

**ATLANTIC COAST PIPELINE, LLC
ATLANTIC COAST PIPELINE**

and

**DOMINION ENERGY TRANSMISSION, INC.
SUPPLY HEADER PROJECT**

**Supplemental Filing
October 20, 2017**

APPENDIX A

Historical Architectural Assessment of Effects Report



October 19, 2017

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

**Subject: Section 106 Review – Phase I Historic Architectural Survey Assessment
of Effects-Revised
DHR File No. 2014-0710**

Dear Mr. Kirchen:

Atlantic Coast Pipeline, LLC (Atlantic) is requesting review and comment on the enclosed revised assessment of effects architectural survey report conducted for the proposed Atlantic Coast Pipeline (ACP). Revisions are based on the September 11, 2017 comment letter. 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. Revisions made to the document include the following:

- 007-0015: Language has been added providing additional information to augment the no adverse effect finding.
- 008-5053: Language has been added providing additional information to augment the no adverse effect finding.
- 131-0035: Language has been added providing a reference to the appropriate archaeological report that addresses Criterion D for the resource.
- 123-0084: Language has been added providing a reference to the appropriate archaeological report that addresses Criterion D for the resource.
- 091-5098: Language has been added providing a reference to the appropriate archaeological report that addresses Criterion D for the resource.
- Inaccessible resources 007-5554, 007-5583, 007-5585, 087-5610, 087-5618, 133-0025, and 133-5498: Language has been added to the report indicating that once access has been granted to these properties, ACP will re-initiate consultation with DHR to determine NRHP-eligibility, and assess effects for any resource determined eligible.
- 021-5012: Language has been added in the report indicating that DHR will comment on the Project potential effects once input has been received by the United States Forest Service.
- 080-5161: Language has been added in the report indicating that DHR will comment on the Project potential effects once input has been received by the National Park Service.



- 080-0011: Clarification has been provided that the access road which was originally part of the project is no longer being considered. Language has been added to the report indicating that the SHPO believes the Project will have an adverse effect on the resource, and that a treatment plan will be developed.
- 062-5119: Language has been provided indicating that Coleman Mill (44NE0209) is in the Project APE and that an archaeological treatment plan is being developed to address the Project effects. Language has been added to the report indicating that the SHPO believes the Project will have an adverse effect on the resource, and that a treatment plan will be developed.
- 062-5160: Language has been added to the report indicating that the SHPO believes the Project will have an adverse effect on the resource, and that a treatment plan will be developed.

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

Richard B. Gangle
Dominion Energy Services, Inc.
5000 Dominion Boulevard
Glen Allen, Virginia 23060

Respectfully submitted,

A handwritten signature in black ink, appearing to be "R. Gangle", written over a horizontal line.

Richard B. Gangle
Environmental Manager, Atlantic Coast Pipeline

Enclosure: Assessment of Effects Report-revised, CD



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

Virginia Assessment of Effects Report



Prepared by



October 2017

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

Virginia Assessment of Effects Report

DHR File No. 2014-0710

Revised Draft

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October 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 Energy Transmission, Inc. (DETI) will build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company comprised of subsidiaries of Dominion Energy, Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project also will 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, Greensville, 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.

The historic architectural surveys were conducted between July 2014 and March 2017. Dovetail Cultural Resource Group (Dovetail) conducted the initial portions of the historic architectural surveys for this Project. ERM conducted additional architectural surveys for the Project related to re-routing of sections of the Project corridor and in response to comments from the Virginia Department of Historic Resources (DHR). Eight reports have been submitted between February 2016 and June 2017 reporting the survey findings and recommendations of NRHP eligibility.

In this report, the direct and indirect Project effects are assessed for 58 historic architectural resources located in the current Project APE that are listed in, eligible, or potentially eligible for the NRHP. It is ERM's recommendation that the proposed Project would have no adverse effect on any of these resources. However, based on comments from the Virginia Department of Historic Resources, three resources will be adversely affected by the Project. These include the Wilderness Farm (008-0011), The South Rockfish Valley Rural Historic District (062-5119), and the Warminster Rural Historic District (062-5160). Seven (007-5554, 007-5583, 007-5585, 087-5610, 087-5618, 133-0025, and 133-5498) resources were inaccessible and not visible from the public right of way. Once access is granted ACP will re-initiate consultation with DHR to make determinations on NRHP-eligibility and assess effects if found eligible.

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INTRODUCTION

This report assesses effects from the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project) on historic architectural resources eligible for or listed in the National Register of Historic Places (NRHP) that were evaluated in the Phase I historic architectural surveys. Dominion Energy Transmission, Inc. (DETI) proposes to 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 Energy Inc., 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. 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 (Figure 1). 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. 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). DETI, 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.

The historic architectural surveys were conducted between July 2014 and March 2017. Dovetail Cultural Resource Group (Dovetail) conducted the initial portions of the historic architectural surveys for this Project and submitted the original Architectural Reconnaissance Survey of the Atlantic Coast Pipeline Project Corridor, a revised Volume I, Addendum 1, and revised Addendum 2 reports (Anderson and Staton 2016; Lesiuk et al. 2016; Staton et al. 2016). ERM conducted additional architectural surveys for the Project related to re-routing of sections of the Project corridor and in response to comments from the Virginia Department of Historic Resources (DHR), and has submitted Addendum 3, Addendum 4, Addendum 5, and Addendum 6, and an report presenting findings of analyses that excluded certain resources from the APE (Tucker-Laird et al. 2017a, 2017b, 2017c, 2017d; Voisin George et al. 2016).

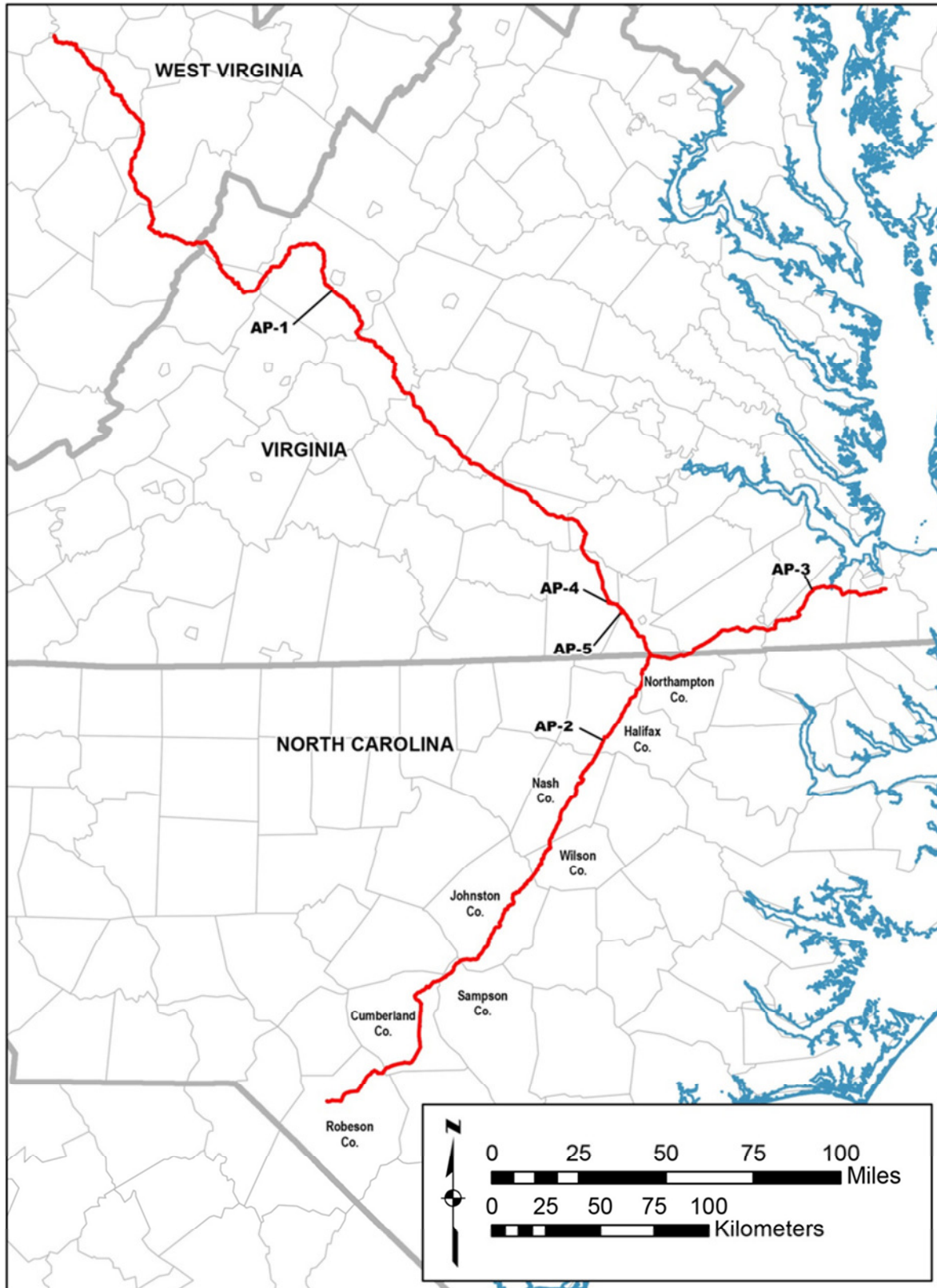


Figure 1. General Overview of the Project Corridor.

MANAGEMENT RECOMMENDATIONS

The historic architectural resources identified in the current APE include 58 resources that are recommended eligible or potentially eligible, or are listed in the NRHP; there are also 357 resources that are recommended as ineligible for the NRHP. The 58 NRHP-eligible, potentially eligible, or listed resources are discussed in this report, and each resource's location in the APE is depicted on Project maps in Appendix A. It is ERM's recommendation that the proposed Project would have no adverse effect on any of these resources. However, based on comments from the Virginia Department of Historic Resources, three resources will be adversely affected by the project. These include the Wilderness Farm (008-0011), The South Rockfish Valley Rural Historic District (062-5119), and the Warminster Rural Historic District (062-5160). The full assessment of effects discussions for those resources that are eligible for the NRHP can be found in the Results Chapter. Seven (007-5554, 007-5583, 007-5585, 087-5610, 087-5618, 133-0025, and 133-5498) resources were inaccessible and not visible from the public right of way. Once access is granted ACP will re-initiate consultation with DHR to make determinations on NRHP-eligibility and assess effects if found eligible.

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 prior to the current field effort. ERM collected information on resources maintained by the Virginia Department of Historic Resources (DHR) 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 Addendum Report 3 (Voisin George et al. 2016) 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 USGS topographic quadrangle maps in Appendix A.

Due to public sentiment and the sensitive nature of the Project, ERM architectural historians surveyed those properties for which the owners had been contacted by right-of-way agents. Properties in the APE for which permission was not received were documented only from the nearest public right-of-way.

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 U.S. Geological Survey (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 to its eligibility, including elements of the landscape within the entire parcel boundary when they contribute to qualities that constitute the resource's significance.

Resources newly identified during the Project study were reported to the DHR. V-CRIS numbers were obtained, and shape files and database information provided. Previously identified resources that fall within the Project were updated in V-CRIS based on field observations at the time of study.

The effect of the Project on eligible resources was assessed through desktop review, field studies, and computer modeling to determine whether or not resources would experience visual effects based on the nature of topography, vegetation, and modern infrastructure between a given resource and proposed Project facilities. Desktop review assessments consisted of a detailed review of topographic maps and aerials, along with utilizing Google Earth imaging software with 3-D terrain modeling. When using this software, a pin was placed at the location of each listed, eligible, and inaccessible resource, and a viewshed analysis toward the Project was run. The altitude feature was set to the lowest possible elevation (2 meters, relative to ground) for both the resource and the Project. Although the Project will be below ground, the 2-meter elevation analysis was necessary to supply adequate data and to account for above ground effects such as tree cuts. The viewshed analysis produces a 3-D terrain model and a 2-D viewshed map. The 3-D terrain modeling only captures topography and not vegetation, but because the resulting imagery retains the coloring from the original aerial photographs, the viewer can visualize areas where tree cover might limit the view to the Project. The 2-D viewshed map shows the areas visible from the resource in the direction of the Project. These images are presented in Appendix B with the photographs of the resource.

More sophisticated computer simulations were performed for three resources, which were deemed to have a greater sensitivity in the evaluation of potential Project effects. These include The Wilderness Farm (008-0011), the South Rockfish Valley Rural Historic District (062-5119), and the Warminster Historic District (062-5160). The modeling technique includes a viewshed analysis from discrete observation points as described below.

The viewshed analysis tool was used to determine how visible an object will be by identifying areas that can be seen from one or more observation locations. For the viewshed analysis, the observation location is the resource under consideration, and viewshed was analyzed to assess the visibility of the proposed permanent centerline of the deforested corridor. In order to run a viewshed analysis, a high resolution digital elevation model (DEM) was used to model the terrain and natural barriers of the bare earth such as hills. A DEM model is also called a bare earth model because it only accounts for the ground level and does not include above ground barriers such as trees and buildings that often block visibility. Because the area around all three of the resources under consideration are heavily wooded, excluding tree barriers would not provide a realistic output. To compensate for this limitation; all tree and forested locations were modeled using GIS classification methods. The forested areas were then added to the DEM to create a more realistic terrain model. The areas of central and southern Virginia in the areas of the resources are dominated by mixed hardwood forest with an average tree height of 60 feet and greater, so each wooded area adds 60 feet to the DEM model. Because the survey corridor will be cleared, trees were eliminated from the Project corridor for all wooded areas in the

model. The ESRI ArcGIS viewshed tool was used to show all areas that are visible to and from the centerline that fall in non-forested areas.

The viewshed output shows areas that can view the centerline, but do not show what part of the centerline is visible and to what extent it is visible. The ArcGIS Observer point tool was used for each resource to show what areas are visible to the input locations. All the buildings within the boundaries of the resource to the extent possible were digitized as an input resource. This shows how each resource is affected and what parts of the project are visible. For the analysis, each building is assumed to be viewing its surroundings from two stories or 20 feet. The output results show all locations visible to each resource.

Once the computer modeling was complete, using both the viewshed results and the observer points, each resource was reviewed to determine the degree of impact within the parameters of the study, which did not account for limitations such leaf off vegetation in the winter.

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 seventeenth 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 Americans, 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. [DHR 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 2 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 [NPS] 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. [DHR 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 Catawbans 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. [DHR 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; NPS 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; NPS 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 Catawbans 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 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. [DHR 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 (NPS 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 (G. Smith 2015). 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. [DHR 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 n.d; 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 (NPS 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. [DHR 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 to cut 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 1865).

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. [DHR 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 Hardwicksville 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 Albermarle 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; Whitten 2003; United States History 2014b).

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. [DHR 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 [USACE] 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. [DHR 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 assessment of Project effects on 58 historic resources eligible for, potentially eligible, or listed in the NRHP that were evaluated in the Phase I architectural surveys. The 357 resources in the APE that are recommended ineligible for the NRHP are summarized in Table 1. An additional 95 resources that have been surveyed over the course of the Project are no longer in the APE due to Project changes; they are summarized in Table 2.

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
<i>Augusta County</i>			
007-0003	Sheet 8	Hughart Run Bridge (Current) - Not extant	Addendum 5
007-0099	Sheet 10	Lebanon Springs (Old Coffee House), ca. 1830	Original
007-0119	Sheet 8	Bridge, Hamilton Draft (replaced) - Not extant	Addendum 5
007-0397	Sheet 14	Single pen log house, ca. 1850	Addendum 5
007-0445	Sheet 9	West Augusta Cemetery, ca. 1832	Addendum 3
007-0448	Sheet 10	Jake Long House, ca. 1830	Original
007-0457	Sheet 9	Georgian dwelling, ca. 1840	Addendum 3
007-0459	Sheet 9	Calfpasture River Steel Truss Bridge - Not extant	Addendum 5
007-0467	Sheet 8	I-house, ca. 1840	Addendum 4
007-0480	Sheet 8	John Montgomery House, ca. 1900	Addendum 3
007-0490	Sheet 8	Queen Anne cottage, ca. 1915	Addendum 4
007-0869	Sheet 18	Jesse Bridge House, ca. 1928	Original
007-1106	Sheet 18	Bridge #6429, Love Rd. (Rte 814), Back Creek, 1949	Original
007-1163	Sheet 12	Bridge # 6251, Rt. 737, Moffet Creek - Not extant	Addendum 5
007-5147	Sheet 18	Augusta Structure, ca. 1940	Addendum 2
007-5463	Sheet 10	House, Braley Pond Road, ca. 1920	Original
007-5464	Sheet 10	Outbuildings, Braley Pond Road, ca. 1920	Original
007-5465	Sheet 11	Side-gabled dwelling, ca. 1920	Original
007-5466	Sheet 12	Farm, 612 Dryden Road, ca. 1900	Original
007-5467	Sheet 12	Farm, 392 Dryden Road, ca. 1900	Original
007-5468	Sheet 12	Farm, 988 Scenic Highway, ca. 1880	Original
007-5469	Sheet 12	Farm, 868 Scenic Highway, ca. 1900	Original
007-5470	Sheet 12	Box form culvert tunnel, ca. 1920	Original
007-5471	Sheet 13	House, 675 Hotchkiss Road, ca. 1925	Original
007-5472	Sheet 13	House, 619 Hotchkiss Road, ca. 1955	Original
007-5473	Sheet 13	House, 581 Hotchkiss Road, ca. 1960	Original
007-5474	Sheet 13	House, 545 Hotchkiss Road, ca. 1965	Original
007-5475	Sheet 13	House, 541 Hotchkiss Road, ca. 1965	Original

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
007-5476	Sheet 13	House, 527 Hotchliiss Road, ca. 1955	Original
007-5477	Sheet 13	House, 823 Hangers Mill Road, ca. 1930	Original
007-5478	Sheet 13	House, 767 Hangers Mill Road, ca. 1955	Original
007-5479	Sheet 13	House, 704 Hangers Mill Road, ca. 1900	Original
007-5480	Sheet 13	House, 500 Vinegar Hill Road, ca. 1920	Original
007-5481	Sheet 14	Farm, 81 Cedar Breeze Lane, ca. 1925	Original
007-5482	Sheet 14	House, 123 Hebron Road, ca. 1900	Original
007-5483	Sheet 14	Abandoned House, Parkersburg Turnpike, ca. 1900	Original
007-5489	Sheet 15	Farm, 997 Middlebrook Road, ca. 1900	Original
007-5490	Sheet 15	Farm, 902 Middlebrook Road, ca. 1910	Original
007-5491	Sheet 15	Farm, 812-814 Middlebrook Road, ca. 1915	Original
007-5492	Sheet 15	House, 138 Stingy Hollow Road, 1962	Original
007-5493	Sheet 15	Barn, 96 Stingy Hollow Road, ca. 1940	Original
007-5494	Sheet 15	Rectangular form culvert tunnel, ca. 1930	Original
007-5495	Sheet 16	House, 214 Churchmans Mill Road, ca. 1890	Original
007-5496	Sheet 16	Barns, 1036 Gunthrie Road, ca. 1950	Original
007-5497	Sheet 16	Abandoned House, Tinkling Spring Road, ca. 1910	Original
007-5498	Sheet 16	Warehouse, 1992 Tinkling Spring Road, ca. 1965	Original
007-5499	Sheet 16	Farm, 97-104 Twin Springs Lane, ca. 1960	Original
007-5500	Sheet 16	House, 3136 Stuarts Draft Highway, ca. 1955	Original
007-5501	Sheet 16	Farm, 3096 Stuarts Draft Highway, 1908	Original
007-5502	Sheet 16	House, 2964 Stuarts Draft Highway, ca. 1940	Original
007-5526	Sheet 16	Barn, 3096 Stuarts Draft Highway, ca. 1875	Original
007-5527	Sheet 16	House, 416/418 Wayne Avenue, 1890	Original
007-5528	Sheet 17	House, ca. 1917	Original
007-5529	Sheet 17	House, 539 Wayne Avenue, ca. 1900	Original
007-5531	Sheet 17	Barn, Wayne Avenue, ca. 1900	Original
007-5532	Sheet 17	Farm, 279 Patton Farm Road, 1881	Original
007-5543	Sheet 18	House, 92 Hibernia Circle, ca. 1920	Original
007-5544	Sheet 17	House, 1739 Howardsville Turnpike, ca. 1950	Original
007-5545	Sheet 17	House, 1749 Howardsville Turnpike, ca. 1965	Original
007-5546	Sheet 17	House, 1801 Howardsville Turnpike, 1961	Original
007-5547	Sheet 17	House, 1816 Howardsville Turnpike, 1961	Original
007-5548	Sheet 17	House, 1817 Howardsville Turnpike, ca. 1930	Original
007-5549	Sheet 17	House, 1865 Howardsville Turnpike, ca. 1955	Original
007-5550	Sheet 17	House, 1878 Howardsville Turnpike, 1913	Original

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
007-5555	Sheet 18	House, 2373 Mt. Torrey Road, 1947	Original
007-5556	Sheet 18	House, 3429 Mt. Torrey Road, ca. 1950	Original; Addendum 5
007-5557	Sheet 18	House, 3604 Mt. Torrey Road, ca. 1950	Original; Addendum 5
007-5558	Sheet 18	Mountain View Mennonite Church and Cemetery, 55 Love Road, ca. 1950	Original
007-5566	Sheet 15	Farm, 156 Folly Mills Road, 1950	Addendum 1
007-5584	Sheet 15	House, 1105 Middlebrook Road, 1903	Addendum 1; Addendum 5
007-5586	Sheet 12	House, 1095 Jennings Gap Road, ca. 1910	Addendum 2
007-5587	Sheet 13	House, 100 Bobwhite Ln., 1988	Addendum 2; Addendum 5
007-5588	Sheet 13	House, 3387 Churchville Rd., ca. 1940	Addendum 2
007-5589	Sheet 14	House, 3862 Morris Mill Rd., ca. 1940	Addendum 2
007-5590	Sheet 14	House, 3892 Morris Mill Rd., ca. 1945	Addendum 2
007-5591	Sheet 14	House, 3895 Morris Mill Rd., 1964	Addendum 2
007-5594	Sheet 17	Abandoned House and Barn, Cisco Ln., ca. 1900	Addendum 2
007-5595	Sheet 17	Farm Complex, Cisco Ln., ca. 1900	Addendum 2
007-5596	Sheet 17	House, 65 Schages Ln, ca. 1955	Addendum 3
007-5597	Sheet 17	House, 680 China Clay Rd., ca. 1910	Addendum 2
007-5681	Sheet 9	I-house dwelling, ca. 1900	Addendum 3
007-5682	Sheet 7	Farm complex, ca. 1910-1980	Addendum 3
007-5683	Sheet 7	American Small House, ca. 1955	Addendum 3
007-5684	Sheet 8	Vernacular cottage dwelling, ca. 1930	Addendum 3
007-5685	Sheet 7	Side gable dwelling, ca. 1945	Addendum 3
007-5686	Sheet 8	Side gable dwelling, ca. 1955	Addendum 3
007-5687	Sheet 8	Ranch house, ca. 1965	Addendum 3
007-5688	Sheet 8	Side gable dwelling, ca. 1955	Addendum 3
007-5690	Sheet 9	Modern dwelling, ca. 1985 and historic outbuildings, ca. 1960	Addendum 3
007-5691	Sheet 9	Bungalow dwelling, ca. 1910	Addendum 3
007-5692	Sheet 9	I-house variation, ca. 1900	Addendum 3
007-5693	Sheet 9	Side gable dwelling, ca. 1920	Addendum 3
007-5694	Sheet 9	Side gable dwelling, ca. 1950	Addendum 3
007-5695	Sheet 9	I-house, ca. 1900	Addendum 3
007-5696	Sheet 9	Side gable dwelling, ca. 1940-1960	Addendum 3
007-5697	Sheet 9	Ranch house, ca. 1960-1970	Addendum 3
007-5698	Sheet 17	Barn, ca. 1960	Addendum 3
007-5699	Sheet 9	I-house, ca. 1880	Addendum 3

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
007-5703	Sheet 8	Ranch house, ca. 1960	Addendum 4
007-5704	Sheet 8	Side-gable house, ca. 1940	Addendum 4
007-5705	Sheet 7	Vernacular bungalow, ca. 1920	Addendum 4
007-5706	Sheet 8	Vernacular dwelling, ca. 1970	Addendum 4
007-5707	Sheet 8	Hall-Parlor, ca. 1950	Addendum 4
007-5708	Sheet 7	Side-gable American small house, ca. 1965	Addendum 4
007-5709	Sheet 7	Ranch house, ca. 1960	Addendum 4
007-5710	Sheet 7	I-house, 1919	Addendum 4
007-5711	Sheet 7	Gabled T Folk Victorian dwelling, ca. 1900	Addendum 4
007-5712	Sheet 7	Side-gable vernacular dwelling, ca. 1925	Addendum 4
007-5713	Sheet 7	I-house, ca. 1900	Addendum 4
007-5714	Sheet 8	Vernacular barn, ca. 1920-1930	Addendum 4
007-5715	Sheet 7	Central hall vernacular house, ca. 1930	Addendum 4
007-5716	Sheet 7	Side-gabled Ranch house, ca. 1960	Addendum 4
007-5717	Sheet 7	Side-gabled vernacular house, ca. 1950	Addendum 4
007-5718	Sheet 7	Side-gable Ranch, ca. 1960	Addendum 4
007-5719	Sheet 8	I-house, ca. 1900	Addendum 4
007-5720	Sheet 8	Neoclassical cottage, ca. 1920	Addendum 4
007-5721	Sheet 8	Side-gable vernacular, ca. 1950	Addendum 4
007-5722	Sheet 8	Barn, ca. 1950	Addendum 4
007-5723	Sheet 7	Gabled residence, ca. 1970	Addendum 4
007-5724	Sheet 8	Folk Victorian I-house, ca. 1900	Addendum 4
007-5725	Sheet 8	American Four Square, ca. 1900	Addendum 4
007-5726	Sheet 8	Vernacular house, ca. 1960	Addendum 4
007-5727	Sheet 8	Cape Cod, ca. 1960	Addendum 4
007-5728	Sheet 8	I-house, ca. 1900	Addendum 4
007-5729	Sheet 17	Steadfast Church and cemetery, ca. 1960	Addendum 4
007-5731	Sheet 8	I-house, ca. 1910	Addendum 4
007-5732	Sheet 8	Deerfield Grocery, commercial and residential, ca. 1950	Addendum 4
007-5733	Sheet 8	Multiple gable roof dwelling, ca. 1900	Addendum 4
007-5734	Sheet 8	Side-gabled residence, ca. 1950	Addendum 4
007-5735	Sheet 8	One-story wood frame dwelling, ca. 1930	Addendum 4
007-5736	Sheet 8	Vernacular bungalow ca. 1930	Addendum 4
007-5737	Sheet 8	Vernacular front-gabled house, ca. 1930	Addendum 4
007-5738	Sheet 8	Vernacular bungalow, ca. 1920	Addendum 4
007-5739	Sheet 7	Side-gabled vernacular house, ca. 1917	Addendum 4

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
007-5740	Sheet 9	Double-pen structure, ca. 1940	Addendum 4
007-5741	Sheet 7	Ranch house with historic outbuildings, 1974	Addendum 5
007-5743	Sheet 8	Vernacular house, ca. 1935	Addendum 5
<i>Bath County</i>			
008-5008	Sheet 4	Side-gabled vernacular house, ca. 1950	Addendum 4
008-5054	Sheet 5	Shed, ca. 1940	Addendum 3
008-5055	Sheet 5	Side gable dwelling, ca. 1965	Addendum 3
008-5056	Sheet 5	Central hall dwelling, ca. 1920	Addendum 3
008-5058	Sheet 5	Side gable dwelling, ca. 1965	Addendum 3
008-5059	Sheet 5	Side gable dwelling, ca. 1925	Addendum 3
008-5060	Sheet 5	Ranch house, ca. 1965	Addendum 3
008-5061	Sheet 5	Gabled T dwelling, ca. 1900	Addendum 3
008-5062	Sheet 7	Side gable dwelling, ca. 1965	Addendum 3
008-5063	Sheet 7	Side gable dwelling, ca. 1940	Addendum 3
008-5064	Sheet 4	Front-gabled vernacular bungalow, ca. 1950	Addendum 4
008-5065	Sheet 5	Modern residence and historic outbuildings, ca. 1950	Addendum 4
008-5066	Sheet 5	Bungalow, ca. 1940	Addendum 4
008-5067	Sheet 6	Cemetery, 1895	Addendum 4
008-5068	Sheet 6	Ranch house with historic outbuildings, ca. 1955	Addendum 5
008-5069	Sheet 7	Split level Ranch house, ca. 1964	Addendum 5
<i>Brunswick County</i>			
012-5017	Sheet 44	Sills Cemetery, Governor Harrison Pkwy, ca. 1885	Addendum 1; Addendum 5
012-5120	Sheet 45	Single dwelling, 50 Grassy Pond Road, 1940	Addendum 1
012-5121	Sheet 45	Single dwelling, 7428 Belfield Road, 1948	Addendum 1
012-5122	Sheet 45	Single dwelling, Belfield Road. 1919	Addendum 1
012-5123	Sheet 45	Single dwelling, 7537 Belfield Road, ca. 1920	Addendum 1
012-5124	Sheet 45	Pelhams United Methodist Church, Belfield Road, ca. 1880	Addendum 1
012-5134	Sheet 42	Ebenezer Presbyterian Chapel, 247 Ebenezer Road, 1899	Original
012-5136	Sheet 42	Farmstead, 981 Ebenezer Road, ca. 1920	Addendum 2
012-5145	Sheet 43	House, 3547 Old Stage Road, 1948	Original
012-5146	Sheet 43	Single Dwelling, 3475 Old Stage Road, 1962	Addendum 1
012-5147	Sheet 43	House, 4253 County Pond Road, ca. 1950	Original
012-5148	Sheet 43	House, County Pond Road., 1956	Original
012-5174	Sheet 42	Cemetery, Great Oak Road/Rt. 632, pre-1900	Original
012-5183	Sheet 42	Farm, 606 Ebenezer Road, ca. 1960	Original
012-5184	Sheet 44	House, 21140 Governor Harrison Parkway, ca. 1960	Addendum 1

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
012-5185	Sheet 44	House, 21198 Governor Harrison Parkway, ca. 1945	Addendum 1
012-5186	Sheet 44	House, 21424 Governor Harrison Parkway, ca. 1940	Addendum 1
012-5187	Sheet 45	House, 22344 Governor Harrison Parkway, 1963	Addendum 1
012-5188	Sheet 45	House, 22614 Governor Harrison Parkway, 1953	Addendum 1; Addendum 5
012-5189	Sheet 43	Barn and House, 3623 Old Stage Road, ca. 1930 barn, ca. 1985 house	Addendum 1
012-5190	Sheet 45	Cemetery, Belfield Road, ca. 1914	Addendum 1; Addendum 5
012-5191	Sheet 41	House, Rawlings Rd., ca. 1970	Addendum 2; Addendum 5
<i>Buckingham County</i>			
014-5056	Sheet 27	Outbuildings, 1837 Bridge Road, ca. 1910	Original
014-5057	Sheet 27	Outbuildings, 1267-1271 Garrett Mill Road, ca. 1900	Original
014-5061	Sheet 29	House, Bishops Creek Road, ca. 1935	Original
014-5063	Sheet 29	House, 992 High View Road, ca. 1900	Original
014-5065	Sheet 27	House, 984 Dixie Hill Road, ca. 1900	Original; Addendum 5
014-5068	Sheet 26	House, South James River Road, ca. 1940	Addendum 1
014-5069	Sheet 26	House, 5745 South James River Road, ca. 1965	Addendum 1
014-5070	Sheet 29	House, 331 High View Road, ca. 1960	Addendum 1
014-5072	Sheet 27	Anderson Ostrich Ranch, 1203 Dixie Hill Rd., ca. 1950	Addendum 2
014-5073	Sheet 27	House, 2622 Andersonville Rd., ca. 1960	Addendum 2
014-5085	Sheet 27	Vernacular gable-front and wing house, ca. 1910	Addendum 4
014-5086	Sheet 27	Vernacular front-gable house, ca. 1930	Addendum 4
014-5088	Sheet 24	Log cabin, ca. 1920	Addendum 5
014-5092/ 44BK0836	Sheet 27	Cemetery, Flood Family, ca. 1940	Cemetery Delineation
<i>City of Chesapeake</i>			
131-0479	Sheets 63-64	Norfolk and Western Railroad, ca. 1900	Original
131-0542	Sheet 64	House, ca. 1900	Addendum 2
131-5382	Sheet 65	House, 1201 Richwood Ave - Not extant	Addendum 5
131-5740	Sheet 65	House, ca. 1940	Original
131-5741	Sheet 65	House, ca. 1961	Original
131-5742	Sheet 65	House, ca. 1955	Original
131-5842	Sheet 64	House, 1945	Addendum 2
131-5843	Sheet 64	House, 1947	Addendum 2
131-5844	Sheet 64	Ranch house, ca. 1965	Addendum 2
131-5845	Sheet 64	House, 1955	Addendum 2
131-5846	Sheet 64	Veterinary Hospital, 1960	Addendum 2

