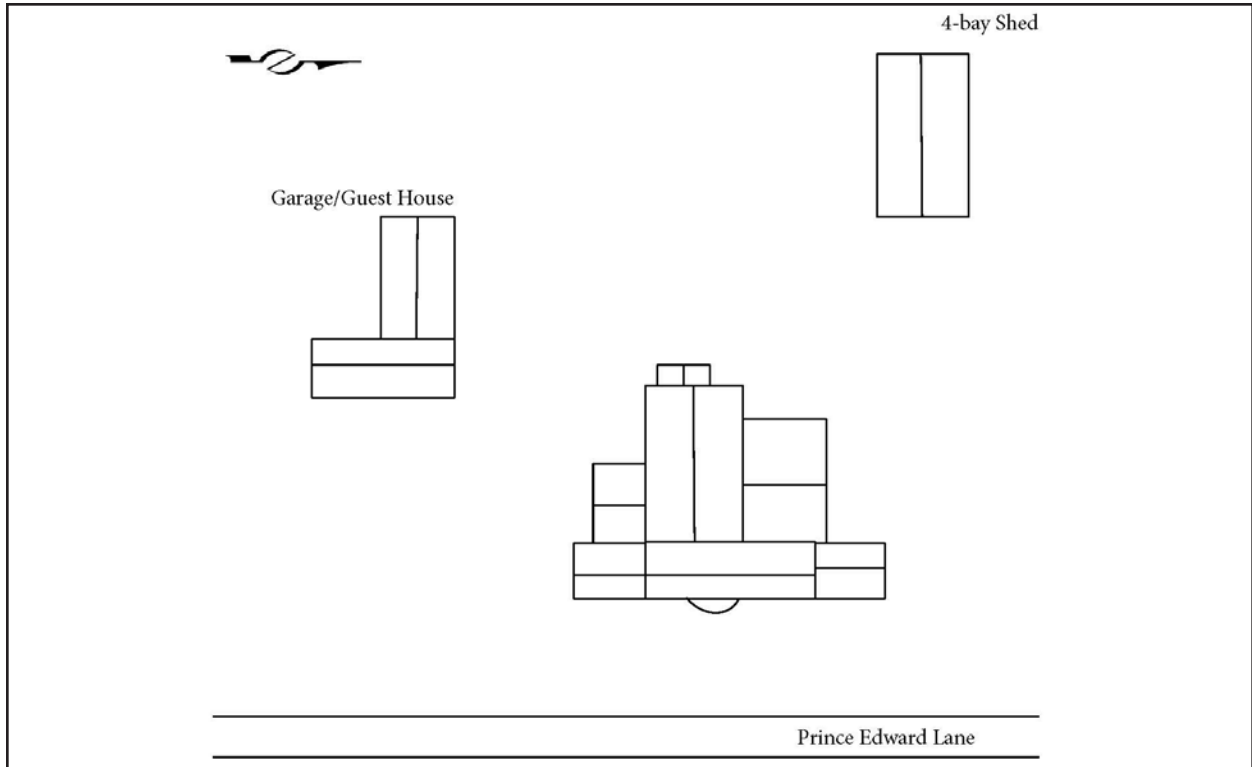


Figure 287. 133-5575, sketch map.



Figure 288. 133-5575, facing northwest.



Figure 289. 133-5575, facing northeast.



Figure 290. 133-5575, facing southeast.



Figure 291. 133-5575, garage, facing west.



Figure 292. 133-5575, garage, facing northeast.



Figure 293. 133-5575, shed, facing northeast.