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
131-5847	Sheet 65	House, 1964	Addendum 2
131-5848	Sheet 65	House, 1964	Addendum 2
131-5849	Sheet 65	House, 1964	Addendum 2
131-5850	Sheet 65	House, 1964	Addendum 2
131-5851	Sheet 65	House, 1964	Addendum 2
131-5852	Sheet 65	House, 1963	Addendum 2
131-5853	Sheet 65	House, 1965	Addendum 2
131-5854	Sheet 65	House, 1964	Addendum 2
131-5855	Sheet 65	House, 1964	Addendum 2
131-5856	Sheet 65	Ranch house, 1964	Addendum 2
131-5857	Sheet 65	House, 1964	Addendum 2
131-5858	Sheet 65	House, 1964	Addendum 2
131-5859	Sheet 65	House, 1953	Addendum 2
131-5860	Sheet 65	House, 1950	Addendum 2
131-5861	Sheet 65	House, 1960	Addendum 2
131-5862	Sheet 65	House, 1954	Addendum 2
131-5863	Sheet 65	House, 1954	Addendum 2
131-5864	Sheet 65	Faith Tab Apostolic Holiness Church, ca. 1950	Addendum 2
131-5865	Sheet 65	House, ca. 1945	Addendum 2
<i>Cumberland County</i>			
024-5104	Sheet 30	Farm, 390 Raines Tavern Road, ca. 1965	Original
024-5105	Sheet 31	House, 699 River Road, ca. 1945	Original
024-5109	Sheet 31	Farm, 710 River Rd., ca. 1940	Addendum 2
<i>Dinwiddie County</i>			
026-5212	Sheet 38	Farm, 10876 Zilles Road, ca. 1910	Original
026-5213	Sheet 39	House, 4058 White Oak Road, ca. 1945	Original
026-5214	Sheet 39	House, 4054 White Oak Road, ca. 1945	Original
026-5215	Sheet 40	House, 4821 Darvills Road, 1962	Original
026-5216	Sheet 40	Commercial Building, 4818 Darvills Road, ca. 1920	Original
026-5217	Sheet 40	Abandoned House, Darvills Road, ca. 1950	Original
026-5218	Sheet 40	Bridge, Private road near Old Cryors Road, ca. 1920	Original
026-5219	Sheet 40	Abandoned House, Harpers Mill Road, pre-1950	Original
026-5220	Sheet 40	House and Barn, 3509 Harpers Mill Road, ca. 1925	Original
026-5221	Sheet 40	Abandoned House, Gills Bridge Road, ca. 1940	Original
026-5226	Sheet 40	I-house, ca. 1900	Addendum 3
026-5256	Sheet 40	Minimal Traditional house, ca. 1960	Addendum 4

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
026-5257	Sheet 40	Shiloh Baptist Church and Cemetery, ca. 1960	Addendum 4
<i>Greenville County</i>			
040-5048	Sheet 45	House, 429 Radium Road/Rt. 620, pre-1919	Addendum 1
040-5058	Sheet 45	Side-gabled tobacco barn, ca. 1870	Addendum 1
040-5062	Sheet 46	Vernacular house, ca. 1870	Original
040-5063	Sheet 47	Farm, 998 Rolling Acres Road, ca. 1910	Original
040-5064	Sheet 47	House, 510 Taylors Mill Road, ca. 1955	Original
040-5065	Sheet 47	House, 530 Taylors Mill Road, ca. 1935	Original
040-5066	Sheet 47	House, 598 Taylors Mill Road, ca. 1920	Original
040-5067/ 44GV0394	Sheet 46	Cemetery, Cook Family, ca. 1965	Cemetery Delineation
040-5068	Sheet 46	House, 422 Collins Road, ca. 1965	Addendum 2
040-5069	Sheet 46	House, 425 Collins Road, ca. 1935	Addendum 2
040-5070	Sheet 47	Abandoned House, Rock Bridge Road, ca. 1910	Addendum 2
040-5071	Sheet 47	House, 1490 Rock Bridge Road, ca. 1960	Addendum 2
040-5087/ 44GV0400	Sheet 47	Cemetery, Hicks Family, ca. 1966	Cemetery Delineation
<i>Highland County</i>			
045-0055	Sheet 2	George Anson Bird House, ca. 1890	Addendum 3
045-5013	Sheet 1	Bridge #1033, 1930	Addendum 3
045-5014	Sheet 1	Bridge #1005, 1930	Addendum 3
045-5015	Sheet 1	Bridge #1007, 1929	Addendum 3
045-5016	Sheet 1	Bridge #1008, 1929	Addendum 3
045-5017	Sheet 1	Bridge #1006, 1929	Addendum 3
045-5079	Sheet 1	Farm buildings, early to mid 20th c.	Addendum 3
045-5080	Sheet 1	Side gable dwelling, ca. 1950	Addendum 3
045-5081	Sheet 1	Side gable dwelling, 1842	Addendum 3
045-5082	Sheet 1	Side gable dwelling, ca. 1950	Addendum 3
045-5083	Sheet 1	Side gable commercial, ca. 1940	Addendum 3
045-5084	Sheet 1	Barns, ca. 1965	Addendum 3
045-5086	Sheet 2	Side gable dwelling, ca. 1910	Addendum 3
045-5088	Sheet 2	Vernacular house, ca. 1930	Addendum 4
045-5090	Sheet 2	Agricultural outbuildings, ca. 1880	Addendum 5
<i>Nelson County</i>			
062-0031	Sheet 20	Wintergreen, 1887 Rockfish Valley Highway, post -1789	Original
062-5020	Sheet 20	Elk Hill Baptist Church, ca. 1880	Original; Addendum 5

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
062-5090	Sheet 20	Spruce Creek Bridge/Bridge #1030, Rockfish Valley Highway, 1936	Original
062-5119-0032	Sheet 20	Farm, 1694 Rockfish Valley Highway, 1998	Original
062-5161	Sheet 20	House, 1202 Rockfish Valley Highway, ca. 1900	Original
062-5221	Sheet 21	Log cabin, ca. 1900	Addendum 3
062-5222	Sheet 21	I-house, ca. 1959	Addendum 3
062-5223	Sheet 22	Ranch house, ca. 1960	Addendum 4
062-5229	Sheet 21	Ridgecrest Baptist Church, 1956, parsonage, ca. 1950–1960, and cemetery, 1954	Addendum 4
<i>Nottoway County</i>			
067-0110	Sheet 38- 40	Fort Pickett Historic District, 1942	Addendum 5
067-0186	Sheet 34	Bright Shadows, 2624 Jennings Ordinary Rd., ca. 1850	Addendum 2
067-5040/ 44NT0312	Sheet 33	Cemetery, Mottley Family Plot, ca. 1841	Cemetery Delineation
067-5041	Sheet 33	House, 5577 Dutchtown Road, ca. 1900	Original
067-5042	Sheet 35	House, 5207 Namozine Road, ca. 1890	Original
067-5043	Sheet 35	Abandoned House, Mountain Hall Road, ca. 1940	Original
067-5044	Sheet 35	House, 3357 Indian Oak Road, ca. 1945	Original
067-5045	Sheet 36	Mount Pocket Farm, 2895 Bible Road, ca. 1925	Original
067-5046	Sheet 36	House, 3106 Bible Road, ca. 1955	Original
067-5049	Sheet 38	Ranch house, ca. 1960	Original
067-5050	Sheet 35	House, 3025 Winningham Rd., ca. 1920	Addendum 2
067-5051	Sheet 38	House, 725 Green Gable Rd., ca. 1960	Addendum 2
<i>Prince George County</i>			
073-5092	Sheet 32	Abandoned House, Gully Tavern Rd., ca. 1910	Addendum 2
<i>Southampton County</i>			
087-5601	Sheet 54	Farm, 32055 Sycamore Church Road, ca. 1890	Original
087-5602	Sheet 54	House, 32164 Sycamore Church Road, ca. 1910	Original
087-5603	Sheet 55	Abandoned House, 35567 South Quay Road, ca. 1880	Original
087-5605	Sheet 51	House, 28364 Grays Shop Road, ca. 1925	Original
087-5606	Sheet 54	House, 27542 Delaware Road, ca. 1925	Original
087-5607	Sheet 49	House, 15167 Whitehead Road, ca. 1906	Original
087-5608	Sheet 49	House, 15235 Whitehead Road, 1907	Original
087-5609/ 44SN0336	Sheet 50	Galilee Baptist Church and Cemetery, 15688 Old Branchville Road, 1912	Original, Cemetery Delineation
087-5611	Sheet 51	L-plan vernacular house, 1876	Original
087-5612	Sheet 51	House, 29503 Three Bees Road, ca. 1900	Original

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
087-5613	Sheet 52	House, 24092 Thomaston Road, ca. 1900	Original; Addendum 5
087-5614	Sheet 52	Farm, 24294 Thomaston Road, ca. 1860	Original
087-5615	Sheet 50	Birdsong Peanuts, 31282 Powells Hill Road, ca. 1940	Addendum 2
087-5616	Sheet 51	House, 28229 Grays Shop Road, ca. 1950	Addendum 2
087-5617	Sheet 51	House, 28247 Grays Shop Road, ca. 1900	Addendum 2
087-5619	Sheet 54	Ruins, 28035 Delaware Road, pre-1920	Addendum 2
087-5669	Sheet 49	Agricultural outbuildings, ca. 1960	Addendum 4
<i>City of Suffolk</i>			
133-0209	Sheet 60	I-House, ca. 1890	Addendum 3
133-0215	Sheet 60	Wright House, 1788	Addendum 3
133-0233	Sheet 60	Eley Farm - Not extant	Addendum 2
133-5192	Sheet 59	Hampton Road Beagle Club, ca. 1950	Addendum 3
133-5443	Sheet 59	Cape Cod House, 1949	Addendum 4
133-5444	Sheet 59	Bungalow dwelling, ca. 1950	Addendum 3
133-5473	Sheet 57	House, 6356 O'Kelly Road, ca. 1965	Original
133-5477	Sheet 56	Best House, 9809 South Quay Road, 1960	Original
133-5478	Sheet 56	Saunders House, 9445 New Road, 1960	Original
133-5480	Sheet 56	Minimal traditional house, ca. 1950	Original
133-5481	Sheet 56	House, 6931 Holy Neck Road, ca. 1900	Original
133-5483	Sheet 56	Farm, 7413 Harvest Drive, ca. 1940	Original
133-5484	Sheet 56	Farm, 7368 Harvest Drive, ca. 1860	Original
133-5485	Sheet 56	House, 9424 South Quay Road, ca. 1960	Original
133-5486	Sheet 56	House, 9224 South Quay Road, 1958	Original
133-5487	Sheet 57	House, 7301 South Quay Road, ca. 1860	Original
133-5488	Sheet 57	House, 7248 South Quay Road, 1953	Original
133-5489	Sheet 57	House, 7241 South Quay Road, ca. 1940	Original
133-5490	Sheet 57	House, 7173 South Quay Road, 1961	Original
133-5491	Sheet 57	House, 434 Dutch Road, ca. 1950	Original
133-5493	Sheet 57	House, 7900 Quince Road, ca. 1940	Original
133-5494	Sheet 57	House, 7878 Quince Road, ca. 1960	Original
133-5495	Sheet 58	Farm, 7800 Quince Road, 1902	Original
133-5496	Sheet 58	Minimal traditional house, ca. 1940	Original
133-5497	Sheet 58	Farm, 1918	Original
133-5500	Sheet 58	House, ca. 1960	Original
133-5502/ 44SK0586	Sheet 60	Cemetery, Newby Family, ca. 1903	Cemetery Delineation

Table 1.			
Summary of Resources in the APE Recommended as Ineligible for the NRHP			
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)
133-5547	Sheet 57	House, 414 Dutch Rd., 1954	Addendum 2
133-5548	Sheet 58	House, ca. 1960	Addendum 2
133-5549	Sheet 58	House, ca. 1950	Addendum 2
133-5550	Sheet 58	House, ca. 1950	Addendum 2
133-5551	Sheet 58	House, ca. 1960	Addendum 2
133-5552	Sheet 58	House, ca. 1960	Addendum 2
133-5553	Sheet 58	House, ca. 1940	Addendum 2
133-5554	Sheet 58	House, ca. 1965	Addendum 2
133-5555	Sheet 58	House, ca. 1900	Addendum 2
133-5556	Sheet 58	House, 1925	Addendum 2
133-5557	Sheet 59	House, 1951	Addendum 2
133-5558	Sheet 59	Vernacular dwelling, ca. 1950	Addendum 2
133-5560	Sheet 59	Ranch house, 1961	Addendum 3
133-5561	Sheet 60	Minimal Traditional House, ca. 1950	Addendum 2
133-5562	Sheet 60	House, 1950	Addendum 2
133-5563	Sheet 60	American Small house, ca. 1950	Addendum 3
133-5564	Sheet 60	House, 1961	Addendum 2
133-5565	Sheet 60	House, 1949	Addendum 2
133-5566	Sheet 60	Cape Cod Revival residence, 1947	Addendum 3
133-5567	Sheet 60	House, 1960	Addendum 2
133-5571	Sheet 59	Side gable dwelling, ca. 1960	Addendum 3
133-5572	Sheet 59	Outbuilding, ca. 1965	Addendum 3
133-5573	Sheet 60	Minimal Traditional dwelling, ca. 1950	Addendum 3
133-5574	Sheet 60	Tudor Revival dwelling, ca. 1947	Addendum 3
133-5575	Sheet 60	Classical Revival dwelling, 1913	Addendum 3
133-5578	Sheet 60	I-house, ca. 1890	Addendum 3
133-5580	Sheet 58	I-house, pre-1880	Addendum 4
133-5581	Sheet 58	Gabled-ell house, ca. 1950	Addendum 4

Table 2.				
Summary of Surveyed Resources No Longer in the Current APE				
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	NRHP Status
<i>Augusta County</i>				
007-0130	Sheet 15	William Austin Abney House/ Solitude, Route 652, ca. 1832	Addendum 1	Not Extant
007-0209	Sheet 17	Middon Manor/Boxley House, 170 Lipscomb Road, ca. 1830	Original	Unassessed
007-0455	Sheet 8	Side gable dwelling, ca. 1875	Addendum 3	Ineligible
007-5484	Sheet 14	Farm, 857 Cedar Green Road, ca. 1890	Original	Ineligible
007-5485	Sheet 14	Barn, Cedar Green Road, ca. 1930	Original	Ineligible
007-5486	Sheet 15	Barn, 1153 Cedar Green Road, ca. 1965	Original	Ineligible
007-5487	Sheet 15	Farm, 1222 Cedar Green Road, ca. 1945	Original	Ineligible
007-5488	Sheet 15	House, 1237 Cedar Green Road, ca. 1890	Original	Ineligible
007-5516	Not on map	Bridge #6463, ca. 1932	Addendum 1	Ineligible
007-5533	Sheet 17	House, 488 Hall School Road, ca. 1940	Original	Ineligible
007-5534	Sheet 17	House, 516 Lipscomb Road, ca. 1929	Original	Unassessed
007-5535	Sheet 17	House, 39 Woodson Bell Lane, 1920	Original	Ineligible
007-5536	Sheet 17	House, 3573 Lyndhurst Road, ca. 1965	Original	Ineligible
007-5537	Sheet 17	House, 3542 Lyndhurst Road, ca. 1965	Original	Ineligible
007-5538	Sheet 17	House, 3605 Lyndhurst Road, 1934	Original	Ineligible
007-5539	Sheet 17	House, 3612 Lyndhurst Road, ca. 1950	Original	Ineligible
007-5540	Sheet 17	House, 32 Diggs Lane, 1960	Original	Ineligible
007-5541	Sheet 17	House, 94 Goldfinch Lane, ca. 1930	Original	Ineligible
007-5551	Sheet 17	House, 1597 Mt. Torrey Road, 1939	Original	Ineligible
007-5552	Sheet 17	House, 1611 Mt. Torrey Road, 1935	Original	Ineligible
007-5553	Sheet 17	House, 1653 Mt. Torrey Road, 1941	Original	Ineligible
007-5567	Sheet 15	House, 736 Middlebrook Road, 1963	Addendum 1	Ineligible
007-5568	Sheet 15	House, 737 Middlebrook Road, 1963	Addendum 1	Ineligible
007-5569	Sheet 15	House, 739 Middlebrook Road, 1958	Addendum 1	Ineligible
007-5570	Sheet 15	House, 742 Middlebrook Road, 1962	Addendum 1	Ineligible
007-5571	Sheet 15	House, 746 Middlebrook Road, 1960	Addendum 1	Ineligible
007-5572	Sheet 15	House, 753 Middlebrook Road, 1958	Addendum 1	Ineligible
007-5573	Sheet 15	House, 762 Middlebrook Road, 1959	Addendum 1	Ineligible
007-5574	Sheet 15	House, 764 Middlebrook Road, 1962	Addendum 1	Ineligible
007-5575	Sheet 15	House, 767 Middlebrook Road, 1952	Addendum 1	Ineligible
007-5576	Sheet 15	House, 769 Middlebrook Road, 1941	Addendum 1	Ineligible
007-5577	Sheet 15	House, 772 Middlebrook Road, 1962	Addendum 1	Ineligible
007-5578	Sheet 15	House, 781 Middlebrook Road, 1882	Addendum 1	Ineligible

Table 2.				
Summary of Surveyed Resources No Longer in the Current APE				
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	NRHP Status
007-5579	Sheet 15	Bridge #6712, Stingy Hollow Road over Lewis Creek, 1960	Addendum 1	Ineligible
007-5580	Sheet 15	House, 40 Stingy Hollow Road, ca. 1900	Addendum 1	Ineligible
007-5581	Sheet 15	House, 46 Stingy Hollow Road, ca. 1900	Addendum 1	Ineligible
007-5582	Sheet 15	House, 51 Stingy Hollow Road, 1959	Addendum 1	Ineligible
007-5592	Sheet 14	House, 692 Cedar Green Road, ca. 1940	Addendum 2	Ineligible
007-5593	Sheet 14	House, 680 Cedar Green Road, ca. 1960	Addendum 2	Ineligible
<i>City of Chesapeake</i>				
131-5325-0063	Sheet 63	House, 4409 Peach Road – Not extant	Original	Ineligible
<i>City of Franklin</i>				
145-5010	Sheet 55	Pretlow Farm, Route 714, ca. 1880	Addendum 1	Ineligible
<i>Highland County</i>				
045-0014	Not on map	George Vandevender Barn, Potomac River Road, ca. 1900	Addendum 1	Not Extant
045-0015	Not on map	George Vandevender House, Potomac River Road, ca. 1830	Addendum 1	Unassessed
045-0081	Not on map	P.M. Mullenax Store, Potomac River Road, ca. 1900	Addendum 1	Unassessed
045-0086	Sheet 66	William W. Gum House, 1812 Jackson River Road, ca. 1830	Original	Ineligible
045-5007	Not on map	Bridge #1009, Potomac River Road, 1930	Addendum 1	Ineligible
045-5046	Not on map	Barn, Meadowdale Road, ca. 1880	Original	Ineligible
045-5047	Not on map	Farm, 5573 Mountain Turnpike, ca. 1850	Original	Unassessed
045-5048	Not on map	Pole Barn, Mountain Turnpike, ca. 1940	Original	Ineligible
045-5049	Not on map	Barn, Mountain Turnpike, ca. 1905	Original	Ineligible
045-5050	Not on map	House, 5448 Mountain Turnpike, ca. 1920	Original	Ineligible
045-5051	Not on map	Barn, Dug Bank Road, ca. 1930	Original	Ineligible
045-5052	Not on map	House, 4181 Highland Turnpike, ca. 1910	Original	Ineligible
045-5053	Sheet 67	House, Highland Tnpk, ca. 1870	Original	Ineligible
045-5054	Sheet 67	Farm, 1074 Bullpasture River Road, ca. 1930	Original	Ineligible
045-5055	Sheet 67	Farm, 1438 Bullpasture River Road, ca. 1900	Original	Ineligible
045-5056	Sheet 67	Farm, 7779 Highland Turnpike, ca. 1960	Original	Ineligible
045-5057	Not on map	House, Cowpasture River Road, ca. 1880	Original	Ineligible
045-5058	Not on map	Farm, 2136 Lower Folk Road, ca. 1950	Original	Ineligible
045-5059	Not on map	Farm, Mountain Turnpike, ca. 1880	Original	Ineligible
045-5060	Sheet 67	Farm, 2149 Bull Pasture River Road, 1885	Original	Eligible
045-5061	Sheet 66	House, 105 Needles Eye Lane, ca. 1870	Addendum 1	Ineligible
045-5062	Sheet 66	House, 2452 Jackson River Road, ca. 1930	Addendum 1	Ineligible

Table 2.				
Summary of Surveyed Resources No Longer in the Current APE				
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	NRHP Status
045-5063	Sheet 66	House, 2730 Jackson River Road, ca. 1930	Addendum 1	Ineligible
045-5064	Sheet 66	House, 2886 Jackson River Road, ca. 1960	Addendum 1	Ineligible
045-5065	Sheet 66	House, 2906 Jackson River Road, ca. 1940	Addendum 1	Ineligible
045-5066	Sheet 66	House, 3366 Jackson River Road, ca. 1960	Addendum 1	Ineligible
045-5067	Sheet 66	House, 3371 Jackson River Road, ca. 1900	Addendum 1	Ineligible
045-5068	Sheet 66	Farm, 177 Lightner Drive, ca. 1950	Addendum 1	Ineligible
045-5069	Sheet 66	Farm, 185 Lightner Drive, ca. 1950	Addendum 1	Ineligible
045-5070	Sheet 66	Farm, 240 Lightner Drive, ca. 1900	Addendum 1	Unassessed
045-5071	Not on map	Farm, 95 Ginseng Mountain Lane, ca. 1880	Addendum 1	Ineligible
045-5072	Not on map	House, 216 Forks of Water Road, ca. 1970	Addendum 1	Ineligible
045-5073	Not on map	House, 65 Forks of Water Road, unknown date	Addendum 1	Ineligible
045-5074	Not on map	House, 5875 Potomac River Road, ca. 1960	Addendum 1	Ineligible
045-5075	Sheet 67	House/Barn, Highland Turnpike, unknown date	Addendum 1	Ineligible
<i>Nelson County</i>				
062-5162	Sheet 21	House, 221 Rocky Road, 1913	Original	Ineligible
062-5163	Sheet 21	House, 3875 Stagebridge Road, 1922	Original	Ineligible
062-5164	Sheet 21	House, 7038 Wheelers Cove Road, ca. 1850	Original	Ineligible
<i>Nottoway County</i>				
067-5047	Sheet 37	House, 3836 Cottage Road, ca. 1950	Original	Ineligible
<i>Rockbridge County</i>				
081-0130	Sheet 69	Culton-Koogler Farm, 314/435 Oakland Circle, ca. 1840	Addendum 1	Eligible
081-0470	Sheet 69	House, Steele's Ford Road, unknown date	Addendum 1	Not Extant
081-0471	Sheet 69	House, 531 Steele's Ford Road, ca. 1930	Addendum 1	Ineligible
081-5915	Sheet 69	Willow House, 58 Willow Lake Loop, ca. 1850	Addendum 1	Ineligible
<i>Southampton County</i>				
087-0092	Sheet 52	Gen. George Thomas House, 28531 Thomaston Road, ca. 1820	Original	Eligible
<i>City of Suffolk</i>				
133-0051	Sheet 58	Pulley Farm, Rt. 650, ca. 1800	Original	Unassessed
133-5320/ 44SK0556	Not on map	Cemetery, Ellis Family, ca. 1926	Original, Cemetery Delineation	Ineligible
133-5321/ 44SK0555	Not on map	Cemetery, Jackson-Barrett, ca. 1931	Original, Cemetery Delineation	Ineligible
133-5469	Sheet 57	Darden House, 668 Dutch Road, ca. 1880	Original	Eligible
133-5474	Not on map	Cemetery, Jackson Road, ca. 1920	Original	Ineligible

Table 2.				
Summary of Surveyed Resources No Longer in the Current APE				
Name/HPI#	Map Sheet (Appendix A)	Description	Report(s)	NRHP Status
133-5475	Not on map	House, 353 Benton Road, ca. 1945	Original	Ineligible
133-5476	Not on map	House, 348 Benton Road, ca. 1960	Original	Ineligible
133-5479	Not on map	House, 737 Carolina Road, 1960	Original	Ineligible
133-5499	Sheet 58	House, 1001C Lummis Road, ca. 1920	Original	Unassessed
133-5559	Sheet 59	Cemetery	Addendum 2	Ineligible

The 58 historic architectural resources eligible, potentially eligible, or listed in NRHP that are located in the current Project APE are summarized in Table 3. Each resource is discussed below, and assessed in relation to possible direct impacts resulting from Project construction, as well as alterations to the resources' setting or viewshed that could result in a loss of integrity. It is ERM's recommendation that the Project will have no adverse effect on any of the NRHP-eligible, potentially eligible, or listed resources. Of these resources, 14 are assumed eligible for the purposes of the Project as access to the property was restricted, preventing a full NRHP or effects recommendation from being made. Of these 14 resources, seven (007-5554, 007-5583, 007-5585, 087-5610, 087-5618, 133-0025, and 133-5498) will be impacted when the Project crosses the boundary of the property. Because NRHP assessment information is incomplete, the evaluation of effects cannot be fully assessed. Once access to these properties is obtained, additional information will be provided to DHR to assist in making a determination of eligibility and Project effects.

Table 3.				
Summary of Resources in the APE Eligible, Potentially Eligible, or Listed in NRHP				
State Number	Map Sheet (Appendix A)	Description	Report	Project Effects
<i>Augusta County</i>				
007-0015	Sheet 15	Folly Farm (NRHP listed), 1818	Addendum 2	No adverse effect
007-0103	Sheet 8	Revercomb House, ca. 1850	Addendum 3	No adverse effect
007-0272	Sheet 12	James Thompson House, ca. 1850	Addendum 5	No adverse effect
007-0442	Sheet 9	Hunter Mountain Farm, ca. 1800	Addendum 5	No adverse effect
007-0447	Sheet 9	Hall-Parlor, ca. 1840	Addendum 4	No adverse effect
007-0463	Sheet 8	I-house, ca. 1800	Addendum 4	No adverse effect
007-0476	Sheet 8	Hoy's Store and P.O., 1918	Addendum 4	No adverse effect
007-0487	Sheet 8	Queen Anne house, ca. 1900	Addendum 4	No adverse effect
007-0863	Sheet 17	Beulah Baptist Church - Gothic Revival church and cemetery, ca. 1880	Addendum 4	No adverse effect
007-5210	Sheet 9	Staunton-Parkersburg Turnpike, post. 1840	N/A	No adverse effect
007-5513	Sheet 14	Virginia Central Railroad, 1836	Original	No adverse effect
007-5530	Sheet 17	Farm, ca. 1900	Original	No adverse effect

Atlantic Coast Pipeline Project
Phase I Assessment of Effects Report

Table 3.				
Summary of Resources in the APE Eligible, Potentially Eligible, or Listed in NRHP				
State Number	Map Sheet (Appendix A)	Description	Report	Project Effects
007-5542#	Sheet 17	Vernacular, ca. 1900	Original; Addendum 5	No adverse effect
007-5554#	Sheet 17	House, ca. 1930	Original	No adverse effect
007-5583#	Sheet 15	House, 1042 Middlebrook Road, 1950	Addendum 1	No adverse effect
007-5585#	Sheet 18	Farm, 522/524 Back Creek Road, ca. 1900	Addendum 1	No adverse effect
007-5689	Sheet 8	Saltbox dwelling, ca. 1905	Addendum 3	No adverse effect
021-5012	Sheet 18	Appalachian Trail, ca. 1928	Original	No adverse effect
045-0120	Sheet 9	McDowell Battlefield, 1862	Original	No adverse effect
080-5161	Sheet 18	Blue Ridge Parkway Historic District, ca. 1935	Original	No adverse effect
<i>Bath County</i>				
008-0011	Sheet 6	The Wilderness Farm, 1797	Addendum 4	ERM recommended No adverse effect, SHPO determined adverse effect
008-0126	Sheet 4	Queen Anne house, ca. 1887	Addendum 4	No adverse effect
008-5053	Sheet 4	Craftsman Bungalow, ca. 1930	Addendum 3	No adverse effect
<i>Buckingham County</i>				
014-5059	Sheet 27	Second Liberty Baptist Church and Cemetery, ca. 1920	Original	No adverse effect
014-5060	Sheet 28	First Liberty Baptist Church and Cemetery, ca. 1880	Original	No adverse effect
014-5062	Sheet 29	Farm, ca. 1920	Original	No adverse effect
014-5066#	Sheet 27	Farmstead, unknown date	Original; Addendum 5	No adverse effect
014-5074#	Sheet 29	Ranch house, ca. 1960	Addendum 2; Addendum 5	No adverse effect
<i>City of Chesapeake</i>				
131-0035	Sheet 65	Dismal Swamp Canal Historic District (NRHP Listed), ca. 1787	Addendum 5	No adverse effect
131-5325	Sheet 63	Sunray Agricultural Historic District (NRHP Listed), ca. 1908	Addendum 4	No adverse effect
<i>Cumberland County</i>				
024-5006	Sheet 30	Cumberland Church Battlefield, 1865	Original	No adverse effect
<i>Dinwiddie County</i>				
026-0007	Sheet 40	Col. Joseph W. Harper House, ca. 1775	Addendum 2	No adverse effect
026-5222#	Sheet 40	2 dwellings, Darvills Road, 1947	Addendum 2, Addendum 5	No adverse effect
<i>Highland County</i>				
045-0007	Sheet 1	Sidney Wade House, ca. 1826	Addendum 3	No adverse effect

Atlantic Coast Pipeline Project
Phase I Assessment of Effects Report

Table 3.				
Summary of Resources in the APE Eligible, Potentially Eligible, or Listed in NRHP				
State Number	Map Sheet (Appendix A)	Description	Report	Project Effects
<i>Nelson County</i>				
062-0092	Sheet 24	Simpson House, ca. 1870	Addendum 1	No adverse effect
062-0117	Sheet 20	Harris Store/Slaughter's Store/Wintergreen Country Store (NRHP listed), ca. 1908	Original	No adverse effect
062-5119	Sheets 19 & 20	South Rockfish Valley Rural Historic District (NRHP listed), 1737	Addendum 3	ERM recommended No adverse effect, SHPO determined adverse effect
062-0006/ 062-5119-0002	Sheet 20	Glenthorne, ca. 1767	N/A	No adverse effect
062-5119-0113	Sheet 20	House, ca. 1850	Original; Addendum 5	No adverse effect
062-5121	Sheet 23	Red Apple Orchards Farm, ca. 1890	Addendum 2	No adverse effect
062-5160	Sheet 23	Warminster Rural Historic District, ca. 1742	Addendum 4	ERM recommended No adverse effect, SHPO determined adverse effect
062-5180	Sheet 24	Chesapeake and Ohio Railroad, ca. 1836	Addendum 3	No adverse effect
<i>Prince Edward County</i>				
004-5013	Sheet 33	Sayler's (Sailor's) Creek Battlefield, 1865	Original	No adverse effect
024-0416	Sheets 31-32	High Bridge Battlefield, 1865	Original	No adverse effect
073-5014	Sheet 32	Rice's Station Battlefield, 1865	Original	No adverse effect
123-0084	Sheet 31	Upper Appomattox Canal, ca. 1785	Original	No adverse effect
<i>Southampton County</i>				
087-5505	Sheet 50	Powell Farm/Rosewell Dairy, ca. 1820	Original	No adverse effect
087-5610#	Sheet 50	Vernacular dwelling, ca. 1926	Original; Addendum 5	No adverse effect
087-5618#	Sheet 53	House, pre-1964	Addendum 2; Addendum 5	No adverse effect
<i>City of Suffolk</i>				
091-5098	Sheet 59	AM&O Railroad, Norfolk & Petersburg Railroad, 1858	Addendum 2; Addendum 3	No adverse effect
133-0025#	Sheet 61	House, ca. 1780	Addendum 2	No adverse effect
133-0101	Sheet 59	Federal/Adamesque I-house, ca. 1826	Addendum 4	No adverse effect
133-0105#	Sheet 59	E.P. Bradshaw Log Corn Crib, ca. 1840	Addendum 2	No adverse effect
133-5039	Sheets 57-62	Siege of Suffolk/Battle of Hill's Point, 1863	Addendum 3	No adverse effect
133-5391	Sheet 61	Suffolk Battlefield I/Norfleet House Battery, ca. 1863	N/A	No adverse effect
133-5482#	Sheet 56	House, ca. 1950	Original; Addendum 5	No adverse effect

Table 3.				
Summary of Resources in the APE Eligible, Potentially Eligible, or Listed in NRHP				
State Number	Map Sheet (Appendix A)	Description	Report	Project Effects
133-5492#	Sheet 57	House, pre-1920	Original; Addendum 5	No adverse effect
133-5498#	Sheet 58	House, pre-1919	Original; Addendum 5	No adverse effect

Assumed eligible for the purposes of the Project.

Shading indicates resources that are potentially eligible for the NRHP; others have been determined eligible or are listed (as indicated).

AUGUSTA COUNTY

007-0015

The resource is Folly Farm, located at 1319 Lee Jackson Highway, and it is listed in the NRHP. The farm is situated in the southern end of the Shenandoah Valley, between the Blue Ridge and Shenandoah Mountain in the front range of the Appalachians (Appendix A, Sheet 15). The structures on the 661-acre property are located on the lower elevation of a wooded slope, on one of the low hills that flank Lee-Jackson Highway/Route 11; most of the structures are approximately 0.15 miles west of the road. The majority of the property stretching to Folly Mills Creek to the north has been cleared and is used for agriculture, and the relatively level terrain east of the hill facing Lee-Jackson Highway is also agricultural fields; an unnamed creek extends from Folly Mills Creek to a retention pond northeast of the structures. The main dwelling is approximately 0.1 miles north of the proposed Project, and the secondary dwelling is approximately 150 feet north of the proposed Project corridor.

The large farmstead includes a one-story brick Jeffersonian Classical Revival-style dwelling constructed in 1818 (Appendix B, Figures 2 and 3). It has a square footprint with a hipped, asphalt-shingled roof, with gabled porticos at the north and east façades, and gabled wings at the south and west façades. It has a raised basement, an interior brick chimney with corbeled cap at each of the four corners of the building's core, and an interior brick chimney near the center of the dwelling. The porticos each have four Tuscan columns above brick bases with fanlights in their gable ends. Wide wood steps lead to the principal entrance at the southeast façade. The dwelling is surrounded by mature trees and other vegetation, and the entry door was not visible from the road. Other fenestration includes six-over-six and four-over-four double-hung windows with wood sash, flanked by shutters; the windows on the façade are topped by keystone lintels. The dwelling appears to be in good condition.

Southeast of the main dwelling is a large formal garden enclosed on three sides by brick serpentine walls. Reported to have been constructed in 1818, the walls may pre-date the serpentine brick walls designed by Thomas Jefferson for the University of Virginia, and constitute one of the most significant features of the resource (Appendix B, Figure 4).

In addition to the main dwelling, the resource includes a secondary dwelling, a barn, a silo, a cemetery, a 1818 spring house, an 1818 ice house, a smoke house, and an outbuilding. The 1880 gabled barn is located southwest of the main dwelling (Appendix B, Figure 5). Constructed of brick, it has an asphalt shingle roof with a gabled hay hood composed of wide vertically-

oriented wood boards at the southeast façade. Several bays are partially visible at its southwest façade. It has six-over-six double-hung windows with wood sash, and also louvered wood vents. The barn appears to be in good condition. A ca. 1965 concrete stave silo with a rounded metal cap is northwest of the barn, on the opposite side of a farm road. Southwest of the barn is ca. 1880 two-story secondary I-house dwelling (Appendix B, Figure 6). Sited slightly higher on the slope and surrounded by mature trees, the view of the secondary dwelling from the road is partially screened by trees; in aerial photos, it appears to have additions at the north and west façades. It has an asphalt shingle roof with a façade gable. It has a masonry foundation and a central interior chimney. The structure is clad with what appears to be vinyl siding. Its partial-width porch at the east façade has a hipped roof clad with V-crimp metal, supported by four Tuscan columns. The porch foundation is screened by wood lattice panels. This dwelling appears to be in good condition. The remaining accessory structures, and the ca. 1865 cemetery on the hill behind the dwelling, are not visible from the road.

NRHP Assessment: The property was placed on the Virginia Landmarks Register (VLR) on September 18, 1973, and was listed on the NRHP on October 25, 1973, under Criterion C for architecture. The dwelling serves as a well-preserved example of the Jeffersonian style, and retains many of its original dependencies and maintains its plantation setting. Based on the observations from the current survey, the primary resource and the farm in its entirety retain its original location, design, setting, materials, workmanship, feeling and association, and continues to embody and convey the qualities for which it was listed in the VLR and the NRHP. The NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 7.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 8 and 9. A photographic view from the resource toward the Project is shown in Appendix B, Figure 10. The proposed Project will traverse the resource, but will not require removal of the resource's structures. The corridor crosses the wooded slope above the structures to the west and southwest, as well as agricultural fields to the south and west. Mature trees on the slope will partially screen the view of the Project corridor from the vantage point of the structures. There are other vantage points within and surrounding the resource that will have an unobstructed view of the tree cut that would be associated with the pipeline. For example, the corridor's tree cut in the continuous stand of woods on the upper slope will be visible from Lee-Jackson Highway, particularly at Folly Farm's entry drive; in addition, some of the open tree line adjacent to the post and wire fence bordering the highway may also be removed for the proposed Project. An additional component of the Project, a planned access road which traverses a cleared agricultural field northwest of the structures, will be partially obscured by a line of trees between it and the structures. Although these changes to the expansive agricultural landscape of the Folly Farm would introduce a modern element to the resource, the changes would not compromise the setting of the farm to a degree that it would no longer convey its architectural significance. Furthermore, in a letter dated September 11, 2017, the SHPO clarified that although the Project will bisect the property, necessitating the removal of some mature trees, which will somewhat change the appearance of the existing landscape, because the resource does not derive its significance from setting, but rather from those qualities that define its architectural style associated with its eligibility under Criterion C (design, workmanship, and materials), the integrity of the resource will not be affected by the Project. For these reasons, it is ERM's recommendation that the Project would have no adverse effect on 007-0015.

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. 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 has 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 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 11–13).

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 14). 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 15). 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 16). 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 17).

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 18). 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 19). 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 20 and 21). 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 22). 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 23).

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. It is ERM’s opinion 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 Criterion A or B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 24.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 25 and 26. A photographic view from the resource toward the Project is shown in Appendix B, Figure 27. 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, except in a sparse stand of woods to the north of the property, where the tree cut will be obscured by the angle at

which it enters. Although the proposed Project will cross an agricultural field associated with the property, visual effects would be limited to those deriving from low-profile pipeline markers in particular locations. Where the pipeline would ascend a wooded ridge to the northwest of the property, view of the tree cut would be screened by mature trees from the vantage point of the architectural resources that are integral to the property's eligibility for the NRHP. The Project will not compromise the resource's integrity of setting or feeling, as the viewshed would remain largely unchanged. For these reasons, ERM recommends that no further consideration of the resource is warranted.

007-0272

Resource 007-0272 is located at 300 Dryden Road, Churchville, in Augusta County, approximately 100 feet north-northeast of the proposed Project corridor (Appendix A, Sheet 12). The dwelling is situated on the southwest side of Dryden Road on a 4.738-acre parcel with four ancillary buildings. Dryden Road takes a near 90-degree turn away from the property to the northeast and over Elk Run creek, before bending to continue eastward. The surrounding area is pastureland with scattered residences and associated farm structures. The terrain slopes upward to the southwest. The area immediately around the house is manicured lawn, and there are only a few ornamental trees and shrubs. The dwelling is set back approximately 180 feet from the center line of the road, and an asphalt drive with a turnaround leads up to it. The surrounding area largely retains its pastoral setting, with mountains in the distance to the northwest.

The dwelling is a ca. 1850 vernacular, rectangular-form building also known as the James Thompson House. It has a three-bay-wide ca. 1850 I-house form main block, with a later three-bay-wide, late-nineteenth century addition that extends the footprint to the southeast (Appendix B, Figure 28). During the 1976 survey its log construction was covered by metal siding. By 2012, it was noted as having weatherboard siding and vinyl windows (Holma 2012). The residence largely retains the characteristics identified during the previous surveys, with some material changes. It is a two-story structure set on a fieldstone foundation and is currently clad in vinyl siding. The windows on the primary façade are one-over-one, vinyl-frame, double-hung, replacement windows with muntin inserts, and decorative shutters. The primary elevation has an almost full-length porch with Doric style columns. The porch is set on a pier foundation screened by lattice and shrubbery; it has a wood floor with stone steps at the front and side leading up to it from the ground level. The porch has a shed roof that is clad in standing-seam metal. The ornate brackets that once supported the shed roof (DeChard 2012), are no longer extant. A secondary, single-story, rear shed-roof porch can be partially seen from the public right-of-way. It features wood posts supporting the shed roof, rather than the more ornate classical columns seen on the primary façade. The dwelling's side-gable roof is moderately sloped, and clad in standing-seam metal. There are two brick chimneys with Flemish bond pattern, and they flank the ca. 1850 section; one is now an interior chimney as a result of the addition. In the gable end of the northwest elevation, on either side of the exterior chimney, there are two small, one-over-one, vinyl-frame, double-hung windows that may not be original.

There are five visible outbuildings associated with this dwelling, four of which are historic. The first is a ca. 1850, single-story washhouse clad in clapboard siding and set on concrete block piers. It is two bays wide at its northwest elevation with a vertical-board door on the east end and a six-over-six, wood-frame, double-hung, sash window on the west end of that elevation. A common-bond brick chimney is located on the southeast elevation (Appendix B, Figure 29). The second outbuilding is a ca. 1900, single-story, detached garage set on a poured-concrete

foundation and clad in clapboard siding. It features replacement ribbed-metal, sliding doors on the southeast elevation. The roof is end-gabled and is clad in standing-seam metal (Appendix B, Figure 30). The third outbuilding is a ca. 1900, wood-frame, vehicle barn with a central side-gabled massing flanked by two shed-roof bays (Appendix B, Figure 31). It is set on a poured concrete foundation, clad in clapboard siding, and is five bays wide. It has a central, split, vertical-board door, and two bays of varying sizes on each side. The bays formerly had vertical-board sliding doors, but only the one on the southeast end is intact, and it features a square window opening. The roof of the barn is clad in standing-seam metal. A modern barn, built ca. 2013 is to the west of this barn. The last of the outbuildings is only partial visible from the public right-of-way, and no photo was possible. It appears to retain the characteristics noted in previous surveys. It is a ca. 1850, log-construction smokehouse with a gabled roof clad in standing-seam metal. Previous surveys also noted the presence of a root cellar, which was not observed during the current survey.

NRHP Assessment: First recorded on December 1, 1976 as part of a Phase II intensive survey, when the log structure was clad with metal siding, DHR staff subsequently determined that 007-0272 was potentially eligible for inclusion in the NRHP under Criterion C for its architectural merit and for the integrity of its outbuildings and rural landscape. Although the resource has had a few material changes, most notably, the application of modern vinyl siding and changes to the front porch, it still retains its primary form and high integrity with respect to its outbuildings and pastoral landscape. It is ERM's recommendation that 007-0272 retains enough integrity to remain NRHP eligible under Criterion C. The historical research carried out for this Project did not identify any significant historic persons or events associated with this resource significant to history as set forth in the NRHP. Therefore it is ERM's recommendation that it is not eligible for the NRHP under Criterion A or B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 32.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 33 and 34. A photographic view from the resource toward the Project is shown in Appendix B, Figure 35. The proposed Project will not have a direct effect on the resource. The corridor will pass through an agricultural field to the south-southwest of the dwelling, barns and other outbuildings that comprise the resource. Upon construction, there would not be a significant change to the existing landscape of open fields and pastures, with visual effects limited to low-profile pipeline markers in particular locations. A proposed access road to the west of the resource follows an existing dirt farm road, and improvements made as part of the Project will be negligible. For these reasons, it is ERM's recommendation that the Project would have no adverse effect on this resource.

007-0442

Resource 007-0442 is located at 715 Shenandoah Mountain Road, West Augusta, in Augusta County, approximately 300 feet west of the proposed Project (Appendix A, Sheet 4). The residence is set back 235 feet from the road, and is on top of a hill that slopes south down to the road. An asphalt drive curves up the hill from the road; a fieldstone retaining wall supports it, and the hill is covered in bushes between the driveway and the house. The property is a mix of forest, manicured yard, and farmland. The area surrounding the property consists of wooded, mountainous terrain characteristic of the Appalachians, as well as patches of cleared farmland.

The V-CRIS file for the site states that Ann McCleary first recorded the property, known as the Hunter Mountain Farm, on October 1, 1978, as part of a Phase II/Intensive Survey (McCleary

1978a). The building is a ca. 1800 two-story, vernacular hall-parlor, dwelling of log-construction, featuring V-notching (Appendix B, Figures 36 and 37). Its older, side-gabled massing is three bays wide at its primary, or south, elevation. The central bay features a door that is slightly off-center to the west. Above the door is what appears to be a decorative transom with circular wood details. It is possible that the detail is of a different material such as dark glass or metal; however, access restrictions did not allow for better identification. One six-over-six, wood-frame, double-hung, sash window is on either side of the door, making up the remaining bays. This window type is the primary window throughout the house. A notable feature between the door and the eastern bay is a log wall that crosses the interior, visible on the exterior via a vertical line of notching. The second floor of the original massing has two six-over-six windows above the first-floor windows, but not above the door. The roof is side-gabled and clad in wood shingles. There is a single exterior fieldstone chimney on the west elevation. There are two additions to the dwelling on the east elevation. The first is a ca. 1920 shed-roof addition that is two bays wide with six-over-six windows on the south elevation. It is clad in unpainted board-and-batten, and has wood shingles covering the roof. Its height reaches to the cornice of the original block's gable end, but the addition appears to be only a single story. A second ca. 1950 shed-roof addition continues off the previous one to the east, and features a screened-in porch and board-and-batten siding where it is not screened. The roof is clad in wood shingles as well. No other elevations were visible at the time of survey.

Aerial photographs of the complex show that there are multiple outbuildings and structures associated with the dwelling, likely ranging in construction date from ca. 1800 to the late twentieth century. Due to access limitations, the vast majority of the structures are not visible from the roadside. One ca. 1970 building to the east of the dwelling was visible (Appendix B, Figure 11). It is a secondary dwelling, and features board-and-batten siding, a fieldstone chimney, and an irregular side-gabled roof with asphalt shingles. It has a large window on its south elevation that appears to be a fixed-pane window with decorative muntins; however, bushes cover up most of the detail.

NRHP Assessment: No NRHP recommendation was offered by McCleary (1978a); however, it is ERM's opinion that the resource is eligible for the NRHP under Criterion C due to the high integrity of the dwelling and its setting. The dwelling exhibits design and materials characteristic of rural log structures in the early nineteenth century within the region, providing excellent illustration of the workmanship that went into its structural components. It represents a rare surviving example of log construction from the period. The surrounding area has few modern intrusions with the exception of the roadway, and imparts a strong feeling evoking the resource's original mountain farmstead setting. Although there are additions on the dwelling, they are compatible in overall material feeling and design, not overpowering the older massing. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and it is recommended as not eligible for the NRHP under Criterion A or B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 38).

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 39 and 40. A photographic view from the resource toward the Project is shown in Appendix B, Figure 41. The proposed Project will not have a direct effect on the resource. The corridor will traverse the wooded mountainside east of the resource on the east side of U.S. 250. This tree cut would be visible from many vantage points on Hunter Mountain Farm, but would not introduce a significant change to the setting of the

resource, whose immediate environs would remain unchanged. Therefore, it is ERM's recommendation that the Project would have no adverse effect on this resource.

007-0447

Resource 007-0447 located at 686 West Augusta Road/Route 716 in West Augusta is 0.35 miles north-northwest of the proposed Project (Appendix A, Sheet 9). It is sited in Ramseys Draft, with the Ramseys Draft stream passing approximately 150 feet to the east of the structures and a wooded hillside rising on its east bank, and wooded ridge spurs on the west and northwest sides of the draft. The draft's bottomland is used as agricultural fields and pastureland, with a few newer houses visible in the vicinity. The stream crosses under the road approximately 350 feet south of the resource, with tree-lined banks bordering a large agricultural field. West Augusta Road connects Deerfield Valley Road with Hankey Mountain Highway/Route 250 to the north, and this location is part of the McDowell Battlefield corridor (045-0120) and the Staunton-Parkersburg Turnpike (007-5210), described below. An overhead electric transmission line corridor is located approximately 400 feet to the north of the residence, with steel lattice transmission towers spanning the fields in the bottomland to the west before climbing the opposite ridge at Gum Corner Hollow.

The resource is a ca. 1840 one-and-a-half-story, hall-and-parlor wood-framed structure. The roof is clad in compositional asphalt shingles and features three chimneys: exterior-end brick chimneys with fieldstone bases on the east and west elevations, and an interior brick chimney on the northern slope of the addition's roof (Appendix B, Figures 42 and 43). The house has clapboard siding with six-over-six, double-hung, vinyl-sash windows with wood surrounds, and one pair of French casement windows with wood sash on the rear elevation. The house rests on a fieldstone foundation. The south façade has two entrances filled with paneled, wooden doors with an upper light. The façade also includes a full-width shed-roof replacement porch supported by six squared lumber posts on a wood floor. The west elevation has a boarded up window, in the half-story and six-over-six windows on the first floor. The north elevation of the main block contains another six-over-six window, the pair of French casement windows, and a boarded up door opening. A ca. 1920 side-gable addition is attached to the east elevation. The addition is covered with clapboard siding and rests on a concrete masonry unit foundation. It also has six-over-six, double-hung windows. There is a shed-roof addition being added to the southern elevation of the gable addition. This addition has four-over-four and one-over-one vinyl windows, a modern vinyl door on the south elevation, and a poured concrete foundation.

Adjacent to the house to the northeast is a ca. 1930 two-story shed/root cellar with a fieldstone foundation and side-gabled, standing-seam metal roof. The first story, built into the slope, has a fieldstone exterior, while the second story has clapboard siding (Appendix B, Figure 44). The northwest elevation of the first story has a hinged, plank door. The second story has two-over-two double-hung wooden windows and a primary entrance on the southwest elevation. Wooden stairs lead to a wooden deck on the southwest elevation with a shed roof overhang of exposed rafters above the paneled, wooden entry door. The building has rectangular louvered vents on the gable ends.

The house at 007-0447 was attributed to Thomas Cross by McCleary (1978a). Cross was born in Rockingham County, Virginia in 1813. He apparently married before 1835 and had two children by his first wife. He moved to Augusta County before 1840, and his son, Thomas H. Cross was born there in 1841. In 1845, he married his second wife, Amanda, with whom he had four daughters. No definitive record of military service could be established for Thomas Cross or

his son, although at least seven individuals named Thomas Cross served in Virginia regiments during the Civil War (Ancestry 2016). During the Civil War, Thomas J. “Stonewall” Jackson led his troops from Staunton to McDowell via the old Staunton-Parkersburg Turnpike (Route 688 through Dry Branch Gap to U.S. 250) to drive back Union forces attempting to enter the Shenandoah Valley from the west. This movement would have passed by the Thomas Cross House, and Confederate troops were likely encamped near the house on the evening of May 7, 1862, when the force was stretched along the pike from Shaw’s Fork to Dry Gap (NPS 1995).

Thomas Cross resided in the house until his death in 1876. In 1884, the house is shown on a map (Hotchkiss 1884a) of the Pastures District of Augusta County, occupied by Mrs. T. Cross (Appendix B, Figure 45). A nearby home was owned by Nicholas Ryan, who had a sawmill a short distance to the north. Several members of the Cross family resided along Ramsey’s Draft at that time.

NRHP Assessment: McCleary (1978b) did not provide a NRHP recommendation for 007-0447 at the time of survey. The Thomas Cross House was remodeled in the 1920s (McCleary 1978b) and in the recent past, which has resulted in a loss of integrity in materials, design, and feeling. However, few architectural resources survive from the antebellum period, and since the original block maintains some of the historic feeling of the dwelling, it may be considered eligible for the NRHP under Criterion C. The house was constructed before the Civil War and was occupied for at least 45 years by members of the Cross family, which is closely associated with the West Augusta area. Troop movements related to the Civil War Battle of McDowell took place along the road in front of the house and the relatively flat ground in the area was likely used for camping by soldiers of Stonewall Jackson’s Confederate army. The house and its later additions and outbuildings illustrate the historic development of a rural farmhouse of the mid nineteenth through the early twentieth century, while retaining elements of its original form and function. Therefore, it is ERM’s recommendation that 007-0447 is eligible for the NRHP under Criterion A. The historic research carried out for this Project did not indicate that Thomas Cross was significant to the history of the community, and therefore 007-0447 is recommended as not eligible for the NRHP under Criterion B. The proposed NRHP boundary for this resource and its relation to the Project is shown in Appendix B, Figure 46.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 47 and 48. A photographic view from the resource toward the Project is shown in Appendix B, Figure 49. Ramseys Draft has retained similar patterns of land use as those that existed during the Civil War period, and while the addition of some twentieth-century homes and farm buildings and the overhead electric transmission corridor represent some modern intrusions, the overall landscape retains integrity. The proposed Project will not have a direct effect on the resource. Due to the tree line along the stream bed south of the resource, the view of the proposed Project in the draft’s bottomland will be largely screened. The contours of the wooded hill to the southeast and the wooded base of the ridge to the southwest will also obstruct the resource’s view of the corridor on these slopes as well. However, a distant view of the tree cut on the wooded slope to the east would be visible from particular vantage points within the resource. The viewshed change would be minimal and would not significantly impair the resource’s historic setting and feeling. Therefore, it is ERM’s recommendation that the construction of the proposed Project would have no adverse effect on this resource.

007-0463

Resource 007-0463 is located at 2506 Deerfield Valley Road on the outskirts of Deerfield, in a narrow valley between Shenandoah Mountain to the west and north mountain to the southeast. The farm complex extends down a long, winding gravel driveway that terminates at the top of a hill. The domestic cluster including the residence and associated structures is set back approximately 300 feet from the road, with mature trees around it, and it is approximately 0.43 miles north-northwest of the proposed pipeline. The barn on the hilltop is approximately 0.26 miles north-northwest of the proposed pipeline (Appendix A, Sheet 8). The elevation slopes upwards from Deerfield Valley Road, and the dwelling is sited at the crest of a low rise from the northeast, with Tizzle Branch joining the Calfpasture River at its base. The valley floor area surrounding the resource consists of large agricultural fields and pastures with scattered, mature trees and widely-spaced residences and farm structures. In the distance are tree-lines and mountains. The resource is a ca. 1800, two-story, vernacular, log-construction I-house with wood-frame extension (Appendix B, Figure 50). The log-construction portion is to the northeast side and has V-notch joints, with wide bands of chinking and hand-hewn timber. It is set on a stone pier foundation. The side gable roof, covering the log and wood portion, is covered with standing seam metal, and features exposed rafter tails. The log portion of the structure has a fieldstone foundation chimney with brick top. Resource 007-0463 is three bays wide on the southeast, or primary, elevation and features, on the first floor, a wood-panel door to the southwest and two wood-frame, nine-over-six, double-hung windows. On the second floor are wood-frame, two-over-two, double-hung windows with vinyl mullions. The first floor on the original, log-construction portion has a wood-frame porch with wood-floor and shed-roof clad in standing-seam metal. This full-width porch extends across the log- and wood-frame portion of the structure, and rests on a stone pier foundation. A portion of the porch, which is connected to the wood-frame part of the residence, has been enclosed. It is not clear if this was originally built this way, or was enclosed at a later date. In the gable end of the log portion, there are two wood-frame, fixed-pane, four-light windows on either side of the chimney, and the gable-end is clad in wood shingles. The northeast elevation of the building is overgrown with thick brush making features of the first level inaccessible for survey. Built in ca. 1900, the wood-frame extension is clad in clapboard siding and is two bays wide. The enclosed shed roof portion has two paired, wood-frame, one-over-one, double-hung windows. The windows of the second story match in material and design to their counterparts in the log-construction section. The same goes for the southwest elevation, which matches the northeast section, and its corresponding chimney.

There are five structures associated with the house, three barns (Barn 1, Barn 2, Barn 3), a well house, and a ca. 1990s concrete structure. The well house, located west of the house, is a concrete block structure with a wood, vertical-board door and a standing-seam metal roof. The concrete structure is located down the hill to the west and is a simplistic feature built into the landscape. It appears to be related to cattle-driving. It is composed of a poured concrete base with poured concrete walls supported by metal ties set into berms on either side. The walls angle outwards and downwards at the entrances to the north and south. On the northern end the concrete base angles upwards about 45 degrees for about a yard. A makeshift wire fence is on the southern end.

Barn 1 is a ca. 1920s, two-story, wood-frame, German siding clad building set on a poured concrete foundation (Appendix B, Figure 51). The windows are wood-frame, six-over-six, and double-hung, with most of them in dilapidated condition. The entrance is on the northeast elevation in the central of three bays. The door is no longer extant. Above it is a vertical plank

door (hay loft) on the second story. The roof is gable-end and clad is corrugated metal. There is a circular vent in the gable end of the building, that is missing the vent or window that most likely occupied it. The northwest and southwest elevations are simple with the same six-over-six windows of the front occupying all bays on first and second floors. The northwest elevation is four bays wide, and the southwest elevation is two bays wide without any doors in center. There is a rectangular, wood vent in the gable end on the southwest elevation. The southeast elevation has a single thin, cut-out section of wall that is irregularly located on the second floor just under the eaves. It has since been boarded up from the interior.

Down the road to the southeast is Barn 2. It is a ca. 1920s two-story, wood-frame, vernacular barn set on a stone-pier foundation and clad in German siding (Appendix B, Figure 52). The primary entrance faces southwest to the driveway, and is a large, sliding, wood-plank door. Above that is a loading bay/hay loft with a wood-plank door. The roof is gable-end and clad in standing-seam metal. There is a rectangular, wood vent in the gable-end near the ridgeline. The barn stretches lengthwise to the northeast, and the northwest elevation has eleven wood-frame, fixed-pane, six-light windows as well as a split, wood-plank door on the first floor spaced semi-regularly. Most of the windows are damaged or replaced with Plexiglas. The second floor has three loading doors, two original wood-plank doors, and one replacement plywood door at the central opening; these are also spaced semi-regularly. The southeast elevation is similar, though the lower level consists of a band of awning openings that can open for any animals occupying the barn, and there are only two loading doors on the second level as this elevation does not have one at the southern end. The northeast elevation of the barn has a shed roof portion that shares the same characteristics of the main portion of the barn. It has a sliding door entrance featuring a wood-plank door like the opposite end of the barn, and has wood-frame, fixed-pane, six-light windows that are in disrepair as in the other sections of the barn. The roof is clad in standing-seam metal.

Near Barn 2 is Barn 3 and a ca. 1990s concrete structure discussed above. Barn 3 is a ca. 1970s wood-frame, single-story building set on a poured-concrete foundation and clad in wood lumber at the base and corrugated metal on the upper portion of the structure (Appendix B, Figure 53). The barn has a gated opening, which once had a sliding door, on its northeast elevation. There are two window openings on either side of the door, neither of which currently contains glass. The roof is gable-end and clad in corrugated metal. On the northwest and southeast elevations are six evenly spaced, aluminum-frame, awning windows that have three vertically stacked awning openings. Several of the windows are damaged. The southwest elevation is simple, with a sliding, corrugated-metal door that mirrors the opening on the opposite end of the building.

NRHP Assessment: Originally recorded by Ann McCleary (1979), the Thomas Montgomery House was listed in overall good condition. McCleary did not give an NRHP assessment. The current survey found that 007-0463 is in an overall poor condition. Portions of the house's structure are collapsing, most notably a chimney, and vegetation is causing significant material damage on the lower level. The older outbuildings associated with 007-0463 have a significant number of missing windows and damaged details. Some of the window openings of the structures have been modified and replaced with Plexiglas and plywood. However, the dwelling and Barns I and II are rare surviving examples of architectural forms that convey the feeling of agricultural life in the region during the late nineteenth and early twentieth centuries. The resource retains integrity of setting, and despite the poor condition, integrity of materials and design as well. Therefore, it is ERM's recommendation that this resource is 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 Criterion A or B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 54.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 55 and 56. A photographic view from the resource toward the Project is shown in Appendix B, Figure 57. The proposed Project will not have a direct effect on the resource. The corridor will pass through an agricultural field to the south, and would not create a significant change to the existing landscape of open fields and pastures, with visual effects limited to low-profile pipeline markers in particular locations. Therefore it is ERM's recommendation that the Project would have no adverse effect on this resource.

007-0476

This resource is located at 3016 Deerfield Valley Road/Route 629 in Deerfield between Shenandoah Mountain on the northwest and Great North Mountain to the southeast, with the toe slope of Walker Mountain rising 0.5 miles to the southwest. It is on the relatively level valley floor adjacent to the Hamilton Branch stream, approximately 850 feet south from the proposed Project (Appendix A, Sheet 8).

The resource includes a store, a dwelling house, and several outbuildings. The primary resource is Hoy's Store, a former general merchandise store situated on flat land and surrounded by grass. A dwelling house associated with the store is a secondary resource on the property, located 65 feet to the east of the store. It is set back minimally from the road on a maintained, fairly level yard with scattered trees and bushes. The rear of the property is largely undeveloped, with the stream defining the southwest edge of the yard. The property is located along the main road through Deerfield (Route 629). Several residences are visible from the property, with a field across the road to the north. The town quickly gives way to a rural atmosphere, with rolling pastures and tree-covered mountains in the distance to the north, east, and west.

The primary resource at 007-0476 was built in 1918, according to tax records. Though currently unused, it once served as Hoy's Store and the post office for the town. The vernacular one-story building has a replacement concrete masonry unit foundation and a central, on-peak brick chimney (Appendix B, Figures 58–60). The building has a front-gabled, standing seam metal roof with straight edge, asbestos siding on the first floor north elevation and wavy edge asbestos siding on the north gable end and east elevation. The primary entrance is centered on the north façade and is filled with a vinyl storm door and a paneled original wooden door with nine upper lights. Above the door is a seven paneled transom and two side lights on either side. The only visible windows are on the north elevation and are two-over-two double-hung aluminum sash. The north façade includes a hipped-roof porch rebuilt on a poured concrete floor with a continuous concrete block foundation; it is supported by four wooden posts. The roofing material is standing seam metal. The west elevation features a ca. 1950s shed roof addition with the same straight edge asbestos siding on the north elevation and wavy edge on the west elevation. The addition has a wooden plank door on the north elevation.

A dwelling house to the east of the store, constructed in 1870 according to tax records, is a secondary resource on the property. The resource is a two-story, wood-frame, vernacular I-house set on a continuous concrete-block foundation and clad in vinyl siding (Appendix B, Figures 61–63). The primary elevation faces north toward the road. The first story has a wood-

frame, wrap-around porch with turned wood posts, wood floor, and concrete-block foundation. The porch has a hipped roof clad in standing-seam metal, with a gable-end protrusion that juts out from the northeast corner where the porch wraps around. The house has wood-frame, two-over-two, double-hung windows, and its primary entrance is through a wood-panel door covered with a storm door, which is centered on the north elevation. The main block roof is side-gable and clad in standing-seam metal. There are triangular vents and cornice returns on the end gables, and there is a brick chimney, with an arched chimney cap of newer brick, centered on the ridgeline of the roof. At the rear of the house are two mid-century additions. A two-story, gabled addition to the southeast appears to be earlier than the two-story, shed-roof addition on the southwest. The additions feature two-over-two windows with the same characteristics as those on the original block. Entry through a wood panel door covered by a storm door is off a shed-roof porch, which is attached to the shed addition. The porch has wood posts and compositional asphalt shingles, and is set on a concrete block foundation.

A shed with attached garage is located between the store and the dwelling, set back from the road (Appendix B, Figure 64). The shed dates to ca. 1900. It is clad in board-and-batten with a front-gabled, standing-seam metal roof. The entrance is a wood paneled door with six upper lights, located on the north elevation. A shed roof extension connects the west elevation of the shed to the east elevation of the garage. The ca. 1950 attached garage is a front-gabled structure with a standing seam metal roof and an open bay on the north elevation. It is covered with wavy edge asbestos siding in the gable end and has vinyl siding on the walls. The garage rests on a concrete masonry unit foundation. The shed also has a shed-roof porch addition on the north elevation that is supported by four wooden posts. It extends to the garage's east elevation. An outhouse is located to the west of the store (Appendix B, Figure 65). It has a shed roof of unknown material and is composed of vertical wooden panels with a door on the east elevation and a small window on the north elevation. It is extremely deteriorated. Behind the house is a shed largely obscured from view by shrubbery. Due to restrictions on property access, limited details of the shed were visible from the road. It is clad in vinyl siding and has a gabled, corrugated-metal clad roof.

According to a previous architectural survey (McCleary 1978c), Hoy's Store was constructed in 1917 by Elmer M. Hoy as a store and post office for the developing village of Deerfield. Hoy had an earlier store adjacent to this one built in 1900, a portion of which reportedly remains as the board-and-batten shed to the southeast of the current store. Hoy is listed as a merchant in the 1910 census, and became postmaster in 1913 (Ancestry 2016). Hoy operated the store and post office until his death in 1960. He apparently lived in the dwelling house on the property, which, along with the store, is currently owned by D'Arlene Hoy and Rebecca Stevens. Elmer Hoy's wife, Margaret, died in 1939, and in 1940, Hoy was living with his daughter and grandson (Ancestry 2016). Hoy may have remarried, since according to McCleary his wife was the postmaster from 1943 to 1977; however no record of this was found. After Elmer Hoy's death, his son took over the operation of the store, which closed in 1977. A portion of the building was still being used as a post office in 1978 (McCleary 1978c). A new post office has since been constructed about 250 yards to the west.