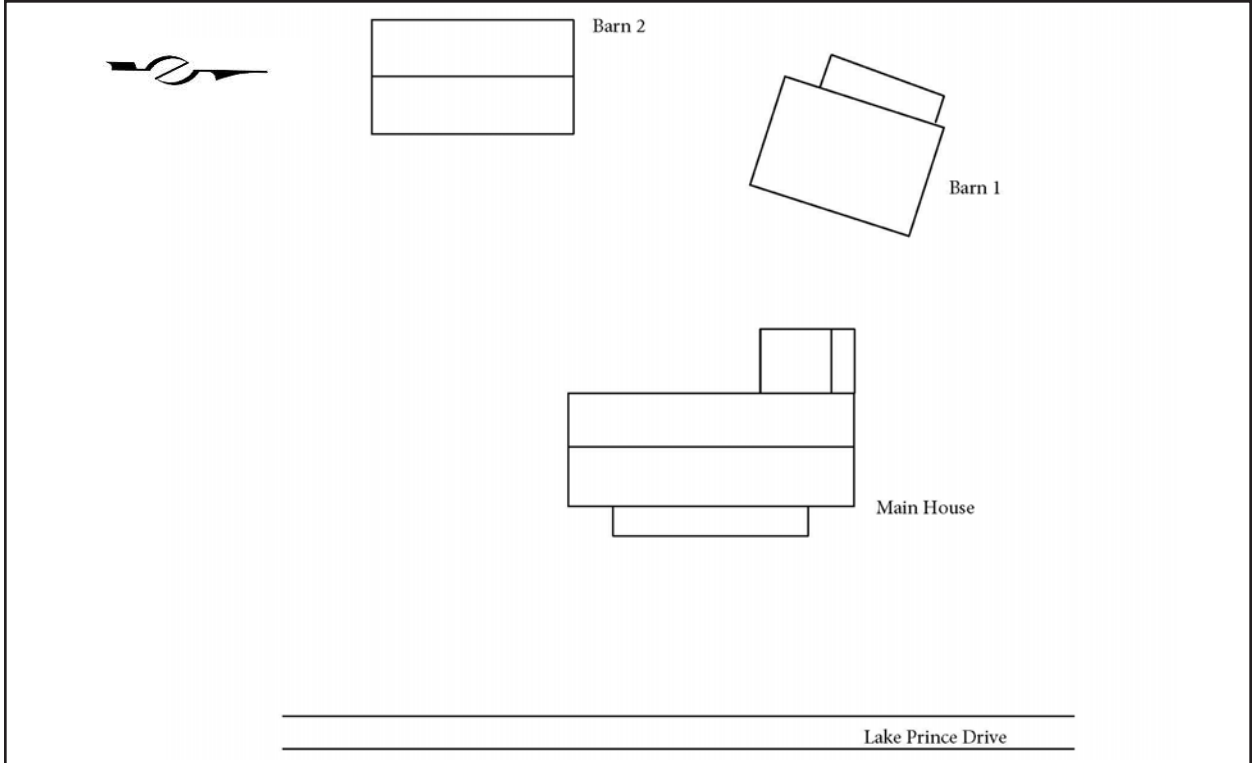


Figure 294. 133-5578, sketch map.



Figure 295. 133-5578, facing west.



Figure 296. 133-5578, barn 1 facing west.

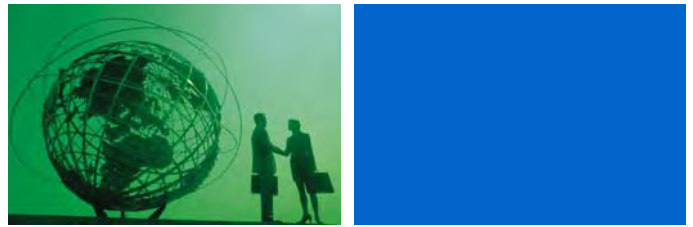


Figure 297. 133-5578, barn 2, facing southwest.

APPENDIX C – RESUMES

Laura Voisin George

Architectural Historian, Cultural Resources



Laura Voisin George is a Consultant within ERM based in Atlanta.

Ms. Voisin George's background combines in-the-field experience of surveying historic structures, both to determine their eligibility for listing in the National Register of Historic Places and also to assess their physical condition and appropriate treatment options, with the academic experience of teaching university undergraduate history and urban planning courses. She holds a Master of Architectural History and Certificate in Historic Preservation from the University of Virginia. She has conducted baseline survey for historic structures, cultural landscapes and viewsheds, determinations of historic significance, re-evaluations of existing resources, and impact assessment. Ms. Voisin George also has expertise in archival research, and developing historic contexts for historic resources.