NRHP Assessment: The primary resource at 007-0476, Hoy's Store and Deerfield Post Office, is of 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, deterioration and changes to materials and design have resulted in a loss of integrity. Likewise, the dwelling house on the property is not an exceptional example of its type, and it has seen a number of changes that have diminished the overall integrity of the resource. The associated

outbuildings also do not exhibit any outstanding qualities. It is ERM's recommendation that 007-0476 is not eligible for the NRHP under Criterion C. However, Hoy's Store and Deerfield Post Office was a significant landmark in the village of Deerfield during the early to mid twentieth century. The building was a social and commercial center for the residents of the village and the surrounding farms, and Elmer Hoy played a vital role in the life of this small Appalachian community. The dwelling house on the property is associated with Elmer Hoy and the Hoy family, and is representative of the close ties between domestic and work spaces in nineteenth and early twentieth century rural life. Although the store and dwelling have had some alterations and additions over time, they retain their vernacular form. The associated shed represents an earlier incarnation of the store and retains elements of its original construction. Taken as a whole, the store, house, and shed convey their historical associations with the domestic, commercial, and civic life of the community. Therefore, ERM recommends 007-0476 as eligible for the NRHP under Criterion A for its association with events significant to the development of Deerfield, and under Criterion B for its association with Elmer M. Hoy and his family. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 66.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 67 and 68. A photographic view from the resource toward the Project is shown in Appendix B, Figure 69. The proposed Project will not have a direct effect on the resource. The proposed Project will cross large agricultural fields approximately 0.15 miles north of the resource, on the opposite side of Deerfield Valley Road and the modest rural homes with tree-lined yards and gently rolling fields that face it. The nearest stands of woodlands to be traversed by the proposed Project are located roughly 0.5–1.0 mile northeast and northwest of 007-0476. The view of the corridor in these locations would be minimal and represent a negligible change to the setting of the resource. Therefore, it is ERM's recommendation that the proposed Project will have no adverse effect on this resource.

007-0487

This resource is located off Hughart Fort Lane, which is accessed from Deerfield Valley Road in Deerfield. The building is on the northeastern side of the gravel lane, which continues past the building. The residence and gazebo are set back from the lane within a stand of mature trees and vegetation. It is positioned on a hill, but not at the highest point as the ground slopes upwards to the southwest of the house. The resource is approximately 0.35 miles north-northeast of the proposed pipeline (Appendix A, Sheet 8). The property is surrounded by hilly pasture land with tree-covered mountains on the horizon. The resource has a relatively large amount of space between it and other residences, though other farm structures are closer, including those associated with the nearby resource 007-0463 on top of the hill.

The resource is a ca. 1900, two-and-a-half story, wood-frame, cross-gabled Queen Anne house called "Alto Vista" (Appendix B, Figures 70 and 71). It is set on a stone pier foundation and is clad in German siding. The house has a T-shaped footprint excluding the porches, and although there is asymmetry in the overall footprint, design elements are generally symmetrical between the southwest and northeast elevations. The windows of the house are primarily wood-frame, one-over-one, double-hung windows. The high-pitched gable roof on the structure is clad in standing seam metal and features overhanging eaves supported by scrolled brackets on the cornice and a spindlework vergeboard featuring star cut-outs. The gable end features wood fish scale shingles. There are two brick chimneys along the northwest-southeast running ridgeline of the house. One chimney is just to the northwest of the T-intersection, and one just above the

gable on the southeast end of the ridgeline. The chimneys both have flared-out, simple detailing on the tops of the chimney, though the southeast chimney is in disrepair and is missing some of the top rows of bricks.

There are two porches on the first story. The first one wraps around the northwest elevation and the second is on the southwest elevation, which faces Hughart Fort Lane. The porches are wood-frame with turned wood posts with spindlework, and lattice balustrades. The hipped roofs are covered with standing seam metal. The northwest porch has a small central decorative gable that is centrally aligned with the gable-end of the house's roof above (Appendix B, Figure 72). The first story has bay windows on the short ends of the T-footprint. These have decorative wood shingles above the windows and decorative brackets under the standing seam metal roofs of the bay windows. Another feature found in various locations on the first story are several decorative, wood-frame, multi-light, fixed-pane, stained-glass windows. One is diamond shaped and located under the northeast terminating point of the northwest wrap-around porch. It has a larger central diamond light and 12 surrounding diamond-shaped lights. Next to it is a wood panel door with additional carved dot and line details on the panels. It also has an aluminum storm door and transom with carved wood detail reading "Alto Vista." The other terminating point of the wrap-around porch is less elaborate and has a wood panel door with four lights and storm door. The second decorative window is rectangular with a large central light and 14 lights around the central light. It is located under the northwest end of the southwest porch. Diagonal to it on the southwest elevation is a wood-panel door. Secondary entrances to the house include one located at the southeast end of the southwest porch, one facing inward towards the northeast, and another facing southeast towards a small, enclosed bump-out on the southeast termination point of the porch that features a wood-frame, fixed-pane, two-light window and hipped roof clad in standing-seam metal. The final entrance is on the southeast elevation, off-center to the northeast end and covered by a wood-frame, shed-roof awning clad in corrugated metal.

The second floor has primarily one-over-one windows as previously described except for one single-light, fixed-pane exception on the southwest elevation. The windows are paired above the bay windows and at the northwest elevation. Above all the paired windows of the second story are paired windows in the half-story above, within ornate gable-ends of the roof. The first floor has a small mid-century, bump-out addition on the northwest elevation that is clad in asbestos siding and set on a concrete-block foundation. It has a wood-frame, two-over-two, double-hung window and a shed roof with asphalt shingles, and the half-story has a small visible area of gable end on the southeast end of the building near the off-center hipped-roof portion where there is shingling in the gable end.

There are two structures associated with the house, a gazebo to the west of the building and a well to the southeast. The gazebo is a wood-frame, cross-gable structure set on posts (Appendix B, Figure 73). It has round-arched entrances on all four sides and is clad in wood latticework. The gable ends have shingles and a decorative triangular-detail, and the roof is clad in asphalt shingles. The well is composed of concrete blocks and has a standing-seam metal, shed roof.

NRHP Assessment: Originally surveyed in 1978 by Ann McCleary, Alto Vista also known as the Taylor House, was not evaluated for the NRHP at that time. McCleary notes that the structure was in good condition and represents "...one of the most elaborate, pretentious houses built in this part of the Deerfield Valley in the late 19th-early 20th centuries" (McCleary 1978d). The house exhibits elements that are characteristic of the Queen Anne style, and it is a good

example of those elements transposed upon a rural country house. It is an uncommon house in a region that primarily features I-house forms and vernacular design. Despite the overall poor condition of the building, it still retains many aspects of integrity. The location is unchanged and the setting has relatively unaltered rural characteristics in the immediate vicinity. The materials are primarily original to the structure and impart a clear sense of the workmanship with the Queen-Anne-style spindlework and woodwork. The feeling and association of the property also is high in integrity, as the trees and gazebo impart a sense of place on that part of the landscape associated with the main house. It is likely that there were once other farm structures associated with the property; therefore, the resource has lost its identity as a farm complex. The main detracting elements are the current poor condition of the house and the small asbestos-clad, bump-out addition. However, that addition is small and not facing towards the gravel lane, and it does not significantly impair the historic feeling of the resource. It is ERM's recommendation that this resource is 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 Criterion A or B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 74.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 75 and 76. A photographic view from the resource toward the Project is shown in Appendix B, Figure 77. The proposed Project will not have a direct effect on the resource. The proposed Project will pass through agricultural fields to the southeast, south, and southwest of the resource, as well as passing under Hughart Lane approximately 0.34 miles to the southeast. At its completion, the Project corridor will result in minimal change to the overall landscape, and the resource's viewshed will remain largely intact. In addition, the dwelling is surrounded by a number of mature trees, which partially screen its view in the direction of the Project. Therefore it is ERM's recommendation that the Project will have no adverse effect on this resource.

007-0863

Resource 007-0863 is located at 15 China Clay Road, at its intersection with Patton Farm Road in Stuarts Draft. The church and associated structures are approximately 0.15 miles south of the proposed pipeline (Appendix A, Sheet 17). The elevation gently slopes towards the south, and there is a manicured lawn on the northern end of the church's lot. Towards the cemetery on the south side of the church, the lot transitions to scattered trees, with a tree line at the southernmost end. The relatively level terrain to the east and west of the resource is primarily forested land, though to the northwest lies a cleared pasture. There is a gravel parking area for the pastor on the northeast property border with the road.

The resource is a ca. 1880 one-story, wood-frame, Gothic Revival church called Beulah Baptist Church. It is set on a continuous concrete-block foundation (Appendix B, Figures 78 and 79). The church faces to the east, and has evolved over the years to include the original block, a ca. 1950 concrete masonry section to the north, 1990s addition where the modern main entry is, and a ca. 1990s addition added to the 1970 concrete block addition. The original block of the church has a front-gable roof clad in standing-seam metal. The original façade features a simplistic rose window (now painted over) in the gable. Above that is a cross-gable church steeple with a bell inside. It is open air at its center with exposed wood posts. The 1990s front addition obscures the original entry below these details. On the south elevation of the original church are four, evenly spaced, pointed-arch, stained glass windows. At the center is an

exterior, corbelled brick chimney. The center of the west elevation has a cluster of pointed-arch, stained-glass windows, a larger one flanked by two smaller ones. Below it are aluminum, exterior, cellar doors, and above is a vinyl, rectangular vent.

The 1950s north addition is composed of concrete masonry and vinyl-frame, one-over-one, double-hung windows. It has a metal, security door on the east elevation of the addition with concrete steps with metal rail leading up to it. There is also another small concrete masonry section just south of the steps that has an aluminum-frame, slider window and shed roof with asphalt shingles. The 1970s addition is gabled with asphalt shingles, vinyl siding in the gable end, and an interior brick chimney. One ca. 1990s addition is attached to the 1970s portion on the west elevation where it connects with the original church. It is clad in vinyl siding and has a continuous, concrete-block foundation. It features vinyl-frame, one-over-one, double-hung windows with mullion inserts, and it has a shed roof clad in asphalt shingles. The foundation also has an access point with a plywood door on the north side. The 1990s addition to the front of the church is a relatively plain, wood-frame addition set on a poured-concrete foundation and clad in vinyl siding. It features vinyl, double doors on its east elevation with a simple wood cross above it. On the north and south side of the addition are vinyl-frame, fixed-pane, octagonal windows with mullion inserts. The addition is gabled and clad in asphalt shingles.

The cemetery associated with the church is a vernacular, rural cemetery with eastward facing markers in loosely organized rows (Appendix B, Figure 80). Several mature trees are scattered throughout. The oldest markers are concentrated primarily near the church and to the northwest, and the newer markers are generally more common to the southeast. The markers include obelisks, military markers, engraved granite markers, and faded hand-carved markers. The dates range from 1932 to 2013, with approximately 96 twentieth century markers and 23 twenty-first century markers. Common surnames are Brooks, Brown, Diggs, Hodge (or variations on this spelling), Wells, and Williams. At the rear of the cemetery is a 1990s prefabricated, wood-frame shed set on concrete-block piers and clad in T1-11 siding. It has a gambrel roof with asphalt shingles and double doors facing north.

Beulah Baptist Church is an African-American congregation dating to at least 1880 when the current building was constructed (McCleary 1981). It appears on an 1884 map of Augusta County as “Church (Col)” (Hotchkiss 1884b). The church is located near clay deposits that were used to produce pottery, drainage tiles, and fire brick between 1863 and 1887. In 1884, the Virginia China Clay and Fire Brick Company employed 50 men and produced two to three thousand fire bricks each day for use in furnaces and coke ovens (Hotchkiss 1884c; Upchurch 1998:2–4). The brickworks likely employed a significant number of African Americans, who were often hired for hot, physically-demanding laboring jobs (Rorabaugh et al. 2004:359). The architectural survey form for this property (McCleary 1981) notes that the church is “one of the few African American Churches that remain in use today.”

The Beulah Baptist Church Cemetery was founded in 1890 according to Nutt (2000), but the lack of early burial dates on the existing marked graves suggests that there are unmarked burials or an earlier site for the older interments. African-American graves were often marked with impermanent materials such as wood or plants, or were decorated with objects placed on the surface that were eventually buried or lost (Henderson 2015:102).

NRHP Assessment: Originally recorded by Ann McCleary in 1981, 007-0863 was unevaluated, although it was noted that it was one of few African-American churches in use in the county. The church was reportedly organized in 1880, coinciding with the completion of the

Shenandoah Valley Railroad and the development of clay mining and related industry in the area. The cemetery was founded in 1890 according to one source. The church and cemetery are associated with an African-American community that emerged after emancipation around Lipscomb Station on the Shenandoah Railroad. The church and cemetery are recommended as eligible for the NRHP under Criterion A for its association with events related to African-American religious life after the Civil War. The church has seen significant alterations to its original form over time that have diminished the original integrity of the Gothic Revival elements and simplistic form. These additions and alterations are in prominent places that detract from the building's historic feeling. The cemetery is also a common vernacular form in the region that does not display distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master or possess high artistic value. It is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. No known significant personages are associated with this resource, and it is also recommended as not eligible for the NRHP under Criterion B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 81.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 82 and 83. A photographic view from the resource toward the Project is shown in Appendix B, Figure 84. The proposed Project will not have a direct effect on the resource. A stand of woods to the east and northeast is located between the resource and the proposed Project. The corridor crosses an agricultural field before passing under Patton Farm Road approximately 0.15 miles north of the proposed Project and crosses a field on the west side of the road, before entering another stand of woods. This tree cut may be visible from the ca. 1950s concrete masonry addition on the north side of the church; however, this will be a minimal change to the overall landscape, and will not represent a significant change to the resource's viewshed. It is ERM's recommendation that the Project will have no adverse effect on the resource.

007-5210

The resource is the section of the Staunton-Parkersburg Turnpike that is the present-day West Augusta Road/Route 716. West Augusta Road connects Deerfield Valley Road/Route 629 with Hankey Mountain Highway/U.S. 250 to the north (Appendix A, Sheet 9). At least one other section of the turnpike has been recorded as a separate resource; a section located to the east of the corridor on County Road 688 and outside the APE has been recorded as 007-5101. The segment of the Staunton-Parkersburg Turnpike recorded as 007-5210 is also part of the McDowell Battlefield corridor (045-0120), described below. Running through Ramseys Draft, the asphalt-paved two-lane road without lane markings is located on the edge of the wooded hillside rising on its east bank (Appendix B, Figure 85). The draft's bottomland is used as large agricultural fields and pastureland, with widely-spaced homes and farms on both sides of the road, and wooded ridge spurs on the opposite side of the draft to the west and northwest. The proposed Project crosses the resource approximately 0.23 miles north of Deerfield Valley Road. Initiated as an internal improvement to compete with the National Road to the north, this portion of the Staunton-Parkersburg Turnpike was built in 1848 by the Board of Public Works headed by Claudius Crozet. Upon the entire road's completion, it provided a continuous road between the state capital in Richmond and the commerce of the Ohio River (Sturm 2010).

NRHP Assessment: The construction of the Staunton-Parkersburg Turnpike between Staunton in the Shenandoah Valley and Parkersburg at the Ohio River opened up large sections of western Virginia to settlement and commerce (Staunton-Parkersburg Turnpike Alliance n.d.). In

2010, a VDOT survey noted that although the road has been subsequently widened, re-paved, and intersections added with the twentieth-century construction of homes and farms in Ramseys Draft, the resource retains its integrity of location and association with natural features, such as the bluff at its south end and the crossings of Jonas and Ramseys Drafts. It is ERM's recommendation that the resource remains eligible for the NRHP under Criterion A. The Staunton-Parkersburg Turnpike is noted to have been built while Claudius Crozet headed the Board of Public Works, but the resource is not exemplary of his renowned engineering work, and it is recommended as not eligible for the NRHP under Criterion B. The road does not exhibit exemplary design or engineering features, and improvements over the years have impacted its integrity; therefore, ERM recommends that it is not NRHP eligible under Criterion C. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 86.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 87 and 88. A photographic view from the resource toward the Project is shown in Appendix B, Figure 89. The proposed Project will cross Ramseys Draft and the Staunton-Parkersburg Turnpike approximately 0.23 miles north of Deerfield Valley Road. It will be bored under the road, resulting in no direct effect to the resource. The bottomland to the west of the resource has been cleared and is used for agriculture, and the corridor's construction will not represent a significant change to the overall landscape, as it will be visible mainly by the presence of pipeline markers. The proposed Project's tree cuts on the wooded slopes to the north-northeast and west sides of the draft will be visible from a limited section of the road. Land use patterns in Ramseys Draft are similar to those of the Civil War period, with the addition of some twentieth-century homes, farm buildings, and the intersections of their access drives with the road, as well as an overhead electric transmission corridor approximately 0.5 miles north of the proposed Project. These existing modern intrusions do not impair the overall historic landscape and setting, which retain their integrity, and the addition of another modern element in the form of the pipeline corridor would not diminish the setting significantly. Therefore it is ERM's recommendation that the construction of the proposed Project will have no adverse effect on this resource.

007-5513

The resource is the former Virginia Central Railroad. The railroad was chartered by the Commonwealth of Virginia in 1836 as the Louisa Railroad. It was intended to provide westward expansion for the Richmond, Fredericksburg, and Potomac (RF&P) from Hanover Junction (now Doswell), approximately 25 miles north of Richmond. Construction began in late 1836 and the railroad reached Covington (in present-day Alleghany County at the border of West Virginia) in 1857. By that time, the railroad had been renamed the Virginia Central Railroad. In 1868 the Virginia Central merged with the Covington and Ohio Railroad to form the Chesapeake and Ohio Railroad. The rail line was merged into CSX in the 1980s. The proposed Project crosses the rail line north of Hebron Road, approximately 1.8 miles west of Staunton (Appendix A, Sheet 14). The rails appear to follow the line's original route, but rest on an updated gravel bed. The rails and rail ties themselves also include some twentieth-century replacements (Appendix B, Figure 90). The surrounding gently rolling terrain is composed of large agricultural fields bounded by low wooded ridges and hills, with widely-spaced modest homes and farms.

NRHP Assessment: During initial survey for this Project, the Virginia Central Railroad was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. The Virginia Central Railroad has played a

significant part in the history of Virginia and in the region by providing a major western transportation route. It also played a large part in the Civil War as one of the main railroads protected by the Confederate Army and destroyed by Union troops. It was subsequently one of the lines that was merged to create the Chesapeake and Ohio Railroad. ERM recommends that the Virginia Central Railroad is eligible for inclusion in the NRHP under Criterion A for its relationship to the broad patterns of transportation history, Virginia history, economic history of the region, and the history of the American Civil War. Although Claudius Crozet, the French engineer, is closely associated with the construction of the railroad, the relationship is tangential to the segment crossed by the Project, and more significant resources are extant that better illustrate his engineering career. ERM recommends that the Virginia Central Railroad is not eligible under Criterion B for its relationship to Crozet. Only a small portion of the railroad is located within the Project area, and as the resource's full extent runs from Hanover Junction to Covington, it is outside the scope of this Project to fully evaluate the railroad line under Criterion C. As an engineering resource, it is recommended not eligible under Criterion D. In sum, the Virginia Central Railroad is recommended eligible for inclusion in the NRHP under Criterion A and not eligible under Criterion B, C or D. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 91.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 92 and 93. A photographic view from the resource toward the Project is shown in Appendix B, Figure 94. Because the proposed Project will be constructed by boring beneath the railroad bed, there will be no direct effect to the resource. To the south of the resource, the Project corridor will pass under Hebron Road and through agricultural fields. On its north side, the removal of some of the trees bordering an agricultural field will be visible from the resource. These changes will have a minimal indirect effect on the overall rail line's viewshed, and ERM recommends there will be no adverse effect.

007-5530

The resource located at 552 Wayne Avenue in Stuarts Draft is approximately 500 feet north and 750 feet east of the proposed Project, which makes a 90 degree turn in an adjacent agricultural field to the west (Appendix A, Sheet 17). The gently rolling landscape to the north, northwest, and south of the resource is characterized by large agricultural fields with widely-spaced farms. Further to the west there are a number of housing developments of mid- to late-twentieth century family homes to the west and northwest. A large agricultural field east of the resource is bordered to the east by a screen of trees and a berm surrounding a large industrial facility for Target; another large facility for McKee Foods is located 1 mile to the east. These facilities are also surrounded by agricultural fields.

The resource is a farm that includes a ca. 1900, two-and-one-half-story, brick Neoclassical dwelling, a brick garage, bank barn, tile silo, corrugated metal grain bin, and animal barn (Appendix B, Figure 95). The house and farm buildings are set back approximately 0.12 miles from the road, and accessed via a long gravel driveway, with mature trees along the drive and surrounding the house. The brick dwelling has a square plan and is covered by a hipped roof sheathed in asphalt shingles. Hipped dormers are on the east and west roof slopes. Corbeled cap, brick chimneys pierce the roof on the east and west roof slopes. A two-story entry porch with colossal, paired Ionic columns and a Juliet balcony on the second floor is centered on the façade. This porch features a full pediment with fanlight. The entry door is flanked by multi-light sidelights and fanlight. Fenestration is eight-over-eight double-hung wood sash with arched brick lintels. A two-story, enclosed porch with a hipped roof extends across most of the west

elevation. The porch appears to be clad in vinyl siding and has multiple windows on both the first and second floors. The dwelling is in good condition. Immediately west of the dwelling is a one-story tall, hipped roof garage covered in stucco-covered concrete block. The roof is clad in asphalt shingles and features a central cross gable. East of the garage is the cluster of agricultural buildings. The bank barn has a standing-seam metal side-gabled roof and vinyl-sided exterior. Louvered openings are found on the gable ends. The two pairs of sliding, vehicular doors on the south elevation are clad with corrugated metal. A shed-roofed addition extends across the rear elevation. Southwest of this barn's sliding doors is a gambrel-roofed, hollow tile silo. West of the barn is a round, corrugated metal grain bin. The remaining agricultural building is a one-story, concrete-block animal barn. This barn has a front-gabled roof and features four-light metal sashes.

NRHP Assessment: During initial survey for this Project, 007-5530 was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. This dwelling appears little changed in its exterior appearance. It is an excellent example of a Neoclassical style dwelling. The house has no known associations with significant events or persons. ERM recommends the resource eligible for inclusion in the NRHP under Criterion C and not eligible for inclusion in the NRHP under Criterion A or B. As an architectural resource, it is recommended not eligible under Criterion D. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 96.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 97 and 98. A photographic view from the resource toward the Project is shown in Appendix B, Figure 99. The proposed Project will cross the resource's gravel-paved driveway near its intersection with Wayne Avenue, and the driveway will be re-installed following construction. The mature trees surrounding the dwelling partially screen its view of the Project as it passes through the agricultural field to the west, and at the edge of the road in front of the resource. ERM recommends that although the Project corridor's construction will result in minimal change to the overall landscape, the resource's viewshed will retain its overall character, and upon completion, it will result in no adverse effect to the resource.

007-5542

This resource is located at 152 Windy Acres Lane, about 0.6 miles northwest of the community of Sherando and 460 feet east of the proposed Project corridor (Appendix A, Sheet 17). Originally surveyed as part of the Project in 2015 (Lesiuk et al. 2016), the resource consists of a farmstead located at the end of a 0.35-mile farm road that serves as the driveway for the main dwelling. The two-story, multi-gabled farmhouse and associated barns and outbuildings are situated in a cleared grassy area on a low rise that overlooks a large pasture to the northeast (Appendix B, Figure 100). The pasture is part of the 48.6-acre parcel on which the house is located. According to tax records, the dwelling was constructed in 1950; however, it appears that it may be an earlier I-house, constructed ca. 1900, with later additions. According to appraisal records, the house is clad in vinyl siding and has a continuous concrete foundation and an asphalt roof. The outbuildings include a historic barn, a modern barn, four sheds, and several garages. Because landowner permission was not granted to survey the property, resource 007-5542 could not be sufficiently observed from the public right-of-way to make a recommendation regarding NRHP eligibility.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 101.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 102 and 103. Due to property access restrictions and distance from public right-of-way, no view from the resource to the Project was possible. The proposed Project will traverse a wooded hill west of the resource. While the view of the Project will be partially screened by trees on neighboring parcels, there will be certain vantage points within the resource where the tree cut associated with the pipeline corridor would be visible. Overall, the Project's construction would result in minimal change to the overall landscape setting of 007-5542, and the resource's viewshed will retain its overall character. Therefore, the Project would result in no adverse effect to the resource.

007-5554

Resource is located at 2269 Mount Torrey Road, Lyndhurst, approximately 195 feet north of the proposed Project centerline (Appendix A, Sheet 17). The property is set back from Mount Torrey Road to the west in an area with densely mature trees (Appendix B, Figure 104). Initially recorded for the Project in 2015 (Lesiuk et al. 2016), the project was inaccessible at the time of the original survey. Previous surveys indicate that the resource consists of a single dwelling and garage. Tax records indicate that the dwelling is a wood frame structure constructed in 1930. The house has an "L" shaped plan and a gable roof. Just northeast of the house is the garage that has a front gable roof. Aerial photography shows the resource is surrounded by dense mature tree cover that obscures the resource from view in the public-right-of-way. Landowner permission to survey the property was not granted, and there is a great distance from the dwelling to the public right-of-way, therefore the resource could not be surveyed.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible or the National Register of Historic Places until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 105.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 106 and 107. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 108. The large, irregular parcel that comprises 007-5554 would be intersected by the Project, creating a tree cut through the approximate center of the parcel, approximately 400 feet west of the structures. While there are trees between the structures and proposed pipeline corridor, portions of the proposed pipeline corridor would be visible from the vantage point of the buildings. The undeveloped woodlands to be traversed by the Project are unlikely to contribute to the significance of resource's historic landscape. The changes that would be created by the Project would not significantly compromise the historic setting of the resource, including areas within the parcel and those within view of the parcel. Therefore, based on available data, effects posed by the Project are not considered to be adverse. Once access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

007-5583

This resource is located at 1042 Middlebrook Road in Augusta County, approximately 340 feet south and east of the proposed Project centerline (Appendix A, Sheet 15). Initially recorded for the Project in 2015 (Lesiuk et al. 2016), the property was inaccessible at the time of the original survey. Aerial photography shows that the resource is heavily screened by vegetation and set back from Middlebrook Road (Appendix B, Figure 109). Review of historic aerials shows that the property consists of a house as well as two associated outbuildings. The house and outbuildings sit within an area that has patches of densely packed mature trees that limit view of the property from public vantage points. The house on the property was constructed ca. 1950, and observations of the available aerial imagery indicates that the residence is two-stories. The house has a side-gable roof and the footprint of the house is primarily rectangular with a hipped extension on the southeast elevation. The northwest elevation of the house has two gable-front dormers. The northwest elevation also has a front-gabled entry. Additionally, the southeast elevation of the house has a single gable-front dormer. The southeast elevation of the house has what appears to be a ca. 1960 metal-clad shed-roof addition. Immediately east of the house is a ca. 1950 outbuilding with a metal front-gable roof. Landowner permission to survey the property was not granted, and there is a great distance from the dwelling to the public right-of-way, therefore the resource could not be surveyed.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 110.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 111 and 112. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 113. The wooded northern portion of the parcel that comprises 007-5583 would be intersected by the Project, creating a tree cut that would not be visible from the vantage point of the structures. To the west, east, and southeast, the proposed pipeline corridor passes through open agricultural land, where the pipeline would not create major vegetation changes after construction. The tree cut through the parcel would not significantly compromise the historic setting of the resource. Therefore, based on current information, effects posed by the Project are not considered to be adverse. Once access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

007-5585

The resource at 522 and 524 Back Creek Lane is approximately 761 feet east of the proposed Project and is found at the southern end of Back Creek Lane (Appendix A, Sheet 18). There is a dense screen of trees along the road that mostly obscures the view of the farm from the public right-of-way. A gravel driveway provides access to the property. Initially recorded for the Project in 2015 (Staton et al. 2016), the property was inaccessible at the time of the original survey. Aerial photography shows that the resource is heavily screened by intervening vegetation, but includes two dwellings (Appendix B, Figure 114). According to tax records, the ca. 1900 brick dwelling is two-stories, has a concrete foundation, and a side-gabled metal roof. An exterior-end chimney is located between the southeast elevation of the original house and the southeast addition. Another gabled addition was added to the southeast elevation of the first addition,

making the house T-shaped. Both additions are two stories. An on-peak, interior chimney is found on the easternmost section of the second addition. South of the two-story house is a Ranch house with a gabled, asphalt shingle roof. According to the October 2015 survey of the property, the outbuildings consist of a collection of agricultural buildings including a ca. 1900 bank barn, seven silos, and a loafing shed. Landowner permission to survey the property was not granted, and there is a great distance from the dwelling to the public right-of-way, therefore the resource could not be surveyed.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 115.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 116 and 117. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 118. The proposed pipeline would cut through the northern portion of the property, which is currently wooded. The tree cut would be screened from view from the vantage point of the buildings associated with 007-5585 by a stand of mature trees. The Project would traverse open agricultural fields to the east and west, and would create minimal visual effects beyond the resource boundary. Furthermore, the access road that traverses the property follows an existing dirt agricultural field, which will be extended to the west to meet the proposed pipeline. The alterations to the existing road will be negligible, with the exception of minimal tree-cuts, which will partially be blocked from the resource by existing vegetation. The change to the setting of 007-5585 as a result of the pipeline corridor would be minor and would not significantly degrade the historic feeling of the property. Based on current information, the Project would have no adverse effect on 007-5585. Once access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

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 8). 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 dates to 1905, and is referred to as "Damascus Place." 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 (Appendix B, Figure 119). 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. 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 ridgeline.

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 ca. 1900 end-gabled root cellar, which has a raised field stone foundation, replacement plywood exterior siding, and standing seam metal roof (Appendix B, Figure 120). 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. It is ERM's recommendation 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 it is therefore recommended as not eligible for the NRHP under Criterion A or B. The proposed NRHP boundary includes the house, outbuildings, and surrounding wooded lot associated with the legal tax boundary. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 121.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 122 and 123. A photographic view from the resource toward the Project is shown in Appendix B, Figure 124. 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.

021-5012

Resource 021-5012 is the Appalachian National Scenic Trail Multiple Property District (MPD). The Appalachian Trail (AT), a ca. 1928, 2,160-mile hiking trail stretching from Georgia to Maine, is one of the first long-distance hiking trails in the United States. The MPD encompasses the trail and an associated protective corridor that varies in width from a minimum of 4 feet to a maximum of 1,000 feet (500 feet on either side of the trail). Because of the length of the trail and the numerous jurisdictions through which it passes, the MPD has been divided into statewide segments for the purposes of NRHP evaluation. The Virginia segment of the trail crosses through the Blue Ridge Mountain range and is buffered primarily by public lands, creating a natural habitat for plants and animals and preserving natural landscapes. The proposed Project crosses the AT in Augusta County, near its border with Nelson County (Appendix A, Sheet 18). The linear resource is approximately 65 feet wide at this point. The proposed Project crosses at a slight angle, making the length of the Project within the boundary of the resource approximately 75 feet.

About 2,000 feet southwest of where the Project crosses the AT, the northbound trail crosses the Blue Ridge Parkway (080-5161) at Three Ridges Overlook, crossing to the northwest slope of Devils Knob at about 2,695 feet AMSL. The trail then descends to about 2,600 feet and traverses the face of the ridge, paralleling the Parkway, which is about 430 feet southeast of where the trail is crossed by the Project. The trail in this location is a packed-earth treadway through a deciduous forest. An understory of low, woody plants and vines covers much of the forest floor (Appendix B, Figure 125).

NRHP Assessment: The Virginia segment of the AT was determined eligible at a national level by the DHR under Criterion A in the areas of Entertainment/Recreation and Conservation. The development of the trail is associated with the national outdoor recreation movement that was a part of the Progressive Era of the early twentieth century. The trail is also closely associated with the conservation movement, and is an example of a primarily private effort to promote conservation of resources for the health and enjoyment of the public. The AT also meets Criteria Consideration G for resources that have achieved significance within the last 50 years. Although construction began in the 1920s and 1930s, the environmental movement of the 1960s led to federal actions intended to protect the environment and provide recreational opportunities through the conservation of natural areas. In 1968, the National Trails System Act established the AT as the cornerstone of the National Trails System. This was reinforced in 1978 with amendments that provided funding for land acquisition to reroute threatened portions of the trail. The section of the AT crossed by the Project may also be eligible for the NRHP under Criterion C in the area of Landscape Architecture. The Civilian Conservation Corps was involved in relocating portions of the trail to make way for the Blue Ridge Parkway. ERM recommends that the Appalachian Trail retain its status as eligible for listing in the NRHP. The DHR concurred with this recommendation on November 2, 2015. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 126.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 127 and 128. A photographic view from the resource toward the Project is shown in Appendix B, Figure 129. The AT (021-5012) would be intersected by the route of the proposed Project, but there would be no direct construction impacts because the line will be drilled under the trail using Horizontal Directional Drilling (HDD). The entry point for the drilling is approximately 0.4 miles northwest of the trail and approximately 600 vertical feet below it. The exit point is 0.7 miles southeast of the trail on the opposite side of the ridge. The vegetative cover along the trail in the vicinity of the crossing obscures any view of the Project. There may be points to the north or south of the crossing where an opening in the canopy will provide a view of a distant tree cut associated with the Project. However, the proposed pipeline would be one among many modern intrusions visible along the length of the trail. Because the proposed undertaking would introduce just one more linear utility corridor into the extended viewshed of the AT, and would not create a major impairment to the resource's setting, the Project would have no adverse effect on 021-5012. As this resource is under the jurisdiction of the United States Forest Service (USFS), additional information on effects findings will be provided through consultation with the USFS and DHR.

045-0120

The McDowell Battlefield (045-0120) was determined eligible for the NRHP by DHR in 1993. The core portion of the resource is located near McDowell in Highland County, about 12 miles northeast of the Project APE, but the American Battlefield Protection Program (ABPP) defined the Study Area as including an approach route to the battlefield, the eastern end of which is

crossed by the Project in Augusta County (Appendix A, Sheet 9). The Battle of McDowell took place on May 8, 1862. Confederate General Thomas “Stonewall” Jackson marched his troops west from Staunton, Virginia, along the Staunton-Parkersburg Turnpike and confronted two Union Brigades at McDowell. The Union troops marched into Virginia from the western section of the state, which was under Federal control. Jackson’s men defeated the Union forces in the half-day battle. The Project crosses Jackson’s route along the old turnpike on West Augusta Road between U.S. 250 and Deerfield Road. The road follows the edge of a large agricultural field adjacent to Ramsey Creek. A rail fence separates the road from the field (Appendix B, Figure 130). The west side of the road is bordered by forest.

NRHP Assessment: The McDowell Battlefield, with few modern intrusions and little development, remains intact. Because of its excellent integrity, ERM recommends that the McDowell Battlefield remains eligible for inclusion in the NRHP. The DHR concurred with this recommendation on November 2, 2015. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 131.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 132 and 133. A photographic view from the resource toward the Project is shown in Appendix B, Figure 134. The proposed Project would intersect a peripheral portion of the McDowell Battlefield (045-0120), traversing pasture as well as woodlands. The tree cuts within the limits of the battlefield and to the northeast and southwest of the battlefield would be visible from certain areas, but these areas with views of the Project represent a very small portion; approximately 36 (less than one percent) acres out of the 7440 total approximate acreage of the Battlefield. Although the setting is critical to the significance of this resource, this viewshed change would be minor, and could be seen only from a small portion of the battlefield and neighboring areas. Views throughout the entire boundary of the resource have been compromised by modern infrastructure change such as roadways and transmission line corridors. Because the Project would not significantly compromise the resource’s setting, the Project would have no adverse effect on 045-0120.

080-5161

The Blue Ridge Parkway Historic District (080-5161) is a 469-mile scenic roadway constructed around 1935 between Virginia and North Carolina along the Blue Ridge and Appalachian Mountains. The parkway alignment that was examined as part of this survey includes the stretch of roadway between Interstate 64 and Route 664, near the 13 mile marker, on the border of Nelson and Augusta counties (Appendix A, Sheet 18).

The Blue Ridge Parkway was conceived as both a public works project to provide employment during the Great Depression and a scenic tourism link between Shenandoah and Great Smoky Mountains national parks. The final route was established by Interior Secretary Harold Ickes and the design was overseen by landscape architect Stanley Abbott, who was heavily influenced by Frederick Law Olmstead. The roadway was designed to have a park-like appearance that blended in with the natural environment. Man-made structures exist along the route, both predating and postdating the construction of the parkway. Abbott wanted to highlight the agricultural and social history of the region, as well as its natural beauty. The parkway also features scenic overlooks where motorists can pull over and park to take in the vistas provided by the elevation.

Where the Project crosses the parkway, the road is two lanes wide, separated by a painted yellow double line on asphalt pavement. The roadway corridor has a closed viewshed, with dense vegetation on both sides of the roadway and a mowed grass shoulder bordering the road. No structures are located in the vicinity of the Project crossing. Three Ridges Scenic Overlook (080-5161-0207) is located approximately 0.25-miles southwest of the Project corridor. The Appalachian Trail (021-5012) crosses the parkway at the overlook. The corridor crossing cannot be seen from the overlook, and trees obscure any view of the proposed pipeline from the overlook toward the valley to the southeast (Appendix B, Figure 135).

NRHP Assessment: The Blue Ridge Parkway Historic District was determined by DHR staff to be potentially eligible for inclusion in the NRHP under Criterion A at the national level for its association with important events in U.S. social history, community planning and development, and recreation. The Blue Ridge Parkway Historic District is also potentially eligible under Criterion C at the national level for its association with important trends in landscape architecture and highway construction. Further directed historical research will determine the parkway's significance under Criterion B for its association with significant individuals. ERM recommends that the Blue Ridge Parkway retains sufficient integrity to continue to be potentially eligible for the NRHP. The DHR concurred with this recommendation on November 2, 2015. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 136.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 137 and 138. A photographic view from the resource toward the Project is shown in Appendix B, Figure 139. The Blue Ridge Parkway Historic District (080-5161) would be intersected by the route of the proposed Project, but there would be no direct construction impacts to the road, and minimal visual effects from the Project. Where the Project would intersect the Parkway, the road follows a steep mountain top, and the pipeline would pass below the road at a depth of some 680 feet below surface, with construction through the mountain achieved by horizontal directional drill (HDD). The HDD entry point would be approximately 2,430 feet south of the Parkway (farther if slope is taken into account), and the exit point would be approximately 2,000 feet north of the Parkway. Because of tree cover along the Parkway at this location and the distance to the HDD entry and exit points, the Project corridor would not be visible from the location where the Project would pass beneath the road. However, there are other locations where the sweeping vistas offered by the Blue Ridge Parkway encompass land traversed by the Project. Therefore, some distant views of the Project would exist from particular vantage points within the historic district. These views would represent minor changes to the overall setting of the resource, and they would not be the first introduction of modern infrastructure into the viewshed. For these reasons, effects from the Project on the Blue Ridge Parkway are not considered to be adverse. As this resource is under the jurisdiction of the National Park Service (NPS), additional information on effects findings will be provided through consultation with the NPS and DHR.

BATH COUNTY

008-0011

Resource 008-0011 is located at 13954 Deerfield Valley Road, Deerfield, in Bath County, approximately 1,009 feet northwest of the proposed Project (Appendix A, Sheet 6). The

resource is located approximately 4 miles southwest from the town of Deerfield. The surrounding area is rural, primarily agricultural fields and residences, interspersed with stands of mature trees and brush. The property spans north and south of Deerfield Valley Road (Route 629), as the road runs through the approximately 1,000-acre parcel. The property extends approximately 1.7 miles along Route 629 and about 300 feet along Bright Hollow Road. The George Washington National Forest (GWNF) is located to the north of the property. The property includes a portion of Cloverdale Road, which has an easement granted to the United States Forest Service (USFS) for access to the GWNF. The resource includes one main house and ancillary agricultural buildings on the southwest portion of the property, and a second dwelling and outbuilding to the northeast of the main house. The main house is set back approximately 750-feet from the street, while the secondary dwelling is located approximately 2,300 feet northeast of the main house. The surrounding area largely retains its pastoral setting, with views to the mountains in the distance predominantly to the north and south.

The history of The Wilderness, the property of which 008-0011 is the primary resource, is well documented in a recent Architectural Survey Form prepared by Aubrey Von Lindern of the Virginia Department of Historic Resources in September 2016 (Von Lindern et al. 2016). "The Mansion" at Wilderness Farm, also referred to as the Thomas M. Peters House, was constructed in 1797 for General Samuel Blackburn by an unknown architect. General Blackburn and his wife, Ann Mathews Blackburn, purchased 1,200 acres on which the dwelling is located from her father, General George Mathews, in 1786. Blackburn was a veteran of the Revolutionary War and was a prominent lawyer and politician in Augusta and Bath counties. He owned a brick house in Staunton, but the house at Wilderness Farm became the Blackburns' primary residence after its completion. Many prominent Virginians spent time at the Mansion. The Blackburns operated a prosperous farm that included 1,000 cultivated acres by 1824. At one time, Samuel Blackburn owned 46 slaves who worked on the farm and attended to the household. When Samuel Blackburn died in 1835, Ann returned to their property in Staunton to live. Blackburn's will stipulated that his slaves be freed upon his death, provided that they accepted paid transport to Liberia, and this was carried out for all but one of his slaves. The Wilderness was bequeathed to Blackburn's nephew (the couple was childless) (Von Lindern et al. 2016).

In 1849, The Wilderness Farm was purchased by John W. Frazier, a successful farmer and innkeeper in Bath and Rockbridge counties. Frazier died in 1853 and his estate was taken over by his brother, William. Although the farm continued to operate, the property reportedly fell into disrepair during the Civil War. Not much is known of the property during a succession of owners that included Robert Glendy (1875), Highland County Development (1916), Lewis C. Barley (1923), and John Creedy Mancy (by 1935). Thomas and Marion Peters of New Jersey acquired The Wilderness in 1960. By this time, the farm was primarily used to raise beef cattle. The Peters visited the property occasionally, but were apparently not active in its daily operation. The Wilderness passed to their grandson before being sold to Robert and Roberta Koontz in 2003 (Von Lindern et al. 2016).

The two-story, brick main house at The Wilderness has five bays and demonstrates the Georgian style with Neoclassical elements (Appendix B, Figures 140 and 141). The house is a central passage, single pile, two-story building with an original L-plan. Indicative of high style Georgian architecture, the shallow projecting central bay includes an open gable pediment above a central door flanked by six-over-six wood windows at both the first and second floor. During the twentieth century, several rear additions were constructed ca. 1900 and 1960. The central entrance has an unpedimented entablature. Neoclassical elements displayed on the

façade include the twentieth century alteration of the front entrance; the Doric portico and balustrade also demonstrate Neoclassical scale and preferences. The dwelling features exterior gable end chimneys with fireboxes. Two-story brick pilasters are located near the corners of the façade. The Flemish bond brick wall treatment features dentil moldings at cornice and around the peak of the gable. The front elevation is laid in Flemish bond, while the rear and sides feature three-course American bond. A box cornice with dentils supported by molded brackets extends across the front and rear. First-floor windows are nine-over-nine double-hung sash with architrave trim, while those on the second floor are nine-over-six double-hung sash. Above each window there is a flared flat arch of rubbed brick. There are 48 windows in the house today, including those on the original block and additions; all are modern replacements with the exception of the attic fanlight. All window and door trim is pegged. A three-light transom is above both front doors. The front door is recessed with paneled reveals and flanked by narrow six-over-six double-hung wood sash windows. The foundation is stone.

The interior is reported to have a chamfered newel and baluster staircase with unusually carved brackets on an open stringer. Paneled wainscot is found in each downstairs room. Mantels consist of full entablature shelves and fluted pilasters. Interior doors include six- and four-panel doors with pegged architrave trim throughout the house. The rooms include a parlor, library, dining room, entry room, second-floor sitting area and three second-floor chambers. There is a basement with three compartments accessed from the first floor. In the antebellum period, the basement is reported to have featured a central room used as a slave prison. A massive stone stairway in the basement provided entrance and exit to the rear kitchen and garden, which likely provided servant access. These basement stairs were later sealed off during an addition to the house in 1960. The attic had large beams carved with Roman numerals to facilitate assembly at The Wilderness, indicative of owner-builder construction (Von Lindern et al. 2016).

Outbuildings near the main house include a modern barn, garage, sheds, and well house. The outbuildings will be discussed in a clockwise direction beginning north of the dwelling. The well house is located directly north of the dwelling, approximately 60 feet from the northeast corner of the dwelling. The well house features open walls and a gable roof. The structure appears to be modern construction, as the structure is clad with milled lumber. The well house is surrounded by modern wood fencing, approximately 5 feet in height. The fencing surrounds the well house and a propane tank. A former carriage house now serving as a one-car garage with an attached carport is located south of the dwelling (Appendix B, Figure 142). The garage is located approximately 10 feet from the rear wing of the dwelling. The garage is a one-story gable roof brick structure with an arched opening that has been filled with a modern decorative panel with a radial design and modern roll-up garage door. The garage is constructed with a Flemish bond brick pattern similar to the main house. The garage features a closed cornice with wide, simple molding and copper downspouts. Previous research indicates the former carriage house was built ca. 1800 and included fireplaces, no longer present, at the ground level and attic (Von Lindern et al. 2016). The one-bay carport is attached to the side of the garage. The carport is a modern, prefabricated metal structure with shed roof and vertical seamed metal siding. A modern shed is located south of the garage and dwelling, approximately 170 feet south of the southwest corner of the garage (Appendix B, Figure 143). The modern shed features a shed roof and vertical seamed metal siding. A two-bay opening is located at the center with sliding doors and a man-door is found near the northwestern corner of the shed. This shed was built ca. 2010 and replaced a gable roof structure. It is important to note that 1998 aerial images show an impression that may be the footprint of a former barn or outline of corral fencing located just south of the modern shed. The impression is rectangular and oriented

east to west with dimensions measuring approximately 170 feet by 90 feet. This impression is no longer visible in the 2005 aerial image, as a new barn structure was built between 2003 and 2005. The modern barn has a gable roof, four bays, and vertical seam metal siding (Appendix B, Figure 144). The impression visible in the 1998 aerial image would likely have been impacted by the construction of the modern barn, as clearing and grading was required during the construction. Also visible on the 1998 aerial is a T-plan building that measured approximately 40 feet by 20 feet. A second barn is located approximately 320 feet from the southwest corner of the modern barn (Appendix B, Figure 145). This barn is one-story with gable roof, wood frame, and pier foundation. The barn features six bays along the eastern elevation and four bays along the northern elevation. The eastern bays are open and appear to house equipment. The northern bays feature overhead roll-up doors of different sizes. This barn appears to have been constructed ca. 1965, based on review of topographic maps and condition. Overall all buildings and structures present on the southwest portion of the property near the main house are in good to excellent condition.

The second dwelling on the tax parcel is located approximately 2,300 feet northeast of the main house. The dwelling is located approximately 600 feet southeast from Deerfield Valley Road. The secondary house includes a root cellar and an outbuilding (Appendix B, Figure 146). Built in ca. 1890, the dwelling is a two-story, wood-frame, vernacular I-house. The dwelling has three bays, a side-gabled, metal roof, a rubble stone exterior chimney on the northeast elevation, a central entrance covered with a gable portico, and six-over-six double-hung wood windows with exterior aluminum storm windows and decorative shutters. The house is in fair condition. The foundation is unknown. The secondary dwelling has a root cellar, which is located east of the house. The root cellar is a front-gabled structure with an asphalt shingle roof and clapboard on the gable ends. The other outbuilding is a storage shed with a gable roof and wood frame construction. The outbuilding is located southeast from the rear of the house. The outbuilding is in poor condition.

NRHP Assessment: According to the V-CRIS form, 008-0011 is eligible for listing in the NRHP under Criteria A and C. The Wilderness was evaluated at the local level of significance under Criterion A for the resource's association with agriculture and under Criterion C for the resource's demonstration of Georgian and vernacular architecture. The resource was found eligible with a period of significance of 1797-1966, beginning with construction of the main house and ending with the traditional 50-year cut-off for properties where significant activities have continued into the more recent past. This main house property has been recorded as an individual property in V-CRIS. However, the I-house found southeast of the main dwelling has not been recorded. It is unclear what association the I-house had with The Wilderness, but is presumed to have been constructed by Robert Glendy, who purchased the property in 1875 and may have desired a new "modern" house at a time when The Wilderness had fallen into disrepair. Further research is necessary to make a clear determination. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 147.

Assessment of Effects: In order to analyze the impact the Project will have on the Wilderness Farm, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed from seven discreet locations within the NRHP boundary of the resource (Appendix B, Figure 148). The Project corridor cuts through the eastern section of the resource, which is blocked by hills and wooded areas; however each of the resource's observation points will have minimal potential views to the Project, predominantly in the distance to the south and north. The analysis indicates that the main house along with the historic barn associated with the property

will experience little viewshed change as a result of the Project (Appendix B, Figure 149). Further analysis indicates that most views of the Project from the resource will be blocked by a hillside southeast of the primary residence (Appendix B, Figure 150). A photographic view from the resource toward the Project is shown in Appendix B, Figure 151.

There will be no direct effect to the Wilderness Farm's historic structures. The proposed Project corridor crosses the property near the crest of Brushy Ridge to the east of the main house, and the resource's views toward the majority of the corridor are screened by trees and vegetation on the lower slopes. Approximately 0.2 miles east-northeast of the main house, the Project corridor enters the cleared/mowed area near the top of the ridge, continuing southwest for approximately 400 feet before bending to the south to cross to the east side of the ridge. Approximately 350 feet to the south of this point, the corridor reaches the tree line at the edge of the mowed/cleared area, which is 0.15 miles east-southeast of the main house. Depending on the height of the trees at this point, this tree cut for the pipeline corridor may be partially visible from the main house. The corridor continues to the south and passes through woods and another agricultural field on the east side of the ridge, which is not visible from the historic structures on the property. An earlier routing of the Project corridor included a Project access road over Brushy Ridge which utilized the farm's existing drive, passing between the historic main house and one of its barns approximately 250 feet to the southwest. The subsequent routing of the corridor has eliminated this Project access road through the resource's domestic cluster. While the tree cut for the Project corridor's entrance to woods on the east side of the ridge opposite the main house may be partially visible, the Project is not expected to have a significant effect on the resource's overall visual character. It is ERM's recommendation there will be no adverse effect to this resource. However, in a letter dated September 11, 2017, the DHR stated that there will be an adverse effect to this resource. Due to this determination, a treatment plan will be developed to mitigate the Project effects.

008-0126

Located at 11817 Indian Draft Road, the resource is in the narrow valley of the Cowpasture River, between Tower Hill Mountain to the west and a series of ridge spurs to the east, and approximately 1 mile north of the eighteenth-century frontier stronghold called Fort Lewis. It is sited on the apex of a low hill on the north side of tree-lined Route 678 overlooking the Cowpasture River, which lies to the southeast across Route 678 (Appendix A, Sheet 4). The proposed pipeline is approximately 0.4 miles to the south-southeast of the dwelling. The area surrounding the resource is rural with rolling tree-covered hills and pastures, and few residences and farms in the bottom land near the river. One other residence is visible from 008-0126, a ca. 1920 residence which falls outside the Project APE.

Built in ca. 1887, the two-story, three-bay wood frame structure has Queen Anne details. Set on an ashlar block masonry foundation, the walls of the structure are clad in clapboard siding and the hipped roof features standing seam metal. The main block of the structure features external ashlar masonry chimneys with brick at and above the roofline on both the northeast and southwest elevations. Fenestration is symmetrical and includes two-over-two double-hung windows on the second story of the façade, and one-over-one double-hung replacement windows arranged as two bay windows on the first story; all feature decorative paneled shutters. The two canted bay windows on the first floor have hipped roofs and are clad in scalloped wood shingles. Decorative scallop siding also has been applied in the gable end of the two-story portico. The portico is supported by square wood columns on a wood deck with wood balustrades on both the first and second floors. The first floor is accessed by wood steps

flanked by wood hand rails matching the balustrade. The primary entry is through a central 12-light replacement door with a three-light transom, and two-light sidelights. The door on the second floor of the portico is covered with a screened door and is flanked by sidelights matching those on the first floor (Appendix B, Figure 152). Property access restrictions allowed for limited access to the rear (northwest) of the residence. It appears that a two-story hipped roof has been added to the rear of the structure. To the hipped addition, on both the northeast and southwest, is a full-length shed roof. Portions of the northwest shed addition were visible at the time survey, and it appears to be a two-story porch with wood posts and balustrade. The entry was not visible.

In addition to the residence, there are three outbuildings associated with 008-0126. Constructed in ca. 1890 is a one-story, wood frame root cellar built on a replacement concrete block pier foundation. The walls are clad in clapboard and the roof is standing seam metal with exposed rafter tails (Appendix B, Figure 153). Across the street from the structure, to the southeast, are two barns. The first barn has a sign: "Riverside est. 1898." The barn is a one-and-a-half-story wood frame front-gable structure resting on a replacement concrete masonry unit foundation, and partially built into the hillside. Walls of the primary bay are clad in weatherboard, while the shed bay additions have both vertical and horizontal board siding. A hay loft hood resting on triangular brackets is integrated into the roof, which is covered in standing seam metal. Entry through the central bay is through a hinged vertical plank door, above which is a hay loft. Entry can also be gained through a hinged vertical plank door in the northwest shed addition. A shed roof addition on the rear of the structure is supported by posts (Appendix B, Figure 154). To the south of this barn, also built into the hillside, is a one-story front-gable barn. As with the first barn, the foundation is replacement concrete masonry units. The central bay has a steep-pitched standing seam metal roof, and the wings to the east and west have shed roofs. Wall cladding on the structure is horizontal board. The primary entry was not accessible at the time of survey. It appears that the ground level floor was traditionally used for livestock, or storage, while the upper level at the top of the embankment was for hay storage (Appendix B, Figure 155). A concrete masonry unit wall with concrete newel posts appears to be a retaining wall. It replaces an older fieldstone wall for which some evidence remains.

NRHP Assessment: Originally surveyed in 1980 by David Edwards, the historic name of the resource is the John Samuel Ervin House constructed in ca. 1887 (Edwards 1980). Ervin purchased the property from a special commissioner. Although the sign on the barn says that the farm was established in 1898, a house is shown on a 30-minute topographic map surveyed in 1886–1887 (USGS 1901). This may be the source for Edwards's proposed date for the house. Currently known as Riverside, the house and outbuildings have been well-maintained and are well-preserved, uncommon examples of their type. ERM recommends 008-0126 eligible for inclusion in the NRHP under Criterion C. Historic research did not produce evidence that Ervin played a significant role in historical events. It is ERM's recommendation that 006-0126 is not eligible for the NRHP under Criterion B. Further, 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 Criterion A. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 156.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 157 and 158. A photographic view from the resource toward the Project is shown in Appendix B, Figure 159. The proposed Project would traverse wooded areas to the southwest, south, and southeast of the resource. The view of the

tree cut associated with the Project would be oblique, and thus would represent only a minimal change to the viewshed. For this reason, the Project would result in no adverse effect to the resource.

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 ca. 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 160). 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. 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 ca. 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 (Appendix B, Figure 161). 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. 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. It is ERM's recommendation that the 008-5053 is eligible for listing in the NRHP under Criterion C. The proposed NRHP boundary includes the residence and its legal tax parcel (Appendix B, Figure 162). 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 Criterion A or B.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 163 and 164. A photographic view from the resource toward the Project is shown in Appendix B, Figure 165. Located at a base of a hill, and surrounded by trees, 008-5053 is on a parcel that the proposed Project crosses. 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. Furthermore, in a letter dated September 11, 2017, the SHPO clarified that although the Project will cross a small portion of the proposed NRHP boundary of the resource northeast of the historic dwelling, which will result in some tree clearing, the change to the landscape as viewed from the primary resource will be minimal due to distance, topography, and intervening vegetation. Because the resource derives its significance from architecture rather than from setting, the integrity of the resource will not be affected by the Project. Therefore, ERM recommends that the proposed Project would have no adverse effect on 008-5053.

BUCKINGHAM COUNTY

014-5059

Resource 014-5059 is Second Liberty Baptist Church on Andersonville Road (Route 640) between Andersonville and Enonville (Appendix A, Sheet 27). It is located approximately 340 feet southwest of the Project centerline. The church is located in a rural area and is bounded on the northeast, in the direction of the corridor, by an open field. Wooden areas are located across the road to the northwest and behind the church to the southeast.

The Second Liberty Baptist Church (014-5059) was founded in 1866 as an African American church in Buckingham County. However the main church building is a ca. 1920, one-story, three-bay, example of a vernacular-style church with a rectangular form. The church is clad in a brick veneer laid in a stretcher-bond pattern. The building is covered by a front-gabled roof sheathed in asphalt shingles. A vinyl siding-clad cupola (housing the church bell) rises above the roofline and is covered by a pyramidal, asphalt-shingle roof. The primary entry is centrally located on the northwest elevation and is filled by a single-leaf, modern metal and glass door. Other fenestration includes one-over-one, stained glass windows covered with vinyl storm windows. A concrete stoop is located off the northwest elevation, providing access to the primary entry. A one-story addition extends from the southeast elevation (Appendix B, Figures 166). The cemetery, located southwest of the church, dates to the late-nineteenth and early-twentieth centuries and is still in use today. There are approximately 100 known interments within this area. Gravestones range from slabs of unmarked slate to modern-day carved tombstones. The earliest legible grave markers date to the 1920s and are handwritten (Appendix B, Figure 168).

NRHP Assessment: During initial survey for this Project, 014-5059 was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. The Second Liberty Baptist Church was founded in 1866, but the current building was not constructed until around 1920. Minor modifications over time, such as new cladding and additions, have diminished its historic integrity. While the building does not exhibit high artistic value as the work of a master, it is an example of a rural African American religious building constructed at the beginning of the twentieth century with an associated graveyard. The cemetery displays a number of unusual stones, some handwritten and some with symbols. The Second Liberty Baptist Church is recommended potentially eligible for individual listing on the NRHP under Criteria A and C with Criteria Consideration D as a rural African American church and cemetery. Neither the church nor the cemetery has any known association with a significant person, and they are not recommended eligible under Criterion B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 169.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 170 and 171. A photographic view from the resource toward the Project is shown in Appendix B, Figure 172. The proposed Project would be visible from the Second Liberty Baptist Church where the corridor would traverse woodlots to the north and east. Because of the angle of the corridor relative to the resource, the views of the tree cuts would not be obtrusive, and in any event, these nearby woodlots are unlikely to be critical elements of the resource's historic setting. Therefore, the minor viewshed change that would result from the Project is not considered to be an adverse effect.

014-5060

First Liberty Baptist Church (014-5060) at 1995 Rock Mill Road is located approximately 475 feet southwest of the Project centerline. The survey corridor crosses the northeast end of a cleared field that coincides with the church property boundary. On the northeast side of the corridor is a wooded area (Appendix A, Sheet 28). First Liberty Baptist Church is a ca. 1880, one-story, front-gable vernacular building with a rectangular form. Its foundation is a combination of rubble stone piers and concrete block, and the frame structural system is clad in vinyl siding. The front-gable roof is sheathed in standing-seam metal, and a square cupola with a pyramid roof pierces the roofline. The primary entry is located on the northeast elevation of an addition that was added to the southeastern elevation. The entry is filled by a modern metal and glass door. Fenestration includes stained-glass windows along the northeastern and southwestern elevations. A secondary entrance is located in the southwestern side of the same southeastern addition and is filled by a double-leaf wood door. A one-story, front-gable porch extends from the northeast elevation covering the primary entry, and a wood stoop extends from the secondary entrance. A second one-and-one-half story addition is positioned on the church's northwest elevation (Appendix B, Figure 173). A cemetery is located west of the church including approximately 100 known interments. Gravestones include hand-carved designs and symbols as well as new modern-day granite stones. Some are unmarked and others have modern carving. The oldest legible marker is a hand-carved stone for Kate J. Ellis who died in 1909 (Appendix B, Figure 174).

NRHP Assessment: During initial survey for this Project, 014-5060 was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. Minor additions have diminished the historic integrity of the First Liberty Baptist Church. While the building does not exhibit high artistic value as the work of a master, it is an example of a rural African American religious building constructed in the late-nineteenth century with an associated graveyard. The cemetery displays a number of unusual stones, handwritten and with symbols. ERM recommends the First Liberty Baptist Church eligible for individual listing on the NRHP under Criteria A and C with Criteria Consideration D as a rural African American church and cemetery. Neither the church nor the cemetery have any known association with a significant person, and they are not recommended eligible under Criterion B. As an architectural resource, it is recommended not eligible under Criterion D. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 175.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 176 and 177. A photographic view from the resource toward the Project is shown in Appendix B, Figure 178). The proposed Project would be visible from the northern portion of the First Liberty Baptist Church parcel, where tree cuts on both sides of Rock Mill Road would interrupt pine plantation and natural woodlands to the east

and west. These tree cuts likely would not be visible from the vantage point of the church building and cemetery, and would not impair the historic setting of the resource. Therefore, the Project would not have an adverse effect on 014-5060.

014-5062

The dwelling at 5604 James Madison Highway (014-5062) is situated on a hillside overlooking a tributary of Willis Creek, about 0.6 miles southeast of Curdsville (Appendix A, Sheet 29). It is approximately 400 feet west of the proposed Project, which parallels the rear property boundary. The house is a ca. 1920, one-and-one-half story, four-bay, wood-frame, Craftsman-style dwelling set on a concrete foundation (Appendix B, Figure 179). The dwelling is clad in vinyl siding and is covered by a hipped-roof sheathed in asphalt shingles with exposed rafter tails. A gabled dormer pierces the roofline on the primary (northwest) elevation. Two interior, brick chimneys rise above the roofline. The single-leaf, paneled, wood primary entry is off-center on the façade. Other fenestration includes two-over-two, wood-sash windows and a one-light window directly adjacent to the primary entry. Paired, one-over-one, wood-sash, windows are located in the dormer. A one-story, full-width porch extends from the primary elevation. It has a concrete foundation and is included under the principal roofline. Low concrete piers with square wood posts support the roof. A full-length one-story, shed-roof addition extends from the southeast elevation. The house is in good condition.

Adjacent to the house are two outbuildings and a gambrel-roofed barn. To the east of the house is a one-story, front-gabled structure with a standing-seam metal roof with exposed rafter tails, and vinyl siding. A door is located on the northwest elevation. No other details could be discerned from the public right-of-way. To the southeast of the house is another outbuilding with an asphalt shingle, hipped roof, vinyl siding, and one-over-one, double-hung windows with fixed vinyl shutters. It also has exposed rafter tails, but no other details could be discerned from the public right-of-way. Farther southeast of the house is a gambrel-roofed barn (Appendix B, Figure 180). The barn has a standing-seam metal roof, clapboard siding, and two, shed-roof additions on the north and south elevations. The additions are supported by wooden posts. The barn has openings for entry on the east and west elevations. All of the outbuildings are in good condition (Appendix B, Figure 181).

NRHP Assessment: During initial survey for this Project, 014-5062 was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. While the farm does not exhibit high artistic value as the work of a master, it is an excellent representation of an early-twentieth century farmstead in rural Virginia. The farmstead is recommended eligible for inclusion in the NRHP under Criteria A and C as a historic early-twentieth-century, Craftsman-style farmstead. The farm has no known association with significant persons and is, therefore, not recommended eligible for inclusion in the NRHP under Criterion B. As an architectural resource, it is recommended not eligible under Criterion D. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 182.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 183 and 184. A photographic view from the resource toward the Project is shown in Appendix B, Figure 185. The alignment of the Project in the vicinity of 014-5062 would require the removal of some trees along a creek and a fence line to the northeast of the resource. These changes would only be observable from particular vantage points within the boundary of the resource, obscured by mature trees around the

buildings and by other trees along the creek and fence line that would remain post-construction. The proposed undertaking would create only minimal change to the viewshed. For this reason, the Project would result in no adverse effect to 014-5062.

014-5066

This resource is located at 6037 Andersonville Road, near Andersonville in Buckingham County. The primary resource lies about 388 feet north of the Project corridor (Appendix A, Sheet 27). Initially recorded for the Project in 2015 (Lesiuk et al. 2016), the property was inaccessible at the time of the original survey. Aerial photography indicates that the resource is a farmstead consisting of at least one dwelling, a garage, and a swimming pool (Appendix B, Figure 186). The house seems to have two sections. The south section appears to be a two-story I-house with at least one end chimney and an addition on the south elevation. The north section appears to be a one-story, gabled wing with a center chimney and a shed porch. The garage is located southeast of the dwelling, and the swimming pool is to the east of the dwelling. Two outbuildings in poor condition are located to the south on an adjacent property that likely was part of the original farm. The house is set on a ridge adjacent to the upper reaches of Horsepen Creek, and is reached by a three-quarter mile farm road that passes through recently harvested timberlands. Landowner permission to survey the property was not granted, and there is a great distance from the dwelling to the public right-of-way, therefore the resource could not be surveyed (Appendix B, Figure 187).

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 188.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 189 and 190. Due to property access restrictions and distance from the public right-of-way, no view from the resource to the Project was possible. The proposed Project would cut through wooded tracts to the south and west of 014-5066. These tree cuts would be observable from particular vantage points within the boundary of the resource, despite the presence of mature trees around the buildings. These viewshed effects would create only minimal change to the setting of the resource. There is already a tree cut from an electric transmission line that enters the resource from the west. For these reasons, the Project would result in no adverse effect to 014-5066.