Her publications and conference presentations have specialized in cultural succession and reinterpretations of a place's history by subsequent occupants, and the use of archaeological evidence with archival documentation and oral history to challenge conventional assumptions about historical patterns.

Ms. Voisin George has 4 years of experience in the field of historic structures survey and assessment. She has evaluated a wide range of buildings, including regional design influences in the Mid-Atlantic and Southeastern United States and in Southern California, for high-style structures listed in the National Register of Historic Places (NRHP) as well as utilitarian and vernacular buildings, and landscapes.

Professional Affiliations & Registrations

- Society of Architectural Historians
- Vernacular Architecture Forum

Fields of Competence

- Impact Assessment for Cultural Heritage
- Historic Structures Survey
- Preparation of Historic Contexts for the Built Environment

Education

- Master of Architectural History. University of Virginia, Charlottesville, Virginia, USA. 2010
- Certificate in Historic Preservation, University of Virginia, Charlottesville, Virginia, USA. 2010
- Bachelor of Science, Planning and Development. University of Southern California, Los Angeles, California, USA. 2006.

Training

- Virginia Forum (panel moderator), Salem, Virginia, USA. 2012; Lexington, Virginia, USA. 2011
- Southeast Society of Architectural Historian Annual Conference, Jackson, Mississippi, USA. 2009
- Victorian Society Summer School, Studies in Architecture, Decorative and Fine Arts, Design and Landscape, Newport, Rhode Island, USA. 2009
- Society of Architectural Historians Annual Conference, Pasadena, California, USA. 2009

Publications

"A Good Life: Turn of the 19th-Century Strategies in Albemarle County and Beyond" (co-written with Dr. Alison Bell), *Papers from Upland Archaeology in the East Symposium XI*, compiled by Clarence R. Geier, James Madison University, Harrisonburg, Virginia, 2014.

"Surveying the Past: Virginia archaeological team uncovers layers of meaning in a Jeffersonian map from The Huntington," *Huntington Library Frontiers*, Spring/Summer 2010

Key Projects

Gulf Xpress Project, Union and Grenada Counties, Mississippi, and Gulf Xpress Project, Davidson and Wayne Counties, Tennessee, Phase I Cultural Resources Reports, Columbia Gulf Transmission, 2015 Architectural Historian

Ms. Voisin George planned and conducted field survey, identifying previously-undocumented historic structures in the APE of proposed compressor stations, performed determinations of eligibility for the National Register of Historic Places (NRHP) for the newly-identified resources, and assessed potential project impacts.

Remington Pratts Gordonsville Transmission Line, U.S.A., Dominion Virginia Power, 2015 Architectural Historian

Ms. Voisin George conducted field assessments of previously-listed historic structures and sites within the project's area of potential effect (APE), with consultation with the Virginia Department of Historic Resources (Virginia's State Historic Preservation Office) for clarification of Civil War battlefield boundaries, documented their viewshed toward the proposed transmission line corridor and performed determinations of the proposed project's impact.

Atlantic Coast Pipeline, Phase I Report, Dominion Transmission Inc., 2015 Architectural Historian

Ms. Voisin George researched and drafted the Phase I Report's statewide historic context sections for project areas in Virginia, West Virginia, and North Carolina.

Pre-execution Cultural Resource Survey, Enbridge 2014-2015, Architectural Historian

Ms. Voisin George conducted field survey of previously-listed historic resources and the identification of previously-undocumented historic structures within the project's potential APE, in consultation with the Wisconsin Historical Society (Wisconsin's State Historic Preservation Office), and performed an assessment of project effects.

Los Angeles Regional Interoperable Communications System, Phase I, ASM Affiliates for LA-RICS Joint Powers Authority, 2013 Architectural Historian

Ms. Voisin George conducted field assessments of previously-listed historic resources and sites within the APE of potential emergency equipment installations across Los Angeles County, and performed assessments of visual impact for the installation of a system of

monopole equipment and lattice towers for a dedicated broadband emergency communications system.