014-5074

This resource is located at 708 Old Curdsville Road, near Curdsville in Buckingham County. It is located about 485 feet south of the road at the end of a dirt driveway. Originally recorded for the Project in 2016, 014-5074 was inaccessible at the time of survey (Anderson and Staton 2016). The primary resource lies about 108 feet north of the Project survey corridor in an area of mature trees and grass (Appendix A, Sheet 29). The property slopes down to the south to Little Willis Creek. Aerial photography indicates that the resource is a farmstead consisting of a dwelling house, a large garage/barn or storage building, and other small sheds (Appendix B, Figure 191). The dwelling appears to be a ca. 1960s ranch house. This is consistent with historical maps, which show a dwelling in this approximate location in 1968 but not 1958 (USGS

1958, 1968). The garage/barn is located about 180 feet northeast of the house on the east side of the driveway. It is a metal prefab building likely constructed in the 2010s.

NRHP Assessment: The property owner did not give permission to survey the resource, and the resource was located too far from the public right-of-way to be accurately documented. In accordance with guidance from the DHR, it is ERM's recommendation that 014-5074 be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 192.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 193 and 194. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 195. The proposed Project would skirt the southwestern corner of the parcel containing 014-5074, cutting through wooded areas to the west and south. These tree cuts would be visible from particular vantage points within the boundary of the resource, despite the presence of mature trees around the buildings, particularly to the south and west. However, these viewshed effects would create only minimal change to the setting of the resource, and are not considered adverse.

CITY OF CHESAPEAKE

131-0035 (Dismal Swamp Canal Historic District)

Resource 131-0035 is part of the Great Dismal Swamp Canal Historic District, of which the canal is a major contributing structure. The canal was not assessed in previous surveys for the current Project. The Project corridor crosses the NRHP boundary approximately 0.4 miles northeast of where the canal is crossed by I-64 (Appendix A, Sheet 65). An electric transmission line crosses the canal at this point and the canal in this area has been partially filled (Appendix B, Figure 196). This portion of the canal is known as the Gilmerton Cut or Deep Creek Canal, which was constructed in 1843 to shorten the route between the northern end of the canal at Deep Creek and the Southern Branch of the Elizabeth River (Kuhlman 1987). The Dismal Swamp Canal was constructed between 1787 and 1800 to connect Chesapeake, Virginia to the village of South Mills, in Camden County, North Carolina.

The privately-funded Dismal Swamp Canal Company began construction in 1793 on a 22-mile canal that would connect the Elizabeth River in Norfolk, Virginia with the Pasquotank River in Camden County, North Carolina. Roads were constructed in Chesapeake as well as along the newly constructed canal in the Dismal Swamp. Promoters hoped the canal would provide a safe trade route between the Chesapeake Bay region and Albemarle Sound. Unfortunately these early Americans did not foresee the frequency of droughts in the area, and in the early nineteenth century, trenches and waterways needed to be constructed to aid in ships' passage through the canal. The canal was also periodically widened and deepened to allow larger vessels to pass. In 1843, the Gilmerton Cut was constructed between Deep Creek and the Elizabeth River, extending the canal by 2.25 miles. The Dismal Swamp Canal did provide an important transportation and trade route between the two states between 1805 and 1859, when competition from the recently constructed Albemarle and Chesapeake Canal, as well as an extensive railroad network, led to its decline. In 1899, a major rehabilitation effort was completed that widened and deepened the canal, which enabled it to operate with only two locks, one at each end. At the same time, the Deep Creek channel was dredged and

straightened, eliminating the need for the Gilmerton Cut, which was abandoned (Kuhlman 1987; Virginia Canals and Navigations Society 2004).

NRHP Assessment: Although portions of the Gilmerton Cut, including the section crossed by the Project corridor, have not been maintained and have been filled in by natural and man-made causes, the changes have not compromised the integrity of the Dismal Swamp Canal Historic District as a whole, of which the Gilmerton Cut remains a contributing part (Hearnnes 2013; Lesiuk et al. 2015). ERM recommends that the Dismal Swamp Canal District retains sufficient integrity for listing on the NRHP. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 197.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 198 and 199. A photographic view from the resource toward the Project is shown in Appendix B, Figure 196). The proposed pipeline would be constructed across the Dismal Swamp Canal Historic District (131-0035) by open cut. The pipeline corridor would cross roughly perpendicular to the canal within an existing electric transmission line right-of-way in a location where the canal has been filled. Three existing transmission lines run parallel through this wide utility corridor. It is unlikely that construction of the pipeline would necessitate removal of trees in the vicinity of the resource. The only above-ground evidence of the pipeline would consist of pipeline markers. Therefore, the proposed undertaking would not significantly affect the setting of the canal. Effects from the proposed Project are not considered to be adverse. The archaeological survey of this area conducted in 2015 (Stanyard et al. 2017b), resulted in the identification of no archaeological sites associated with the canal within the Project corridor.

131-5325 (Sunray Historical District)

The Sunray Agricultural Historic District (131-5325) encompasses 1,264 acres in Chesapeake (Appendix A, Sheet 63) and includes 281 contributing resources, consisting of dwelling houses, community buildings, agricultural landscape features, and an abandoned railroad track. The district represents an early twentieth century planned ethnic community settled by Polish immigrants brought to the site through the efforts of a real estate developer and New York shipping agents who assisted in settling recent arrivals in U.S. communities. The district was listed on the Virginia Landmarks Register in 2003 and on the National Register of Historic Places in 2007.

The property on which the Sunray community was laid out was a tidal marsh that had been utilized by a timber company during the nineteenth century. It was acquired by the Southern Homestead Corporation in 1907 and platted into lots. Elevated roads lined by ditches were constructed to access the lots and drain the land for farming. This grid system was continued by the Polish immigrants, who began relocating to the settlement in the 1910s. By 1920 there were 200 people living in Sunray, and a Catholic church, school, and cemetery were established. The residents were primarily farmers who grew food crops for their families, as well as flowers, strawberries, potatoes, and other crops for market. The community still retains much of its early Polish heritage, although many of the farms have been consolidated and descendants of the original settlers are more likely to work outside of the community (David 2006).

Two proposed access roads for the Project border or cross a portion of the NRHP boundary of the historic district (Appendix B, Figures 200 and 201). The proposed roads utilize existing rights-of-way and are located in a sparsely settled portion of the district (see Appendix A, Sheet

63). The surrounding area is rural with expanses of open land that is either forested or being used for agricultural purposes.

NRHP Assessment: The Sunray Agricultural Historic District (131-5325) is significant under Criteria A and C for its association with agriculture, community planning and development, designed landscape, and ethnic heritage for the period 1908–1956. Although the district was not considered significant under Criterion D when it was listed in the NRHP (David 2006), the potential exists for subsurface deposits that could contribute information important to the understanding of the cultural history of the community. No known persons of historical significance are associated with the Sunray Agricultural Historic District, so it is not considered eligible for the NRHP under Criterion B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 202.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 203 and 204. A photographic view from the resource toward the Project is shown in Appendix B, Figure 205). The proposed pipeline will pass through the southern edge of 131-5325-0063, a non-contributing resource associated with the Sunray Agricultural Historic District (131-5325). The southern portion of the parcel encompassing 131-5325-0063 is wooded, so the Project would create a tree cut through the property. The ca. 1950 dwelling that once stood at 131-5325-0063 is no longer extant, and the parcel associated with it extends south beyond the boundary of the Sunray Agricultural Historic District, so the proposed pipeline would not intersect the district and the tree cut for the corridor as it passes west and south of the district would not be visible from the district due to intervening woodlands. There are, however, two access roads to be used for the Project that lie within the historic district. One, 27-002-AR-1, runs along the southern boundary of the district. The other, 27-006-AR-1, proceeds northward into the district for a distance of about a quarter mile. These are both existing roads, and improvements to the roads would be limited to gravelling and minor alignment shifts to avoid potential environmental impacts. They are located in sparsely populated areas of the district and their use for the Project is unlikely to change the historic feeling of the district. For these reasons, the effects from the Project are not considered to be adverse.

Four individual Historic District properties within the Sunray Agricultural Historic District abut or are intersected by proposed Project access roads and are within the Project APE (see Appendix B, Figure 202). These properties are summarized in Table 4, and the effects of the Project on the resources are discussed below.

Sunray Agricultural Historic District Individual Properties in Project APE				
Name/Resource Number	Description	Approximate Distance to Proposed Project	Contributing?	Individual Eligibility
131-5325-0063	Dwelling, 1950	N/At	No	Ineligible (demolished)
131-5325-0064	Livestock shelter, 1920	3350 feet south-southeast	Yes	Ineligible?
131-5325-0066	Barn, 1930; Storage shed, 1950	1250 feet southwest	Yes	Ineligible?
131-5325-0068	Shed, 1930	980 feet southwest	Yes	Ineligible?

131-5325-0063

Resource 131-5325-0063, located at 4409 Peach Road, Chesapeake, Virginia, is no longer extant. This resource was located south of Peach Road within the Sunray Agricultural Historic District (Appendix A, Sheet 63). The immediate area around the location of the previously extant structure consists of agriculture lands and clusters of mature tree growth. The resource was located in a primarily rural area with sparsely scattered residential structures, approximately 2.5 miles west of the urban center of Chesapeake. This resource location was approximately 1 mile northeast of the Great Dismal Swamp National Wildlife Refuge and approximately 0.60 miles north of the Norfolk & Western Railroad corridor.

The resource consisted of a dwelling and four outbuildings. According to previous survey information, the primary structure on the property was a ca.1950 Post Modern dwelling. The dwelling was documented in 2002 as being a 1.5-story, gabled ell structure clad in wood shingles. The side-gable roof was clad in asphalt shingles. The windows on the structure were six-over-six and eight-over-eight, double-hung units. The four secondary resources on the property consisted of two sheds and two garages. The first shed was documented in 2002 as being a ca. 1980 modern shed with a gambrel roof and wood siding. The second shed, also documented in 2002, was a ca. 1960 side-gable shed with wood siding. The two garages were documented at the same time as the other structures on the property. Both garages were described as Post Modern style and had gable roofs. One garage was constructed a ca. 1950 and the other was constructed ca. 1970.

NRHP Assessment: The previously recorded structure and outbuildings at 4409 Peach Road are no longer extant and were demolished sometime after 2007. Therefore, the resource is no longer eligible for the NRHP under Criterion C. It is ERM's recommendation that the resource is not eligible under Criterion A for any association with significant event or thematic associations with agriculture. The historic research carried out for this Project has not identified significant personages associated the resource, and it is not recommend eligible for listing on the NRHP under Criterion B. The resource is no longer extant, so it is no longer a contributing resource to the Sunray Rural Historic District.

Assessment of Effects: The proposed pipeline will pass through the southern edge of 131-5325-0063, which is wooded, so the Project would create a tree cut through the property. With the loss of its architectural resources, 131-5325-0063 no longer retains integrity, so further changes to its setting are irrelevant. Therefore, the proposed undertaking will have no adverse effect on the property.

131-5325-0064

Resource 131-5325-0064 is located at 4416 Peach Road in Chesapeake, Virginia. The resource is located north of Peach Road within the Sunray Agricultural Historic District (Appendix A, Sheet 63). The surrounding area consists of agricultural lands and scattered clusters of mature tree growth. The resource is located in a primarily rural area with scattered residential structures approximately 2 miles west of the urban center of Chesapeake. Located approximately 1 mile southwest of the resource is the Great Dismal Swamp National Wildlife Refuge. The house and outbuildings associated with this resource sit on approximately 8 acres.

Due to lack of access to the property, some structures were difficult to observe. The house on the property is not of age to be evaluated for potential NRHP eligibility; however, select outbuildings on the parcel meet the age requirements and thus were evaluated. The primary structure on the property is a single-story, vernacular 1973 linear Ranch house with a concrete foundation (Appendix B, Figure 206). The house is clad in brick with a running bond pattern. The side-gable roof on the house is clad in asphalt shingles. There is a projected roof mass in the center of the house that is side-gabled and clad in asphalt shingles on the south façade. The gable ends of the projected roof mass are clad in horizontal vinyl siding. The center projecting roof mass doubles as the roof for the partial-width front porch, supported by turned knob wood posts. The porch foundation and steps are brick. A wood, modern handicap-accessible ramp has been constructed adjacent to the porch. The south façade of the house is 7 bays wide and has a mix of single and double, six-over-six double-hung vinyl windows. Four of the seven windows have fixed shutters. The west façade of the house has two, six-over-six double hung windows. The east façade of the house has a vinyl, automatic garage door. The north façade of the house was not visible during the roadside survey. North of the house is a ca. 2000 single-story modern shed with concrete foundation and front-gable roof. The roof is clad in asphalt shingle. The shed is clad in vertical T1-11 siding. There is a single pane-window and door on the east elevation (Appendix B, Figure 207).

Leading north from the house and the modern shed is a private drive that passes three associated outbuildings. The four outbuildings are located approximately 740 feet from the roadside and were not visible during the survey. Description of these resources was completed using historic aerial photographs. Aerial imagery dates the construction of the first structure, a gambrel roof shed, to ca. 2013. This shed, is modern with an asphalt shingle roof. Aerial imagery dates construction of the second structure, a shed, to ca. 2011 (NETROnline 2011). This structure appears to be single-story with a gable roof clad in asphalt shingles. The third outbuilding moving north on the private drive is a single-story structure with what appears to be a flat roof. Aerial imagery places the date of construction for the third outbuilding at ca. 1980. (NETROnline 1971 and 1990) The fourth outbuilding on the property appears to possibly be the livestock shelter constructed ca. 1920 with the saltbox metal roof. Review of aerials shows that the outbuilding is in deteriorated condition, but still standing. A previously identified ca. 1920 storage shed on the property is no longer extant.

NRHP Assessment: Resource 131-5325-0064 is located within the Sunray Agricultural Historic District and two outbuildings on the property are considered contributing resources to the district. Only one of these, the livestock shelter, is still extant. The house and three outbuildings are common examples with no distinctive stylistic details and are not of age. The form of the livestock shelter is relatively common in the region. It is ERM's recommendation that this resource is not individually 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 individually eligible for the NRHP under Criterion A or B. However, the livestock shelter retains sufficient integrity to retain its status as a contributing resource to the Sunray Rural Historic District.

Assessment of Effects: A proposed access road, 27-006-AR-1, associated with the Project would terminate in the southeast corner of 131-5325-0064. This is an existing road, and improvements would be limited to gravelling and possible minor alignment shifts to avoid potential environmental impacts. The road is located in a sparsely populated area of the district and its use for the Project is unlikely to change the historic feeling of the district. Therefore, the effects from the Project are not considered to be adverse.

131-5325-0066

Resource 131-5325-0066 is located at 4633 Peach Road in Chesapeake, Virginia. The Resource is located south of Peach Road within the Sunray Agricultural Historic District (Appendix A, Sheet 63). The surrounding area consists of agriculture lands and scattered clusters of mature tree growth. The resource is located in a primarily rural area with scattered residential structures approximately 2.3 miles west of the urban center of Chesapeake. Located approximately 0.65 miles southwest of the resource is the Great Dismal Swamp National Wildlife Refuge. The house and outbuildings associated with this resource sit on approximately 10 acres.

Due to lack of access to the property, some structures were difficult to observe. The house on the property is not of age to be evaluated for potential NRHP eligibility; however, select outbuildings on the parcel meet the age requirements and thus were evaluated. The primary structure on the property is a single-story house clad with running bond brick, constructed in 1970. The house has a T-shaped plan with a cross gable roof clad in asphalt shingles. There is a brick chimney in the middle of the roofline. The front façade of the house faces north and has an asphalt shingle-clad shed roof projecting over the entry. The north façade of the house is three bays wide with two, one-over-one double-hung vinyl windows on either side of the entry. The windows and the shed roof have metal awnings. The east façade of the house has three, one-over-one double hung vinyl windows with metal awnings (Appendix B, Figure 208). The west façade of the house mimics the east façade (Appendix B, Figure 209).

Immediately south of the house is a single-story storage building that was constructed ca. 1970. The storage building has vertical siding and one-over-one, vinyl windows. The foundation of the structure could not be determined from the roadside survey. The storage building has a gable roof clad in standing seam metal. South of the house is a modern, above ground temporary pool. Review of historic aerial photographs places the pool on the property ca. 2010. Immediately south of the pool is a two-car garage with a gable roof constructed ca. 1980. The garage has a side-gable, asphalt shingle roof. The garage is clad in horizontal vinyl siding. The east façade of the garage has two automatic vinyl doors. The foundation of the garage could not be determined from the roadside. Sitting east of the garage is a large side-gable barn with a metal roof and a rectangular footprint. The barn was constructed ca. 1930 and has a single bay on the north façade. From the roadside, the barn appears to be single-story. Located south of the barn, is a smaller outbuilding with what appears to be a flat, standing seam metal roof. Review of historic aerial photographs puts the date of construction for the outbuilding in 2011 (NETROnline 2011). Southwest of the first storage building is the second vertical wood storage building with a standing seam metal gable roof. The storage building was constructed in 1950. The north elevation of the storage building has a single, wood frame window. No further details of the storage building could be determined from the roadside. To the east of the vertical wood storage building is a single-story shed, clad in vertical wood with a shed roof. The roof cladding could not be determined from the roadside. The north elevation of the shed has a single wood frame opening to serve as entrance/exit. This shed dates to ca. 1980. South of this shed is a metal flat roof canopy. The building canopy has a square footprint. Review of historic aerial photographs place the date of construction for the canopy at ca. 2008. Aerial photographs show that this structure replaces an older structure. No further details could be determined from the roadside or aerials.

NRHP Assessment: Resource 131-5325-0066 is located within the Sunray Agricultural Historic District and two of the structures on the property, the barn and the vertical wood storage

building, contribute to the district. The form of the outbuildings is relatively common in the region. The house and remaining outbuildings are not of age and do not meet the Criteria Consideration for resources that have achieved significance within the last 50 years. It is ERM's recommendation that this resource is not individually 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 individually eligible for the NRHP under Criterion A or B. However, the barn and storage shed retain sufficient integrity to retain the status of the property's status as a contributing resource to the Sunray Rural Historic District.

Assessment of Effects: A proposed access road, 27-002-AR-1, associated with the Project runs along the southern edge of 131-5325-0066. This is an existing road, and improvements would be limited to gravelling and possible minor alignment shifts to avoid potential environmental impacts. The road is located in a sparsely populated area of the district and its use for the Project is unlikely to change the historic feeling of the district. Therefore, the effects from the Project are not considered to be adverse.

131-5325-0068

Resource 131-5325-0068 is located at 4705 Peach Road in Chesapeake, Virginia. The Resource is located south of Peach Road within the Sunray Agricultural Historic District (Appendix A, Sheet 63). The surrounding area consists of agriculture lands and scattered clusters of mature tree growth. The resource is located in a primarily rural area with scattered residential structures approximately 2.3 miles west of the urban center of Chesapeake and approximately 0.6 miles northeast of the Great Dismal Swamp National Wildlife Refuge. The house and outbuildings associated with this resource sit on approximately 9.5 acres.

Due to lack of access to the property, some structures were difficult to observe. The house on the property is not of age to be evaluated for potential NRHP eligibility; however, outbuildings on the parcel may meet the age requirements. The house on the property is a linear ranch that was constructed in 1975. The house has a concrete foundation and cross-gable asphalt shingle roof. There is a massed brick interior chimney and decorative cornice that runs along the north façade. The north façade of the house has two automatic vinyl garage doors as well as a vinyl pedestrian door with decorative lights. The windows on the north façade are vinyl, one-over-one windows with faux muntins. There is a mix of single and double windows on the house. The projected mass at the front of the house is accessed via brick steps. The east façade of the house has a vinyl door and one-over-one, vinyl, double-hung windows. Other details of the house could not be determined from the roadside survey or historic aerial photographs. South of the house is a modern gable-roof shed. The roof of the shed is clad in asphalt shingles. Review of historic aerial photographs show the shed's construction date to be ca. 2011 (NETROnline 2011). Located just south of the modern shed is an older shed with a metal roof. Review of historic aerial photographs date this shed to ca. 1970–1980 (NETROnline 1971). The survey form completed for the NRHP nomination in 2002 notes a barn, two sheds, a wood shed, two chicken coops, and a cold storage building on the property that were considered contributing resources to the historic district, but these resources could not be located during the 2017 field survey (Appendix B, Figure 210).

NRHP Assessment: Resource 131-5325-0168 is located within the Sunray Agricultural Historic District and had previously documented outbuildings that contributed to the district; however, the contributing outbuildings could not be located during the most recent survey. The house and

remaining outbuildings are not of age. It is ERM's recommendation that this resource is not individually 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 individually eligible for the NRHP under Criterion A or B. Although the historic outbuildings identified as contributing resources to the historic district could not be located during the most recent survey, full access to the property was not available, and some of these may still be extant. ERM recommends that for the purposes of the Project, 131-5325-0168 retains sufficient integrity as a contributing resource to the Sunray Rural Historic District.

Assessment of Effects: A proposed access road, 27-002-AR-1, associated with the Project runs along the southern edge of 131-5325-0068. This is an existing road, and improvements would be limited to gravelling and possible minor alignment shifts to avoid potential environmental impacts. The road is located in a sparsely populated area of the district and its use for the Project is unlikely to change the historic feeling of the district. Therefore, the effects from the Project are not considered to be adverse.

CUMBERLAND COUNTY

024-5006

The Cumberland Church Battlefield is located about 3.5 miles north of Farmville on Route 45, and the ABPP revised Study Area encompasses 2,558 acres including approach routes. The Project passes through the northern boundary of the resource (Appendix A, Sheet 30). The Battle of Cumberland Church (024-5006) took place in the afternoon of April 7, 1865. Maj. Gen. William Mahone and Maj. Gen. John Gordon established a line of breastworks on the high ground east of Cumberland Church to protect Gen. Lee's wagon trains headed west to Appomattox from the pursuing Union army. Marching from High Bridge, the Union 2nd Corps under Maj. Gen. Andrew Humphreys encountered the Confederate defenses about 2 pm. Expecting a supporting attack from the Union troops in Farmville to his left, Humphreys ordered Miles's 1st Division to hit the Confederate left. After making initial progress and capturing several cannons, the Union attack was repulsed and the guns were recaptured. As nightfall approached and no help arrived from Farmville, Humphreys called off the attack with a loss of 700 killed, wounded, or captured (Orrison 2015). Humphreys's 1st and 2nd Divisions were positioned just south of Raines Tavern in the vicinity of the corridor according to a map of the battlefield (Snedden 1865). The fighting took place to the south of this position as the Union army attacked the Confederate breastworks that crossed the Plank Road (Route 45).

NRHP Assessment: During initial survey for this Project, the 024-5006 was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. The Cumberland Church Battlefield has been the subject of little development and retains its largely rural and agricultural character. Therefore, ERM recommends the Cumberland Church Battlefield (024-0416) has retained sufficient integrity to be eligible for the NRHP. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 211.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 212 and 213. A photographic view from the resource toward the Project is shown in Appendix B, Figure 214). The Project would pass through a wooded area on the northern periphery of the Battle of Cumberland Church. The tree

cut through this portion of the battlefield would be visible to the west from Route 45. The resulting viewshed change would affect a small area relative the size of the resource overall, and would consist of one additional modern intrusion into the setting of the battlefield among others already present, such as the electric transmission line that cuts through the battlefield to the west of Route 45. For these reasons, the effects from the Project are not considered adverse.

DINWIDDIE COUNTY

026-0007

The Col. Joseph W. Harper House is located at 4015 Harper's Road. It is situated south of Harper's Mill Road (Route 638) and is approximately 0.24 miles southeast of the proposed Project (Appendix A, Sheet 40). The house is situated on a well-manicured lot on a gently rolling hillside with intermittent trees surrounding the house and a dense group of trees to the west of the house. A working vineyard is located immediately north of the house. ERM was not able to access the property at the time of survey, but aerial views show that the property includes a historic house, two tobacco barns, a modern barn, and a cemetery (Appendix B, Figure 215).

According to a 2010 survey, the house was built in 1775, but had 3 later construction periods. The original section was built as a hall-parlor plan with single-hung nine-over-nine windows and a side-gabled roof. It has an on-peak interior chimney. In the 1780s, a house was dismantled and brought to the location of the Col. Joseph W. Harper House. The new gabled house was added to the south elevation of the original house and connected by a ten-foot hyphen. This southern addition has an exterior-end chimney on its east elevation. A third construction period took place in the 1790s. This two-story addition was added to the west side of the ca. 1780s house. It has a hipped roof, with nine-over-nine wooden windows on the first floor and six-over-six windows on the second floor. A porch was added to the south elevation of the two-story addition sometime before 1937 and has fieldstone piers with a wooden floor and hipped roof. It is supported by decorative wooden posts. In the mid-1990s, a side-gabled addition was added to the north elevation of the original house. It has an on-peak interior chimney. Aerial views also show three outbuildings. According to a 2011 survey, there are two tobacco barns on the property. One was in deteriorated condition with a stone foundation and log siding. The other is two stories in height with a concrete foundation. A modern barn with a gabled roof is located to the south of the house. Also located on the property is a cemetery with four marked graves. Because the property could not be seen from the public right-of-way, no other details could be discerned.

NRHP Assessment: The Col. Joseph W. Harper House (026-0007) was determined eligible for the NRHP by DHR Staff in February 2011 under Criterion C as a rare surviving eighteenth-century house in Dinwiddie County with a high level of integrity of materials and workmanship. Additionally, the house provides a rare example of "galleting" (the insertion of small stones into mortar), which was used on the foundation. Furthermore, comparisons of current and historic aerial imagery suggest that the dwelling retains many of its secondary resources, including a cemetery, and a tobacco barn (Google Earth 2016). This resource was not accessible during the current survey. However, modern aerial photography suggests that no changes have been made to the property. Therefore, ERM recommends that the Col. Joseph W. Harper House retains sufficient integrity and significance to remain eligible for the NRHP under Criterion C. ERM also recommends that the resource is potentially eligible for the NRHP under Criteria A and B. The numerous building episodes, most of them historic, and the presence of outbuildings

and a family cemetery illustrate the resources association with the development of agriculture in Dinwiddie County from the late eighteenth to the early twentieth century. The land on which the house is located was owned by the Harper family for approximately 10 generations. Col. Joseph W. Harper II, who owned the farm during the nineteenth century, was actively involved in the military and politics, and was the nephew of General Winfield Scott. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 216.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 217 and 218. Because of access restrictions and the distance of the resource from the public right-of-way, a view from the resource toward the Project was not possible. The proposed Project would pass just west of the parcel containing the Col. Joseph W. Harper House (026-0007), cutting through a wooded area south of Harper's Road and a tree line along a small drainage north of the road. These tree cuts would be visible from particular vantage points within the boundary of the resource, but not from the areas around the buildings. These viewshed effects would create only minimal change to the setting of the resource, and are not considered adverse.

026-5222

The resource (026-5222) is a pair of houses and outbuildings at 4723–4725 Darvills Road (Appendix A, Sheet 40). The resource could not be accessed during the current survey and was unable to be seen from the public right-of-way. The proposed Project runs parallel to the houses, ranging from 0.06 miles to 0.10 miles distant from the houses. The houses are located on a long gravel driveway that extends southwest from Darvills Road on a well-manicured lot dotted with mature trees and shrubbery (Appendix B, Figure 219). The house at 4723 is located about 0.3 miles south of Darvills Road. According to tax records, this resource is a one-story, gable-roof dwelling constructed in 1947. It has a cinderblock foundation, composition shingle roof, and asbestos siding. The house at 4725 is located about 0.1 miles south of Darvills Road and according to tax records, is a one-story brick dwelling constructed in 2002. A house appears in this location on a 1963 aerial view, indicating that the older residence may have been replaced sometime after 1963. Multiple outbuildings of indeterminate age are located on the property, including a metal garage, a two-story frame building, and two metal sheds.

NRHP Assessment: Landowner permission to survey the property was not granted, and there is a great distance from the dwelling to the public right-of-way, therefore the resource could not be surveyed. Because it is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 220.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 221 and 222. A photographic view from the nearest public right-of-way to the resource toward the Project is shown in Appendix B, Figure 223. The proposed Project would skirt the southeastern corner of the parcel containing 026-5222, cutting through wooded areas to the east and south. These tree cuts would be visible from particular vantage points within the boundary of the resource, but not from the areas around the buildings due to the presence of screening trees. These viewshed effects would create only minimal change to the setting of the resource, and are not considered adverse.

HIGHLAND COUNTY

045-0007

Originally recorded in 1980 by Susan Blanchard, the Sidney Wade House 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. 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 224). 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 ca. 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 225). 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 ca. 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 paned, 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 ca. late nineteenth century, front-gabled wooden barn with a metal roof (Appendix B, Figure 226). 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. The additions, including some recent ones, have caused a loss of integrity; however, the Wade House is a rare example from the Early National Period and is associated with one of the county's earliest pioneer families. Further research regarding the resource's historical and architectural context is recommended to establish its eligibility for the NRHP. ERM recommends that a Phase II Intensive Level survey be conducted to evaluate this resource's eligibility for the NRHP. However, because a Phase II study is not possible at this time due to lack of landowner permission. ERM recommends that for the purposes of this Project, the resource be treated as if it is eligible for listing on the NRHP. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 227.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 228 and 229. A photographic view from the resource toward the Project is shown in Appendix B, Figure 230. Although the Project crosses a parcel that appears to have been historically associated with 045-0007, it does not fall within the proposed NRHP boundary. The proposed pipeline would traverse the ridge approximately 0.5 miles east of the house, with downslope trees providing cover for the timber cut. Where the pipeline turns to a more east-west orientation, the tree cut might be visible from the house when the leaves are off the trees. However, the viewshed of the resource would be largely unaffected by the proposed undertaking. The western slope of Little Mountain where the Project is located

was likely part of the Townsend estate, but it is not integral to the historic significance of the resource. Therefore, ERM recommends that that 045-0007 would not be adversely affected by the proposed Project.

NELSON COUNTY

062-0092

The Simpson House (062-0092) is located within the Warminster Historic District (062-5160) at 782 Midway Mills Lane, approximately 590 feet north of the Project centerline (Appendix A, Sheet 24). The resource is about 2 miles north of the village of Wingina on top of a hill overlooking the James River, which is located to the east of the property. The parcel is mostly wooded with a cleared area surrounding the two structures. Mayo Creek is located just north of the property.

The resource is a two-story, ca. 1870, Folk Victorian, frame house. The dwelling has an L-shaped plan, with a two-story addition on the west elevation. The front façade is three bays wide, with a projecting front gable. A full-width porch supported by square columns spans the east façade. The dwelling features a cross-gabled roof with a corbelled chimney on the south gable end (Appendix B, Figure 231). The front-gable contains a decorative scroll-sawn vergeboard. The dwelling features two-over-one, double-hung sash windows with decorative wood pediments and wood surrounds. The entire building is raised up on a stone basement, and the front porch is supported by brick piers. The house also has an exterior-end brick chimney on the west elevation, between the original house and the gabled addition. A second gabled addition is located on the north elevation of the first addition and is one-story. South of the main house is a one-story ca. 1870 secondary dwelling that shares many architectural features with the main house, but is plainer in detail (Appendix B, Figure 232). The secondary dwelling is also three bays wide, contains a full-width front porch on the east elevation, and is raised on a brick foundation. This one-story dwelling has a cross-gabled slate roof and an on-peak, interior brick chimney. Both dwellings are covered in weatherboard siding and are in good condition. Aerial views show an outbuilding west of the secondary dwelling. No other details could be discerned from the public right-of-way.

NRHP Assessment: During survey for this Project, 062-0092 was recommended potentially eligible for the NRHP (Staton et al. 2016). The DHR concurred with this recommendation on May 6, 2016. The V-CRIS entry for this property indicates that the main house was renovated around 1980. The Simpson House is said to be the longtime home of the Simpson family, operators of the Midway Mill (no longer extant) and the Simpson plantation in the late-nineteenth century. The Midway Mill, constructed in 1787, was a NRHP-listed property. The mill was demolished in 1998 and was subsequently delisted. ERM recommends that the Simpson House is eligible for inclusion in the NRHP under Criterion A for its association with the trade and development of the town of Warminster and the former mill site, and under Criterion C for architecture. It has no known association with a significant person, therefore, it is recommended not eligible under Criterion B. As an architectural resource, the Simpson House is recommended not eligible for the NRHP under Criterion D; however, no archaeological survey was conducted within the proposed NRHP boundary of the property during the investigations for the proposed Project. The Project crosses the current tax parcel of the property outside of the proposed boundary. No archaeological sites were identified as part of that investigation. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 233.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 234 and 235. A photographic view from the resource toward the Project is shown in Appendix B, Figure 236. The Project would pass through a wooded area in the southern portion of the parcel containing the Simpson House (062-0092) within the Warminster Historic District. This tree cut would not be visible from buildings that comprise the resource. The tree cut would be visible at a distance to the south of the resource where the corridor crosses the James River and ascends the ridge on the south side of the valley. However, the cut will be a small part of the overall viewshed of the James River valley, and an electric transmission line already runs north to south through the resource parcel and immediately west of the buildings. For these reasons, the changes to the setting of 062-0092 that would derive from the Project are not considered adverse.

062-0117

The resource located at 1368 Rockfish Valley Highway (Route 151), Nelson County, is approximately 662 feet north-northeast of the proposed Project (Appendix A, Sheet 20). It is located within the South Rockfish Valley Rural Historic District. The resource, also known as the Wintergreen Country Store, sits right at the roadside, to the south of Route 151. The property was recorded for the Project in 2015 (Lesiuk et al. 2016). The resource is located in the Blue Ridge Mountains and is surrounded by a rural landscape. The landscape has patches of dense tree coverage. Just south of the resource is an open pasture of unknown use.

The resource consists of one commercial structure that served the local community. The Wintergreen Country Store is a two-story vernacular building that was constructed ca. 1908. The building has a two-story central massing with a single-story wing on the northwest elevation and a two-story wing on the southwest elevation (Appendix B, Figures 237 and 238). The entire structure, as well as additions, have a shed roof and horizontal weatherboard siding. The northwest elevation is the front of the building. The windows on the northwest elevation are a mix of two-over-two, wood frame windows and modern vinyl one-over-one windows. The central massing of the structure has a single-story porch with a standing seam metal shed roof. The porch is supported by wood posts. There are double 5-panel wood doors that serve as the entry to the store. The single-story northwest addition has a single, four-panel door on the northwest elevation. The southwest elevation of the building has a two-story portico with wood posts and wood banister. The windows on the southwest massing of the building have a mix of double one-over-one windows and four-over-one windows. The first and second story of the southwest addition has a single wood, screen door. The north elevation of the building has a modern, one-over-one window. The northeast elevation of the building is a further extension of the single-story northwest wing of the building. The northeast elevation of the building has a stone foundation and horizontal weatherboard siding. The windows on the northeast elevation are a mix of two-over-two and modern one-over-one windows. The central massing of the east elevation of the building has a second-story porch with wood posts and banister.

NRHP Assessment: The Wintergreen Country Store is listed in the National Register of Historic Places for its architecture and significance to local commerce. ERM recommends that the building retains sufficient integrity for listing in the NRHP and is a contributing element to the Rockfish Valley Rural Historic District. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 239.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 240 and 241. A photographic view from the

resource toward the Project is shown in Appendix B, Figure 242. The Project would pass south of the Harris Store/Slaughter's Store/Wintergreen Country Store and cut through woodlands on the hillside west of Rockfish Valley Highway. The tree cut would be visible at some distance from the store at an oblique angle, but would not constitute a major intrusion into the viewshed of the resource. This change would not compromise the historic setting of 062-0117 and is not considered adverse.

062-5119 (South Rockfish Valley Rural Historic District)

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 19). The proposed Project crosses the district approximately 1.5 miles from its southwest end. The corridor runs north-northeast parallel to Glenthorne Loop/Route 627 on its west side, bending to the northwest at Reids Creek, and turning to the west as it crosses Glenthorne Loop; it resumes its northwesterly direction at Spruce Creek and the Route 151 bridge across it. The southeasternmost 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 Glenthorne Loop (Appendix B, Figure 243). Another field is located on the west side of Glenthorne Loop with a tree line along Spruce Creek (Appendix B, Figure 244). Mature trees line the south side of Route 151 at the corridor's crossing of the road and the 1936 bridge (DHR #062-5090/Bridge #1030) carrying the road across Spruce Creek (Appendix B, Figure 245). The bridge was previously determined not eligible for the NRHP; it 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.

NRHP Assessment: The South Rockfish Valley Rural Historic District was listed in the NRHP in 2016 and it retains a high degree of integrity for a traditional, rural landscape in the Virginia Piedmont. The NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 246. Three contributing resources within the district are located in the APE of the Project: The Harris/Slaughter/Wintergreen Store is listed on the NRHP. Resource 062-5119-0113, a ca. 1850 farmhouse, and Glenthorne, a ca 1767 Georgian house (062-5119-0002/062-0006), are recommended individually eligible for the NRHP and are discussed below.

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.

In order to more precisely evaluate the effects that the Project would have on the South Rockfish Valley Rural Historic District, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed from 89 discrete building locations within the NRHP boundary of the district (Appendix B, Figure 247). Of the 89 points, only 13 will have a potential visible impact; although these 13 observation points are all contained within eight resources associated with the historic district and one property that is not associated with the district (Appendix B, Figure 248). Because the Project corridor bisects the District, the resources that are most likely to be affected by the corridor are located in the central and southern part of the district. There are a few areas of the survey corridor that are visible to multiple resources. One area to note is the part of the corridor that is north of the westernmost part of the historic district.

This location is distant from the resources and partially screened by intervening vegetation, so the viewshed effects would be relatively minor.

Six contributing resources will have a view to the Project; however none of these are recommended individually eligible for the NRHP. Resource 062-5119-0004/062-0031, the post-1789 Wintergreen I-house, was recommended individually ineligible for the NRHP in 2015. This property associated with the historic district will have minimal view to the Project to the north even in winter months when leaves are off the trees. However, it is at sufficient distance from the corridor and heavy amounts of intervening trees are located between the resource and the Project (Appendix B, Figure 249).

The Project's tree cut may be visible from the Elk Hill Baptist Church (062-5119-0014/062-5020), located 0.19 miles to the south of the Project (Appendix B, Figure 250). The church was recommended as not individually eligible for the NRHP in 2015. Directly in front of the resource is a small line of trees, which will minimally block the view from the resource to the corridor. However, since most of the view from 062-5119-0014/062-5020 is across an existing agricultural field, with some intervening trees between it and the Project, it is expected that there will be little viewshed change from the church as a result of the Project (Appendix B, Figure 251).

The corridor is immediately adjacent to one of the district's contributing resources: the farm located at 1694 Rockfish Valley Highway (062-5119-0032) that was recommended as individually eligible for the NRHP in 2015. Computer simulations indicate that the proposed Project's tree cut will be visible in the woods between the farm and the South Fork Rockfish River to the south and southwest, especially in the winter months (Appendix B, Figures 252 and 253).

Graves Grocery (062-5119-0046) built in 1956 was recommended as not individually eligible in 2015. Although areas immediately surrounding the resource to the south in the direction of the Project are open fields, some tree clearing may be visible from the resource, but this will not affect the overall viewshed from the resource (Appendix B, Figure 254). Recommended individually ineligible in 2015, but as a contributing resource to the district, resource 062-5119-0049 is a 1945 vernacular house. Most of the corridor is not visible from this property. It is possible that some of the corridor will be visible in the distance up a hill to the north (Appendix B, Figure 255).

Resource 062-5119-0119 Bold Rock Cidery (ca. 2014) was recommended ineligible for the NRHP in 2016. The buildings associated with this resource will see some deforestation in the woodlands northeast of the properties (Appendix B, Figure 256).

One resource, a house located at 230 Mill Hill Lane that does not contribute to the district, may also have a view to the Project. There is little view of the corridor from this location; however there may be some visible spots up the forested hill to the north (Appendix B, Figure 257 230).

Discussions of the computer simulation modeling for individually eligible properties are discussed below.

In the context of the extensive area encompassed by the South Rockfish Valley Rural Historic District, ERM recommends that the expected impacts to the overall visual character and NRHP integrity of the district are minor, and do not affect the district's NRHP status. However, in a

letter dated September 11, 2017, the DHR states that there will be an adverse effect to the district. Due to this determination, a treatment plan will be developed to mitigate the Project effects. Due to this determination, a treatment plan will be developed to mitigate the Project effects. Furthermore, the assessment of effects and treatment plan for the Brady House/Coleman Mill archaeological site (44NE0209), which we acknowledge is a contributing resource in the district, is discussed in the *Virginia Archaeological Site Avoidance Plans and Research Designs* (Citation Pending).

062-5119-0113

The resource is located at 2228 Rockfish Valley Highway, about 0.5 miles south of the road at the end of a long private drive. It is approximately 0.1 miles east of the proposed Project (Appendix A, Sheet 20). The resource is associated with the Rockfish Valley Rural Historic District (062-5119) and is within the proposed NRHP boundary of the district. The surrounding terrain slopes gently to the east, with large agricultural fields to the north and northeast, divided by the South Fork of the Rockfish River. To the south rise wooded finger ridges associated with Horseshoe Mountain. On the opposite side of the field to the west off Edgewood Drive are developments of late-twentieth century homes with large yards. The resource's structures are located approximately 0.55 miles south of Rockfish Valley Highway, and they are accessed via a 0.7-mile dirt and chip-paved drive that crosses the river approximately halfway to the structures.

The original section of the ca. 1850 two-story brick Greek Revival dwelling has a standing-seam-metal hipped roof with end chimneys at the east and west elevations (Appendix B, Figure 258). A three-quarter width one-story porch with a hipped standing-seam-metal roof spans the symmetrical north façade. Its foundation was not clearly visible from the drive; it appears to be of poured concrete or covered with stucco, suggesting that the current porch is not original. Doric columns rest on brick masonry pedestals, with railing panels of turned balusters. The entrance from the porch features a paneled wood door in a door surround of three-light sidelights with wood panels below, and a six-light transom above. There are aligned nine-over-six double-hung windows at the first and second floors; the central window at the second floor is flanked by five-light sidelight panels, mirroring the composition of the entrance below it. Aerial photographs show a number of additions that are not visible from the drive, including a hipped addition at the south façade, a two-story gabled ell, and a hipped addition on the east side of the ell. The dwelling appears to be in good condition.

The previous survey of the property recorded a garage, barn, stable, swimming pool, secondary/guest dwelling, slave quarters, and three sheds. The ca. 1850–1870s gabled barn is located to the west of the dwelling, on the opposite side of the drive. It has a fieldstone foundation which responds to the site's slope, and includes two fixed windows (Appendix B, Figure 259). It has an updated ribbed metal roof, and appears to be clad with vinyl siding. The pattern of the fenestration on its east façade appears to include a window and a sliding door on an overhead track at the lower level, and a loft opening with a door-like hinged cover at the upper level; the doors and the cover have a braced lower section, and the lower level door appears to have two windows in its upper half. A raised wood deck with steps at the barn's west façade indicates another entrance. The barn appears to be in good condition. At the northwest corner of the barn there is a small ca. 1900–1920s gabled shed. It has a poured concrete foundation that responds to the site's slope, a weathered standing-seam-metal roof, and it is clad with weatherboard siding. There is a door at its east façade, but no other fenestration is visible from the drive. It appears to be in fair to good condition. Five additional gabled structures

are partially visible to the southwest of the house (Appendix B, Figure 260). One is a gabled storage shed, which may also have a poured concrete foundation and weatherboard siding, and a round window or vent at its gable end. There is an end-gabled well house with an asphalt shingle roof. There also is a gabled structure that may be the secondary/guest dwelling, featuring a large multi-light window in its gable end and weatherboard siding. There is a smaller gabled structure of which only a portion of the roof and its north façade is visible. A corrugated metal roof may belong to the stable. Not enough of these buildings was visible to assess their condition. The swimming pool and at least one additional shed were not visible from the drive.

NRHP Assessment: In a 2015 survey by Hanbury Preservation Consulting and the William & Mary Center for Archaeological Research (WMCAR), the resource was recommended as eligible for the NRHP under Criteria A and C in the areas of Agriculture and Architecture. The dwelling has had numerous additions and material renovations, but appears to retain sufficient integrity for listing in the NRHP, and ERM concurs with the recommendation that it is individually eligible under Criterion C and as a contributing resource to the Rockfish Valley Rural Historic District. It was previously noted to be a good example of mid-nineteenth-century farm life in the area, and ERM also concurs with this recommendation that it is also eligible under Criterion A. The historic research for this Project did not identify any individuals associated with the resource whose significance would recommend it for the NRHP under Criterion B. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 261.

Assessment of Effects: In order to analyze the impact the Project will have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. The simulations indicated that there would be some views from the resource to the Project (Appendix B, Figures 262 and 263). A photographic view from the resource toward the Project is shown in Appendix B, Figure 264. The Project would pass west of 062-5119-0113 through an agricultural field and woodlands to the south. The alignment of the Project would require the removal of some trees lining the field to the northwest of the resource and would create a tree cut through the wood lot immediately west of the resource. The proposed undertaking would create only minimal changes to the viewshed. For this reason, the Project would result in no adverse effect to the 062-5119-0113.

062-5119-0002/062-0006

Resource 062-5119-0002/062-0006 located at 1268 Glenthorne Loop/Route 627 in Nellysford is 0.50 miles southwest of the proposed Project (Appendix A, Sheet 20). It is situated at the foot of a mountain in a large lot with vegetation and trees. The resource is surrounded by hilly terrain and dense forest (Appendix B, Figure 265 I).

Due to the distance of the resource from the resource to the Project; field visits indicated that there would be no view from the resource to the Project, however, computer simulations of the resource indicates that it will have a view to the Project. Access to the property at the time of study was restricted and field analysis indicated that it was not in view of the Project. For these reasons the information below is based on information available on the VCRIS form, rather than a field visit.

Resource 062-5119-0002/062-0006, known alternately as Glenthorn or Glenthorne, is a two-and-a-half story Georgian dwelling that was built in ca. 1767, and is part of the South Rockfish Valley Rural Historic District (062-5119). The house has a Flemish bond brick exterior and a

side-gabled, standing-seam metal roof. According to a May 2015 survey, the five-bay dwelling has nine-over-nine, double-hung wooden windows on the first floor and nine-over-six windows of the same material on the second floor. The primary entrance is centered on the south elevation and is filled with a single-leaf door with a four-light transom. The two-story porch that leads to the entrance is supported by two Doric columns and has a Chippendale rail on the second floor that services a single-leaf door with a three-light transom. The north elevation has a nearly full-width, two-story porch with Doric columns, pilasters, and slender turned balusters that shelter a paneled, double-leaf door with a four-light transom, flanked by five-paned sidelights. The second story has paired doors with exterior storm doors. Both of the second-story porches were added after the 1937 HABS survey. The west elevation has a single window on each floor that mirrors the primary addition, with a one-over-one, double-hung, wooden door in the upper half-story. The original house also has four interior-end brick chimneys on the west and east elevations, with two on each side. A one-and-a-half story, side-gabled addition on the east elevation has a single-leaf door with a four-light transom and a six-over-six window on its south elevation. The north elevation of this addition has two six-over-six windows. The east elevation has three six-over-six windows in the upper half-story. A circa 2005 flat-roofed garage addition has two roll-up doors on the east elevation and paired casement windows. Both the north and south elevations have large rectangular casement windows above fixed, squared windows. The south elevation includes a wooden deck leading to a single-leaf door. The house is in excellent condition.

Adjacent to the house is a granary, barn, smokehouse, and garage. To the south of the residence is a granary. The circa 1920 granary is a front-gabled structure with two shed-roofed wings and a large exterior sliding door. A circa 1820 barn is east of the house and has a gambrel roof and weatherboard exterior that rests on a parged stone foundation. A circa 1780 smokehouse is east of the house with a pyramidal hipped roof and weatherboard siding. A circa 1920 front-gabled, standing-seam metal garage is clad in pressed metal siding with exterior sliding doors. It has six-over-six windows and a rectangular louvered vent. All outbuildings are in good condition.

NRHP Assessment: 062-5119-0002/062-0006 has been recorded multiple times since the original 1937 HABS documentation, but was not formally accessed until 1994. The 1937 survey found that Glenthorn was built by James Montgomery between 1767 and 1794. James Montgomery was sheriff of the county in 1820. The May 2015 survey claims the house was built by the Wood family. Regardless of who built it, both families were one of the earliest to settle in the area, making the resource eligible under Criterion A. The DHR staff determined that it was eligible under Criterion C for architecture in 1994. ERM maintains that the house is eligible under Criterion C for its architectural merit and for the integrity of its outbuildings. Although the resource has had a few material changes, most notably the circa 2005 garage addition, and the addition of the second-story porches, it still retains its primary form and high integrity to remain individually eligible for the NRHP under Criterion C. ERM also maintains that the property is individually eligible under Criteria A for its associations with early settlers in the area. The resource also contributes to the eligibility of the South Rockfish Valley Rural Historic District under Criteria A and C. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 266.

Assessment of Effects: In order to get a sense of the impact the Project will have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. The simulations indicated that there would be some views from Glenthorn to the Project (Appendix B, Figure 267). The Project would pass north and east of 062-5119-

0002/062-0006 through an agricultural field and woodlands to the south. The alignment of the Project would require the removal of some trees in the distance, although the immediate area surrounding the resource will not be changed as a part of the undertaking because most viewsheds from the resource are of unforested fields that will not change as a result of the Project. The proposed undertaking would create only minimal changes to the viewshed. For this reason, the Project would result in no adverse effect to the 062-5119-0002/062-0006.

062-5121

Red Apple Orchards (062-5121) is a farm located on the northeast side of James River Road (Route 56) in rural Nelson County, Virginia. The Project crosses the current tax parcel of the primary dwelling near its northeast boundary (Appendix A, Sheet 23). According to a ca. 1945 brochure on file at the DHR, the farm consists of 1,100 acres, a primary residence dating to ca. 1890, a guest house, seven tenant houses, and various agricultural outbuildings (Appendix B, Figure 268). Because the survey was conducted from the public right-of-way only, most of the secondary resources were not visible during the current survey; however, a few extant contributing resources were identified, including a stable and a brooder house.

The primary resource at Red Apple Orchards is a ca. 1890, two-story Colonial Revival dwelling with a shed-roof addition to the south elevation and a gabled ell on the north end of its east elevation. The foundation of the house is not visible. The exterior of the dwelling is clad in horizontal siding. The roof features asphalt shingles. There are exterior, running bond, brick chimneys on both the north and south elevations of the house. Review of aerial photographs shows that there is an additional chimney, off center within the roof surface on the east elevation of the dwelling. Due to limited visibility, only the detail on the west elevation could be determined. The windows on the west elevation of the house are a mixture of six-over-six and two-over-two sash with fixed shutters. The west elevation features a single-story stoop and hood porch supported by square posts. The porch roof is an asphalt shingle-clad gable. The entry on the west elevation includes twelve-light sidelights and transom. The second story of the west elevation has six-over-six windows that flank narrow, two-over-two windows, which sit on either side of a single six-over-six window. The shed-roof addition on the south elevation is a screened sunroom. The rear ell addition on the north end of the east elevation has a gabled roof and an additional shed-roof addition on the east elevation of the gabled ell. Aerial photographs show that a patio is located on the east elevation of the house, to the south of the gabled ell. Southeast of the patio is an in-ground pool. Review of aerial photographs shows that the pool was installed post-1970 (NETROnline 1968, 1970).

Numerous agricultural outbuildings are located on the property. These were identified primarily by matching earlier survey descriptions to aerial photographs. Located approximately 920 feet north of the primary dwelling is a ca. 1890 stable. The stable on the property is single-story with horizontal weatherboard siding. The roof on the stable is side-gable and clad in metal with gable returns. The primary elevation of the building faces southeast. The stable is three bays wide and has a metal shed-roof, full-width porch supported by square posts. The southeast elevation has three wood Dutch doors. Located in the center of the roof ridgeline is a pyramidal cupola. The stable appears to be in good condition (Appendix B, Figure 269). Adjacent to the stable is a circa 1930 chicken house. The structure has a rectangular footprint. The roof on the chicken house is side-gabled and clad in metal. Further detail could not be determined from aerial photographs. A second barn is located approximately 500 feet northwest of the primary dwelling. The ca. 1980 barn has a metal gable roof and has a point of entry on the southwest elevation. The barn is accessed by a private drive. A well house is located approximately 350

feet west of the primary dwelling adjacent to James River Road. The well house has a square footprint and is clad in horizontal wood siding. The structure has a front-gable roof clad in asphalt paper with exposed rafters. The primary elevation on the well house faces east. Further detail could not be determined. An agricultural outbuilding constructed ca. 1970 based on historic aerial photographs (NETROnline 1968) is located approximately 1,160 feet north of the primary dwelling. This outbuilding has a rectangular footprint and shed roof. This resource is located southwest of a structure previously documented as secondary resource #8, which was no longer extant as of 2003. A second agricultural outbuilding dating to after 1968 (NETROnline 1968) is located approximately 1,160 feet northeast of the primary dwelling. It appears to be one-story and has a flat roof, but no further details could be determined from review of historic topographic maps or aerial photographs. A cluster of three outbuildings is located approximately 230 feet east of the primary dwelling. One of these outbuildings is a gabled structure that appears on historic aerial photographs possibly pre-dating 1959 (NETROnline 1959). Two of the structures do not appear on historic aerial photographs before 1968 (NETROnline 1968). Immediately north of the house is an additional outbuilding that has a rectangular footprint and a side-gabled metal roof. This outbuilding appears to be modern with a ca. 2000 construction date.

The 1945 brochure describing the property noted several structures that could not be located from the public right-of-way or on aerial photographs. These structures may no longer be extant. A ca. 1920, 1.5-story guest cottage was described as having a side-gable roof and full-width porch. Seven tenant houses were mentioned in the 1945 document, but could not be identified during the current survey. One of these houses was documented as being a two-story dwelling constructed ca. 1900 with a side-gabled roof. The dwelling had a porch, interior chimney, and six-over-six windows. A ca. 1920 store was also documented on the property. This resource was recorded as being one-story with an ell plan and gable roof. The store also doubled as a local pump station.

NRHP Assessment: During initial survey for this Project, 062-5121 was recommended potentially eligible for the NRHP (Anderson and Staton 2016). The DHR concurred with this recommendation on March 22, 2017. The primary dwelling at Red Apple Orchards has undergone very few changes since its initial survey in the 1940s. The property appears to retain a high to moderate level of integrity of materials, workmanship, feeling, location, and design and serves as a good example of Colonial Revival architecture in Nelson County, Virginia, where there are few surviving late nineteenth century examples of comparable style and integrity. Therefore, 062-5121 is recommended eligible for the NRHP under Criterion C. It has no known association with persons significant in the past, nor does it represent a broad pattern of history; therefore, it is recommended not eligible for the NRHP under Criterion A or B. As an architectural resource, this property is recommended not eligible under Criterion D, but it was not evaluated under that criterion as an archeological resource. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 270.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 271 and 272. A photographic view from the resource toward the Project is shown in Appendix B, Figure 273). The Project would cut through the northeastern portion of Red Apple Orchards (062-5121), which is maintained as open agricultural land. It would proceed into woodlands to the southeast, creating a minor viewshed change visible from a small area in the northeastern portion of the parcel. The Project would also be visible at distance to the north from certain vantage points. These changes would not compromise the historic setting of 062-5121 and are not considered adverse.

062-5160 (Warminster Rural Historic District)

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 23). An evaluation of potential Project effects in the Warminster Rural Historic District related to a previous route was included in the February 2016 Addendum 1 report for this Project (Staton et al. 2016:25–29). Following a shift in the Project alignment, further field studies were conducted by ERM (Voisin George et al. 2016) to determine the potential Project effects to the district as a whole. Subsequent to these two studies, the Warminster Rural Historic District was expanded on its south side, encompassing 14 additional properties and increasing the length of the Project within the district by 1.9 miles. The additional area was addressed by ERM in Addendum 4 (Tucker-Laird 2017a). The current proposed route intersects the Warminster Rural Historic District in its northwest corner for approximately 0.8 miles and in its southwest corner, including the expanded portion of the district, for 2.2 miles. 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 274).

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; C. Smith 2015; Virginia Historic Landmarks Commission 1973). The Simpson family operated Midway Mill in the nineteenth century, and their house (062-0092) 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). Many of the former slaves of the Cabell plantations of Liberty Hill, Bonaire, and Edgewood remained on or near the plantation lands after the Civil War, while others who left later returned to their former homes. A number of resources associated with the postbellum African-American community are located in the southwest portion of the historic district, including Woodson's Store, the Black Odd Fellows Hall, and five cemeteries.

NRHP Assessment: The Warminster Rural Historic District has been determined eligible for listing in the NRHP under Criterion A for its settlement and development patterns, and for its

association with transportation development. Further, it is considered eligible under Criterion A for its contribution to Black Ethnic History, social history, and commerce in the mid twentieth century. 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 (062-0004) and Bon Aire (062-0089), which are not within the Project APE. The proposed NRHP boundary and its relationship to the Project is depicted in Appendix B, Figure 275.

Assessment of Effects: In order to more precisely evaluate the effects that the Project would have on the Warminster Rural Historic District, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed from 57 discrete building locations within the NRHP boundary of the district, including some multiple buildings belong to one property (Appendix B, Figures 276 and 277). Through this modeling, ERM found that the Project will be minimally visible from 11 discreet locations in the district. These 11 observation points include all six resources identified from field investigations to be within the Project APE. Throughout the district, there are no instances of shared viewshed to the Project. The 11 affected primary resources from the computer modeling are Saint Hebron Baptist Church, the Dillard House, the Dillard Cemetery, the Rose Family Cemetery, the Scott Cabin and Cemetery, the Pauline White House, the Simpson Mausoleum (062-5172/44NE0197), a house at 71 Mickens Lane, a house at 97 Mickens Lane, and a house at 568 Mayo Creek Road. The latter three houses do not contribute to the district and visuals are provided for reference purposes in order to get a better understanding of the Project effects on the district as a whole. The results of the simulations for each affected resource are described below.

The survey cuts through the center of the historic district. The resources that are most likely to be affected by the corridor are those located closest to the corridor. The trees block most of the view so resources would most likely only be affected in the winter. The two sections of the historic district that would be traversed by the Project are mostly comprised of woodlands, although some open pastureland would be crossed in the northwestern portion of the district. Although the tree cut through the district would change the setting, it would be one additional modern element within a landscape that already contains modern infrastructure, including overhead electric transmission lines. Therefore, ERM recommends that the changes that would derive from the proposed undertaking not be considered adverse. Project effects on specific resources associated with the district are discussed below. However, in a letter dated September 11, 2017, the DHR states that there will be an adverse effect to the district. Due to this determination, a treatment plan will be developed to mitigate the Project effects.

The Saint Hebron Baptist Church, located to the west of the centerline of the Project, and south of a proposed access road 08-214-A007.AR-AR1 will not have a view to the centerline, and furthermore, the access road is already existing, and minimal improvements such as adding additional gravel are planned, and for that reason, Saint Hebron Baptist Church is not considered to be affected by the Project (Appendix B, Figure 278). The Rose Family Cemetery is sufficiently surrounded by trees so that the Project will be blocked from view (Appendix B, Figure 279). Three unnamed houses that fall within the district boundary will also have minimal views to the project. The ca. 1971 house at 568 Mayo Creek Road will have a minimal view of the Project, such as a tree cut in the far distance, however, the house falls outside of the 0.5-mile study area of the Project, and simulations were performed for example purposes only (Appendix B, Figure 280). The houses at 71 Mickens Lane and 97 Mickens Lane have trees

surrounding them that will block the corridor during the summer but due to the close proximity of the sites, the corridor will be fully visible in the winter (Appendix B, Figures 281 and 282).

Field investigations indicated that six contributing or individually eligible resources identified within the Warminster Rural Historic District are potentially within the visual APE of the proposed Project (Appendix B, Figure 283). These resources are summarized in Table 5. The Simpson House (062-0092) is recommended individually eligible for the NRHP and has been discussed above. The effects of the Project on the remaining five resources are discussed below.

Warminster Rural Historic District Resources in the Project APE			
Resource Name	Description	Approximate Distance to Project	Individual Eligibility
Simpson House	Folk Victorian, ca. 1880	545 feet south	Eligible
Simpson Mausoleum 062-5172/44NE0197	Stone mausoleum, unknown date	160 feet south	Ineligible
Pauline White House	House, ca. 1950	450 feet northeast	Ineligible
Scott Cabin	Unknown Date	607 feet south-southwest	Eligible
Scott Cemetery	Unknown Date	292 feet south-southwest	Eligible
Dillard House	Unknown Date	676 feet north-northeast	Eligible

Note: shaded resources were inaccessible at the time of survey and are considered eligible for the purposes of the Project.

Simpson Mausoleum

The Simpson Mausoleum is found in the Midway Mills Cemetery (062-5172/44NE0197), about 0.5 miles west of the Simpson House (Appendix A, Sheet 24 and Appendix B, Figure 284). The cemetery was recorded 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. 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. According to the 1937 survey, residents of the community stated 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 1870s and is closely associated with the family. At least one member of the Simpson family, Mary G. Simpson, also was buried in the cemetery. She was born in 1877 and died in 1961, apparently unmarried. The Simpsons operated Midway Mill in the late nineteenth and early twentieth centuries. Mary G. Simpson and her sister, Emma Simpson Robinson, acquired the property from their father, Germaine Franklin Simpson, by will in 1906. They were the current owners at the time of the WPA survey.

The mausoleum is constructed of a mortared stone foundation and walls, a wooden roof frame with tin roofing, and corrugated metal patchwork, and a metal door with a padlock on the east side of the structure (Appendix B, Figure 285). It measures approximately 13 feet, 9 inches wide by 17 feet deep. Two “windows” on the east side of the structure allow the interior to be viewed from the outside, and both the east and west sides of the structure have decorative cast iron

vents just below the roof. There appear to be five coffins contained within the structure. The ground adjacent to the eastern entrance of the mausoleum had inlaid stones (possibly a walkway) and yucca plants on either side of the doorway. The mausoleum was enclosed by a low-lying stone border constructed from piling both natural stones and rectangular cut stones. Some of the square cut stones were located at the corners, and some were in the middle of each side as if to indicate cardinal directions. Some of these stones may have been inscribed, but the condition of the writing was severely eroded. No other inscriptions were found on the structure.

NRHP Assessment: Because the mausoleum is not associated with significant members of the Cabell family and is not connected to important events in the history of the area, it is recommended ineligible for the NRHP under Criterion A or B. It also lacks outstanding landscape, architectural, or design elements that might make it eligible for the NRHP under Criterion C (Voisin George et al. 2015). The mausoleum also holds little research potential, so it is recommended ineligible under Criterion D (Stanyard et al. 2016). Because the site does not meet the NRHP criteria, nor Criteria Consideration D for cemeteries, ERM recommends it not eligible for listing in the NRHP. Although the Simpson Mausoleum is not considered eligible for the NRHP as an individual property, Midway Mills Cemetery is closely associated with the Cabell and Simpson families and is recommended as a contributing resource to the Warminster Historic District under Criterion B. Its relationship to the Project is shown in see Appendix B, Figure 283.

Assessment of Effects: In order to analyze the impact the Project will have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. The simulations indicated that there would be some views from the Simpson Mausoleum to the Project (Appendix B, Figure 286). The Project traverses woodlands to the south of the mausoleum. Although mature trees would remain standing between the resource and the proposed pipeline, the tree cut associated with the Project would likely be visible as an area of sunlight along the Project corridor seen through the trees. However, the change to the viewshed that would be created by the Project would be minor and would not significantly affect the historic setting of the resource. Therefore, the effects of the Project are not considered to be adverse.

Pauline White House

The Pauline White house is located approximately 507 feet northeast of James River Road and about 550 feet north-northwest of the Dillard House, with which it shares a driveway. It is set on the edge of a mature tree line with a meadow to its south and west. An aboveground electric transmission line traverses the field (Appendix A, Sheet 24 and Appendix B, Figure 287). The house is located on a 7.7-acre parcel that extends to James River Road.

Due to lack of access to the property, some aspects of the resource were difficult to observe. However, the Pauline White House is a vernacular one-story side-gable structure that appears to have been constructed ca. 1950 (Appendix B, Figure 288). Although tax records date the house to 1975, it is clearly visible on an aerial photograph dated 1959 (NETROnline 1959). It features a compositional asphalt roof, an internal concrete masonry ridge-line chimney, and an on-peak rotating roof vent. The walls are clad in vinyl siding, there is rectangular louvered vent in the gable end on the west elevation, and single and paired one-over-one double-hung aluminum windows were observed on the visible elevations. The foundation was not visible at the time of survey. Entry is through a central door on the south façade. It is accessed through a

partial-width porch with a shed roof extension of the main roofline. The roof is supported by wood columns and there is a turned wood balustrade and hand rails, which appear to reflect a late twentieth century remodel. A modern deck, which wraps around to the west elevation has been attached to the porch. Aerial imagery indicates that an ell has been added to the west side of the north elevation, and that two ancillary buildings are located to the northwest of the house.

NRHP Assessment: The Pauline White House is not individually eligible for the NRHP under Criterion C. It represents an unremarkable mid twentieth century architectural form for which many better preserved examples exist in the region. It has lost integrity of design, materials, and feeling through changes to the front porch, addition of a large deck to the façade and west elevation, a rear addition, and application of vinyl siding. Additional detailed historical research would be needed to define the resource's connection to the historical themes that form the basis for the district's significance. However, the resource was included as one of 14 in the district boundary expansion that contributes to the Warminster Rural Historic District (RHD) in the area of African-American ethnic, social, and economic history after the Civil War. Therefore, ERM recommends that it be considered a contributing resource to the Warminster RHD, and its relationship to the Project is shown in see Appendix B, Figure 283. Likewise, additional research is needed to address potential NRHP eligibility under Criteria A and B, although initial research failed to uncover any information to suggest association with important events, developments, or persons.

Assessment of Effects: In order to more precisely evaluate the effects that the Project would have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. The simulations indicated that there would be some views from the Pauline White House to the Project (Appendix B, Figure 289). The Project traverses woodlands to the northeast of the Pauline White House. Although mature trees would remain standing between the resource and the proposed pipeline, the tree cut associated with the Project would likely be visible from certain vantage points within the resource. However, the viewshed of the resource has already been affected by the construction of an electric transmission line through the southern and eastern portion of the resource. The viewshed changes that would be created by the Project are minor and would not significantly degrade the historic setting of the resource. Therefore, the effects of the Project are not considered to be adverse.

Dillard House

Three residences are located on the Dillard House property according to county tax records. Information is not available on each of the residences, and no date of construction is given for the primary residence, which is described as a one-and-a-half story wood frame house with a metal roof. This appears to be the easternmost house on the lot, which is located approximately 700 feet northeast of James River Road (Appendix A, Sheet 24 and Appendix B, Figure 290). The house is screened from James River Road by a stand of mature trees and from Cabell Road by trees and topography. The house is clearly visible on a 1959 aerial photograph (NETROnline 1959). No information is available on the resource in V-CRIS, and it was inaccessible during the most recent survey on June 29, 2017.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. Additional detailed historical research would be needed to define the resource's connection to the historical themes that form the basis for the district's significance. However,

the resource was included as one of 14 in the district boundary expansion approved by DHR in July 2016 that contributes to the Warminster Rural Historic District in the area of African-American ethnic, social, and economic history after the Civil War. Therefore, ERM recommends that it be considered a contributing resource to the Warminster RHD, and its relationship to the Project is shown in Appendix B, Figure 283.

Assessment of Effects: In order to analyze the impact the Project will have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. Observable points to the Project from the area near the Dillard House (Appendix B, Figures 291 and 292) and Dillard Cemetery (Appendix B, Figure 293) will predominantly be blocked by trees during months when leaves are on trees; however, during leaf-off season, the corridor may be visible. The Project traverses woodlands to the northeast of the Dillard House. Although mature trees would remain standing between the resource and the proposed pipeline, the tree cut associated with the Project would likely be visible from certain vantage points within the resource. However, the viewshed of the resource has already been affected by the construction of an electric transmission line immediately north of the resource. The viewshed changes that would be created by the Project are minor and would not significantly degrade the historic setting of the resource. Therefore, the effects of the Project are not considered to be adverse.

Scott Cabin

Scott Cabin is located on a nearly 40-acre wooded parcel north of Cabell Road and east of James River Road (Appendix A, Sheet 24 and Appendix B, Figure 294). A long, private drive extends to the house from James River Road, and an apparently abandoned drive once led to the house from Cabell Road. The house was constructed in 1960 according to tax records, but is shown on an aerial photograph dated 1959. From current aerial photographs, the house appears to be a side-gable dwelling with a shed-roof porch on its north façade. Two outbuildings are located to the northeast and northwest, and a trailer or mobile home is located to the west of the house. No information is available on the resource in V-CRIS, and it was inaccessible during the most recent survey on June 29, 2017.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. Additional detailed historical research would be needed to define the resource's connection to the historical themes that form the basis for the district's significance. However, the resource was included as one of 14 in the district boundary expansion that contributes to the Warminster Rural Historic District in the area of African-American ethnic, social, and economic history after the Civil War. Therefore, ERM recommends that it be considered a contributing resource to the Warminster RHD, and its relationship to the Project is shown in Appendix B, Figure 283.

Assessment of Effects: In order to more precisely evaluate the effects that the Project would have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. The simulations indicated that there would be some views from the Scott Cabin to the Project (Appendix B, Figure 295). The Project traverses woodlands to the southwest of the Scott Cabin approximately 500 feet from the resource. Although the resource is surrounded by mature trees, the tree cut associated with the Project would likely be visible from certain vantage points at the resource. The somewhat distant and partially obscured view of the Project

would not compromise the historic setting of the resource. Therefore, the effects of the Project are not considered to be adverse.

Scott Cemetery

This resource was identified as part of a boundary expansion of Warminster Rural Historic District approved by DHR in July 2016 that highlights African-American ethnic, social and economic history after the Civil War. No information is available on the resource in V-CRIS, and it was inaccessible during the most recent survey on June 29, 2017. According to information from DHR, the cemetery is located in a wooded area west of Scott Cabin (Appendix A, Sheet 24).

NRHP Assessment: As the resource could not be accessed, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. Additional detailed historical research would be needed to define the resource's connection to the historical themes that form the basis for the district's significance. However, the resource was included as one of 14 in the district boundary expansion that contributes to the Warminster Rural Historic District in the area of African-American ethnic, social, and economic history after the Civil War. Therefore, ERM recommends that it be considered a contributing resource to the Warminster RHD, and its relationship to the Project is shown in Appendix B, Figure 283.

Assessment of Effects: In order to analyze the impact the Project will have on the resource, computer modeling visual simulations utilizing ArcGIS and DEM modeling were performed. The simulations indicated that there would be some views from the Scott Cemetery to the Project (Appendix B, Figure 296). The Project would traverse woodlands just southwest of the Scott Cemetery. Although the resource is surrounded by mature trees, the tree cut associated with the Project would be visible, most obtrusively in the southern corner of the cemetery. The modest change to the historic setting of the resource would not compromise the qualities that make the resource a contributing resource to the district, embodying the significant African-American history of the community. Therefore, the effects of the Project are not considered to be adverse.

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 24). 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 miles 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 297). 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. 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 workmanship, the railroad was recommended ineligible for the NRHP under Criterion C. Although the rail line's materials have been updated, it is ERM's recommendation that it retains sufficient integrity to convey its significance as a historic rail corridor and is eligible for the NRHP under Criterion A. In addition to being eligible for the NRHP individually, the Chesapeake & Ohio Railroad is considered a contributing element of the Warminster Rural Historic District. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 298.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 299 and 300. The Chesapeake & Ohio Railroad will not be directly affected by the Project; 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. The Chesapeake & Ohio Railroad also would be affected by proposed access roads, 08-214-B007.AR1 and 08-214-B004.AR1. To the west, these roads predominantly follow existing hard packed earth and gravel lumber roads. The additions to the roads to the east will be an extension of graded and gravel road, in kind with what is already present, and will alter the landscape by permanently adding additional road cut through a wooded area. However, this addition is similar to other road cuts that are in the vicinity. The visual effects from the proposed pipeline and access roads are 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.

PRINCE EDWARD COUNTY

004-5013

The resource is the 5,809-acre ABPP Study Area of the Saylor's Creek Battlefield, which lies in Amelia, Prince Edward, and Nottoway counties (Appendix A, Sheet 33). The Study Area includes 325 acres preserved as the Saylor's Creek Battlefield State Park about 1.3 miles northeast of the Project, as well as additional acreage on the north side of Gully Tavern Road (County Road 600) that is protected by the Civil War Trust (073-5088). The proposed Project corridor and an access road from Lockett Road (County Road 619) to the corridor cross the western end of the Study Area at Lockett Road, over which Confederate forces retreated after the battle. The retreat route overlaps a portion of the approach route for the Battle of High Bridge (024-0416) at this location. Lockett Road follows a ridgeline, with agricultural fields at its relatively level crest and wooded slopes that descend to Little Saylor's Creek to the east. The Project also passes about 375 feet south of the Study Area near Gully Tavern Road, where a portion of the battle took place (ABPP 2009).

The Battle of Saylor's Creek took place on April 6, 1865. A quarter of the retreating Confederate Army was cut off by Union General Sheridan's cavalry with sections of the Union II and VI Corps. The main part of the battle took place to the north of the Project corridor at Saylor's Creek, where Maj. Gen. Horatio Wright's 6th Corps charged across the creek against Confederate General Richard S. Ewell. The Confederates were eventually surrounded and captured, including Generals Ewell, Seth Barton, James Simms, Joseph Kershaw, Custis Lee,

Dudley Dubose, Eppa Hunton II, and Montgomery Corse. To the south, in the vicinity of the Project corridor, a second action involved Lt. Gen. Richard Anderson, who was defending the Confederate wagon train and had been cut off west of Marshall's Crossroad (County Road 620 and County Road 617). He took up a position along Saylers Creek Road and Gully Tavern Road extending southwest from Marshall's Crossroads to a point just north of the Project corridor. Union cavalry under Brig. Gen. Wesley Merritt hit the line from the southeast, across the Project corridor, with Maj. Gen. George Crook's attacking the left of the line, Maj. Gen. Thomas Devin in the center, and Brig. Gen. George Custer on the right. Anderson held the line briefly, but after repeated pressure, he was overwhelmed by the charge, and his men retreated north and west toward Farmville (ABPP 2009; Civil War Trust 2017).

NRHP Assessment: The Saylor's Creek Battlefield (004-5013) has been determined potentially eligible for inclusion in the NRHP by the DHR. The battlefield has seen little development and retains its largely rural and agricultural character. It is ERM's recommendation that the Saylor's Creek Battlefield has retained sufficient integrity to maintain its status as potentially eligible for the NRHP. The DHR concurred with this recommendation on November 2, 2015. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 301. The 118-acre Simpson tract (073-5088) is located within the Saylor's Creek Battlefield Study Area and is protected by a Virginia Board of Historic Resources easement. However, it does not fall within the Project APE.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 302-305. The ABPP revised Study Area falls within the Project APE at two locations. The first location is at Lockett Road (County Road 619), which was part of the Confederate retreat route toward Farmville. The resource is approximately 0.2 miles wide at this location. The proposed Project corridor crosses the resource in a north-northwest to south-southeasterly direction. It rises on the north side toward the ridgeline at Lockett Road following a cleared strip of open land with a tree line on its west side. On the south side of the road, the Project corridor passes through a stand of woods as it descends toward Little Saylers Creek. The edge of the tree line on the north side of Lockett Road will be removed, and there will be a tree cut for the Project corridor on its south side. A view toward the Project looking west on Lockett Road is shown in Appendix B, Figure 306. The Project access road follows an existing packed-dirt road from Lockett Road south to the proposed corridor. If this existing road needs to be improved for Project use, it would be paved with gravel or rock chip, and the trees on either side may be cut back to provide greater access. However the construction of the Project would not constitute a distinct alteration to the overall landscape or cause a loss of integrity to the resource's ability to convey its relationship to the action at the Saylor's Creek Battlefield.

The Project also passes south of the revised Study Area boundary near Gully Tavern Road, where a portion of the battle took place. The corridor is located outside of the Study Area, passing northwest to southeast from Gully Tavern Road about 0.3 miles west of the resource through open fields, harvested timber lands, and small stands of mature trees before crossing Saylor's Creek Road at a cleared pasture about 0.3 miles south of the Study Area. No change would occur to the open fields west of the Study Area along Gully Tavern Road, and the Project would have no effect on the viewshed from the resource toward the Project in that direction. A view toward the Project looking west on Gully Tavern Road is shown in Appendix B, Figure 307. South of the resource, the tree cut might be visible at some points from the Study Area, but because of existing timber cutting and utility rights of way, the Project would not constitute a distinct alteration to the overall landscape or cause a loss of integrity to the resource's ability to

convey its relationship to the action at the Saylor's Creek Battlefield. It is ERM's recommendation that the Project will result in no adverse effect to this resource.

024-0416

The Battle of High Bridge (024-0416) contains 3,369 acres recommended by the ABPP as potentially eligible for the NRHP (Appendix A, Sheets 31-32). The core battlefield areas include the area around the High Bridge of the South Side Railroad over the Appomattox River, as well as an area near Farmville where a running battle took place (ABPP 2009). The initial action at High Bridge occurred on April 6, 1865 as Gen. Robert E. Lee's forces were retreating from Richmond and attempting to join Gen. Joseph Johnston's army in North Carolina. Lieut. Gen. James Longstreet sent Confederate cavalry under Maj. Gen. Thomas Rosser to secure the railroad bridge and an adjacent wagon bridge, but found a force of 900 Union troops already attempting to destroy the bridges. Rosser defeated the force and secured the crossing, allowing Lee's troops to reach Farmville after the crushing defeat at the Battle of Saylor's Creek. On April 7, the Union 2nd Corps attacked Gen. Longstreet's rear guard as it attempted to destroy the two bridges to slow the Union pursuit. High Bridge was burned, but the second bridge was saved, allowing the Union army to catch up with Confederate forces at Farmville.

NRHP Assessment: According to the ABPP, the High Bridge Battlefield, including its approach and withdrawal routes, has seen little development and retains its largely rural and agricultural character. The area has seen little development since that assessment. Therefore, ERM concurs that the High Bridge Battlefield has retained sufficient integrity to maintain its status as potentially eligible for the NRHP. The DHR concurred with this recommendation on November 2, 2015. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 308.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 309-314. The Project crosses the ABPP Study Area twice and passes to the north of the Study Area once. The Project crosses Gully Tavern Road (County Road 600) near Saylor's Creek Battlefield, and Lockett Road (County Road 619) near High Bridge Church. It passes to the north of High Bridge Road at VA 688. The locations are part of approach and withdrawal routes associated with the Battle of High Bridge (024-0416). The Project crosses Gully Tavern Road near the eastern end of the ABPP Study Area, traversing open agricultural fields and resulting in no viewshed changes within the Study Area. A view to the west across the Project corridor along Gully Tavern Road is shown in Appendix B, Figure 315. Where the Project crosses Lockett Road, tree cuts created by the Project would be visible on the north and south sides of the road from vantage points along a short segment of the road (see Appendix B, Figure 306). The proposed access road within the resource follows High Bridge Road, an existing dirt road through an area of clear cut. The tree cut for the corridor to the northwest would be visible from the High Bridge Road. A view from the resource toward the Project is shown in Appendix B, Figure 316). The access road can be seen on the right. The resulting viewshed changes to 024-0416 as a result of the Project would be minor, would affect a small area relative to the size of the resource overall, and would consist of one additional modern intrusion into the setting of the battlefield among others already present. For these reasons, the effects from the Project are not considered adverse.

073-5014

The core area of Rice's Station Battlefield is located around the community of Rice, on U.S. 460 in eastern Prince Edward County, about 3 miles south of the Project, but the Study Area defined by the ABPP includes an approach route along County Road 600 that is crossed by the Project at its far eastern end (Appendix A, Sheet 32). The ABPP Study Area contains 1,582 acres, with 610 acres south of Rice recommended as NRHP eligible. The portion of the Study Area crossed by the Project was not recommended eligible; however, the same section of road was considered eligible as part of the High Bridge Battlefield (024-0416) (ABPP 2009).

The Battle of Rice's Station, like the Battle of Sayler's Creek, took place on April 6, 1865. Confederate Lt. Gen. James Longstreet reached Rice's Station ahead of the remainder of Lee's retreating army, so he waited there for them to catch up. The Union's 24th Corps moved on his position, and after a skirmish that continued until nightfall, Longstreet withdrew over the High Bridge toward Farmville (Humphreys 1883).

NRHP Assessment: The Rice's Station Battlefield (073-5014) has been determined potentially eligible for inclusion in the NRHP by DHR. Although the portion of the Study Area crossed by the corridor was not recommended as eligible, it is recommended eligible as part of the related Battle of High Bridge, and, like the approach roads for that engagement, the landscape has seen little development and retains its largely rural and agricultural character (Appendix B, Figure 317). Therefore, ERM recommends that the Rice's Station Battlefield has retained sufficient integrity to maintain its status as potentially eligible for the NRHP. The DHR concurred with this recommendation on November 2, 2015. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 318.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 319 and 320. The Project intersects the approach route along County Road 600 associated with the Rice's Station Battlefield (073-5014). The Project traverses open agricultural land near the eastern end of the defined ABPP Study Area (Appendix B, Figure 321). A tree cut would be created by the Project as it proceeds to the northwest into a stand of woods. This viewshed change would be observable from a limited area at the eastern end of the Study Area. However, the resulting viewshed change would be minor, would affect a small area relative the size of the resource overall, and would consist of one additional modern intrusion into the setting of the battlefield among others already present. For these reasons, the effects from the Project are not considered adverse.

123-0084

The Upper Appomattox Canal (123-0084) consists of remnants of navigation improvements to the Appomattox River between Petersburg and Farmville constructed by the Upper Appomattox Company from ca. 1785 through 1843. The resource is defined in V-CRIS as encompassing the entire river between the two cities. The Project crosses the river about 6.3 miles northeast of Farmville and approximately 1.25 miles downstream of the High Bridge railroad crossing (Appendix A, Sheet 31). Trout (2003) identified the existing features of the navigation system, but none of these features are located in the vicinity of the proposed Project.

Clearing of the Appomattox River to facilitate bateau traffic began as early as 1745, and statutes prohibiting the construction of dams across the river without the installation of locks were passed prior to the formation of the Upper Appomattox Company in 1795. By 1816, the

company had constructed a 5.5-mile canal and lock system from the head of the falls of the river to Petersburg that included four staircase stone locks, a stone arch aqueduct over Indian Town Creek, several stone culverts, and a turning basin in Petersburg where boats could be unloaded. From the head of the canal to Planterstown, about 20 miles above Farmville, a series of wing-dams and sluices were used to create slackwater that could accommodate bateaux (Ely 2004; Trout 1973). The improvements were constructed primarily using slaves purchased by the company, which was found to be cheaper than hiring laborers (Board of Public Works 1830:317).

Bateaux were long, narrow boats used to transport tobacco and other farm products downstream for distribution to distant markets. Many of the boat operators were African-American, both free and enslaved. The Israel Hill community in Farmville was established in the late eighteenth century by the former slaves of Richard Randolph, who freed his slaves and granted them land in his will. Many of the Israelites, as they called themselves, earned their living by piloting bateaux down the Appomattox River to Petersburg. The batteaumen also made shorter trips, conveying packages and passengers between plantations and to and from business trips to town (Ely 2004).

In 1835, the Board of Public Works approved plans to improve the river between the head of the canal and Farmville by the addition of a series of locks and dams at shoals that would ensure two feet of river depth year round. Locks were already located at Venable, Stony Point, and Exeter mills, but needed improvements according to the report of the engineer (Board of Public Works 1835). The improvements led to an increase of traffic on the river, which reached its peak in the 1840s. The use of the river for transportation declined in the second half of the nineteenth century with the expansion of railroad lines and road improvements; however, the Upper Appomattox Canal was used into the 1890s. It was abandoned about 1900. The Upper Appomattox Company had begun to purchase water rights along river and continued to operate until 1935, benefitting from the use of the river to power mills and generators. In 1935, the company sold all of its assets to Virginia Electric Power Company (VEPCO). According to Trout (1973), "little remains of the wooden locks and mills," and "over 10 miles of the navigation, including the best canal works and the only remaining surviving single stone lock, has been inundated by Lake Chesdin."

An inventory of the extant features of the navigation system (Trout 2003) indicates that no historical features are located in the vicinity of the Project. The remains of a crib structure that may have been associated with the construction of High Bridge for the South Side Railroad (now Norfolk-Southern) is located approximately 0.6 miles upstream from the Project crossing. The Jamestown Lock and Dam were located about a mile downstream. Neither are within the Project APE. No features are shown within the Project APE on available maps and historic aerial photographs of the Appomattox River (Google Earth 1994; NETROnline 1967; USACE 1865; USGS 1891), nor were features observed during the field survey of the resource (Figures 322 and 323).

NRHP Assessment: The Upper Appomattox Canal and its associated features represent an important chapter in Virginia history. The river improvements played a vital role in the economic development of the Piedmont region, as well as providing employment for free blacks in Prince Edward County during the Early National Period. The DHR has recommended the resource potentially eligible for the NRHP in the context of Technology/Engineering and Transportation/Communication. ERM concurs with this recommendation. The proposed NRHP

boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 324.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 325 and 326. The proposed pipeline would be constructed across the Appomattox River by open cut, and would necessitate the removal of some trees that currently line the river (Appendix B, Figure 327). The river at this point was once part of the Upper Appomattox Canal (123-0084) system, but no separate channel or other features associated with the canal system are known to exist within the Project APE. The introduction of the pipeline and the removal of a small number of trees from the landscape of the resource would affect the setting of the Upper Appomattox Canal, but those effects are not considered adverse due to the small area involved relative to the overall length of the resource (over 100 miles) and the lack of historic features associated with the canal. For these reasons, the effects on the Upper Appomattox Canal as an architectural resource are not considered to be adverse. The archaeological survey of this area conducted in 2015 and 2016 (Stanyard et al. 2017b, 2017c), resulted in the identification of no archaeological sites associated with the canal within the Project corridor.

SOUTHAMPTON COUNTY

087-5505

The Powell Farm/Rosewell Dairy (087-5505) at 31118 Meherrin Road in Southampton County is set on approximately 434 acres of land, which include a number of streams, ponds, wooded areas and secondary roadways. The surrounding area is mostly rural. The current tax parcel of the primary resources is crossed by the Project (Appendix A, Sheet 50).

The farmhouse is set back from Meherrin Road and faces east. It consists of a two-story, five-bay, frame dwelling with a continuous brick foundation dating from ca. 1820 (Appendix B, Figure 328). The house has a side-gabled, standing-seam metal roof and a replacement vinyl exterior with exterior-end brick chimneys on the north, south, and west elevations. The primary entrance is on the east elevation and is filled with a replacement wooden door with two upper lights and a transom window above the door. The windows on the original section of the house are two-over-two, double-hung wooden windows flanked by wooden shutters. The property was remodeled in 1892 to reflect its current Folk Victorian exterior. The two-story, full-width porch on the east elevation was likely added during the remodel. Both stories of the porch have hipped roofs, wooden floors, and are supported by squared, wooden posts. The first floor of the porch has a shingled roof with replacement standing-seam metal on the northernmost part. The second story has a protruding front-facing gable in the center of its standing-seam, hipped-roof addition. The porch extends on either side of the east elevation with two distinctive towered roof extensions on the first story, a scroll-sawn balustrade, spindlework, and brackets on the second story. The south elevation features a modern, two-story addition with vinyl siding, and a standing-seam metal flat roof. It has single-pane vinyl windows on the east elevation and one-over-one windows on the south elevation. The first story of the addition has a sliding glass door on the east elevation, leading to the porch. The west elevation has a ca. 1890 gabled addition with materials mirroring the original house. It has an on-peak, interior brick chimney. No other details could be discerned from the public right-of-way and the house is in good condition.

To the southwest of the house is a ca. 1980 front-gabled barn with vinyl siding and shed-roof extensions to the north and south elevations. Three vinyl doors are visible on the east elevation.

A ca. 1970 garage is located to the northwest of the house with a front-gabled, standing-seam metal roof, open bays on the east elevation, and a shed-roof extension on the north elevation. Further north of the garage is a ca. 1960 outbuilding with a gabled, standing-seam metal roof (Appendix B, Figure 329). It has a wrap-around, hipped roof, open-air addition surrounding the structure, supported by wood posts. It has a fixed, four-pane window on the east elevation's gable-end. Southeast of the house is a ca. 1930 secondary dwelling with a saltbox, standing-seam metal roof, one-over-one, double-hung, vinyl and aluminum windows, vinyl siding, and a concrete masonry unit foundation (Appendix B, Figure 330). The main entrance is on the north façade and includes a partial-width, shed-roofed porch housed in standing-seam metal. It is supported by squared, wooden posts and has a wooden floor. The secondary dwelling has an off-peak, interior brick chimney and a ca. 1940 shed-roof addition on the south elevation with materials that mirror the original section, with the addition of fixed, six-paned wooden windows on the south elevation. Southwest of the first barn is a ca. 1980 shed with vinyl siding, a gabled, standing-seam metal roof, and a vinyl door on the east and south elevation. Directly south of the shed is a ca. 1960 shed with a standing-seam metal shed roof and brick exterior. Southeast of the sheds is a ca. 1990 shed-roofed chicken coop with two screened openings on the south elevation, clapboard siding, and a standing-seam metal shed roof. Southwest of the second shed is a ca. 2000 carport with a metal roof supported by metal posts. Two concrete silos are on the southern edge of the property, along with a ca. 1930 dairy barn (Appendix B, Figure 331). The dairy barn has a concrete masonry unit foundation and standing-seam metal gambrel roof with three roof ventilators along its ridge. The lower level's exterior is composed of concrete masonry units with twelve fixed eight-paned windows on the east and west elevations with concrete lintels and sills. Metal siding is found on the north and south elevation's upper gable ends. The north and south elevations have a sliding barn door with a vinyl double doors on the second story and four-over-four, double-hung vinyl windows. The north elevation also has the word "ROSEWELL" inscribed in white letters. The east elevation has three gambrel-roofed dormers on the upper story with windows that mirror the north elevation, as well as three vinyl skylights. The outbuildings are in fair to good condition.

NRHP Assessment: During initial survey for this Project, 087-5505 was recommended potentially eligible for the NRHP (Lesiuk et al. 2016). The DHR concurred with this recommendation on November 2, 2015. The farmhouse is an excellent example of an evolved Folk Victorian farmhouse, which makes it potentially eligible under Criterion C. The large number of extant agricultural buildings and vast landholdings suggest that the property has functioned since the mid-nineteenth century as a productive plantation, which makes it potentially eligible under Criterion A for agriculture. The house has no known association with significant events or persons and not known to contain archaeological evidence. In sum, the Powell Farm/Rosewell Dairy is recommended potentially eligible for inclusion in the NRHP under Criteria A for agriculture and C for architecture. ERM recommends that the Powell Farm/Rosewell Dairy retains sufficient integrity to be considered eligible for the NRHP under Criteria A and C and it is not eligible under Criterion B. As an architectural resource, it is recommended as not eligible under Criterion D. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 332.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 333 and 334. A photographic view from the resource toward the Project is shown in Appendix B, Figure 335. The Powell Farm/Rosewell Dairy (087-5505) would be intersected by the Project near the center of the property, north of the buildings associated with the resource. The proposed pipeline would run adjacent to an

existing electric transmission line that has already affected the setting of the resource by introducing a linear corridor that cuts through woodlots and agricultural fields, features steel lattice transmission line structures visible from considerable distance, and is connected to a substation sited within the resource at the intersection of Meherrin Road and Lassiters Drive. The proposed Project would necessitate widening of the existing utility corridor to accommodate the pipeline, which would involve the removal of trees at the northeastern and southwestern sides of the property; the only above-ground evidence of the pipeline would consist of pipeline markers. A proposed access road extends west off of Lassiters Drive north of the structures that make up the resource. The access road follows an existing gravel and packed dirt road, to the west, and then follows an existing hedge/fence row south to where it terminates at the proposed pipeline. The proposed access road is within an agricultural field and little to no vegetation change will occur. Construction of the pipeline through 087-5505 and use of the access road within the NRHP boundary of the resource would not impact the setting of the resource significantly, given the existence of the transmission line and substation, which have already compromised the historic integrity of the agricultural landscape. Therefore, effects from the Project on 087-5505 would not be adverse.

087-5610

This resource is located at 19120 Lassiters Drive, about 1.5 miles northeast of the community of Boykins and 209 feet south of the proposed Project corridor (Appendix A, Sheet 50). The resource consists of a farmstead located at the end of a 0.57-mile farm road that serves as the driveway for the main dwelling (Appendix B, Figure 336). Originally recorded for the Project in 2015, 087-5610 was inaccessible at the time (Lesiuk et al. 2016). The resource is a 1926 one-story dwelling with four outbuildings. The buildings are situated in a 107-acre lot of cleared land with agricultural fields to the northeast and dense wooded areas to the northwest, southwest, and southeast. According to tax records, the dwelling has a porch addition on the west elevation, and a one-story addition to the east elevation. It has a cinderblock foundation and walls, and a metal gabled roof. Tax records also indicate that one of the outbuildings was built in 1926. It has a cinderblock foundation and exterior, with a metal gabled roof. According to aerial photographs and historic views, the three other outbuildings also have metal, gabled roofs. Resource 087-5610 could not be sufficiently observed from the public right-of-way to make a recommendation regarding NRHP eligibility.

NRHP Assessment: The property owner did not grant permission to survey this resource. As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that 087-5610 be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 337.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 338 and 339. A photographic view of the Project corridor from the public road nearest the resource is shown in Appendix B, Figure 340. The resource would be intersected by the Project near the center of the property, north of the buildings associated with the resource. The proposed pipeline would run adjacent to an existing electric transmission line that has already affected the setting of the resource by introducing a linear corridor that cuts through woodlots and agricultural fields and features steel lattice transmission line structures visible from considerable distance. The proposed Project would necessitate widening of the existing utility corridor to accommodate the pipeline, which would

involve the removal of trees at the northeastern and southwestern sides of the property; the only above-ground evidence of the pipeline would consist of pipeline markers. Construction of the pipeline through 087-5610 would not impact the setting of the resource significantly, given the existence of the transmission line—including a transmission line structure located immediately north of the resource's buildings, which has already compromised the historic integrity of the agricultural landscape. Therefore, based on currently available information, effects from the Project on 087-5610 would not be adverse. Once access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

087-5618

The resource at 28459 Nottoway Farms Drive is approximately 6.1 miles southwest of the community of Franklin and 150.5 feet northeast of the proposed Project corridor (Appendix A, Sheet 53). The resource consists of a house located at the end of a 1.5-mile farm road. The property was previously surveyed for the Project in February of 2016 (Anderson and Stanton 2016), but could not be seen from the public-right-of-way at the time of survey. Further, ERM could not access the property during the most recent survey. The house is surrounded by dense woods to the north, east, and west, with an agricultural field to the south (Appendix B, Figure 341). The house is situated on a 308-acre lot and has a gabled, metal roof. One front-gabled barn with two shed-roof additions on the northwest and southeast elevations is associated with the property. USGS topographic maps and historic aerial photographs date the house to pre-1964 (NETROnline 1964). Resource 087-5618 could not be sufficiently observed from the public right-of-way to make a recommendation regarding NRHP eligibility.

NRHP Assessment: As the resource is not visible from the road, and the property owner did not grant access to survey the resource. Therefore in accordance with guidance from the DHR, it is ERM's recommendation that 087-5618 be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 342.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 343 and 344. A photographic view of the Project corridor from the public road toward the resource is shown in Appendix B, Figure 345. The resource would be intersected by the Project in the northern portion of the property, north of the buildings associated with the resource. The proposed corridor passes through agricultural fields and would not require the removal of trees within the resource itself. As the Project proceeds to the east and northwest, it would traverse woodlands lining streams and would necessitate tree cuts that would be visible from a number of areas within the boundary of 087-5618. These viewshed changes would be minor and would not compromise the historic setting of 087-5618. Currently available information indicates that the effects from the proposed undertaking on 087-5618 are not considered adverse. Once access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

CITY OF SUFFOLK

091-5098

The Norfolk and Petersburg Railroad is crossed perpendicularly by the proposed Project (Appendix A, Sheet 59 Appendix B, Figure 346). 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 347). 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 DHR 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. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 348.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 349 and 350. A photographic view from the resource toward the Project is shown in Appendix B, Figure 351. The Norfolk and Petersburg railroad will not be directly affected by the Project because the HDD 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. Therefore, ERM recommends that the proposed undertaking would pose no adverse effect to 091-5098 as an architectural resource. The archaeological survey of this area conducted in 2016 and 2017 (Stanyard et al. 2017c, 2017d) resulted in the identification of no archaeological remains associated with the railroad within the Project corridor.

133-0025

This resource is located at 203 Upton Lane, Suffolk, approximately 650 feet north of the proposed Project (Appendix A, Sheet 61). Initially, recorded for the Project in 2015 (Lesiuk et al. 2016), the property was inaccessible at the time of the original survey. Aerial photography

indicates that the resource is a farmstead consisting of at least one dwelling and 11 agricultural outbuildings. The house on the property has an “L” shaped plan and an asphalt shingle, hipped roof. It has one exterior-end brick chimney on the north elevation and a front-gabled entry porch on the east elevation. According to the City of Suffolk tax assessor records, the dwelling on the property was constructed ca. 1900. The house is two stories and clad in brick veneer (Appendix B, Figure 352). Immediately to the north of the house is an agricultural outbuilding that has a cross-gable roof. Review of aerial photography shows that the cross gable was added to the structure post-1990. Further east on the farmstead is a single-story agricultural building and four silos. Approximately, 0.5 miles north of the dwelling is a cluster of 5 agricultural outbuildings. The buildings, all grouped in close proximity to each other, are single-story structures with gable roofs and rectangular footprints. Because of the great distance of the dwelling from the public right-of-way, the resource could not be surveyed.

NRHP Assessment: Because it is not visible from the road, and the property owner did not grant permission to survey, in accordance with guidance from the DHR, it is ERM’s recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 353.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 354 and 355. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 356. The Project traverses open agricultural fields and parallels an existing electric transmission line south of the resource; to the west of the resource, the proposed pipeline would diverge from the transmission line and proceed west, cutting through a tree line bordering a salt marsh roughly a half mile west of the resource. The viewshed changes that would be created by the Project are minor and would not compromise the historic setting of the resource, especially given the existence of a high-profile transmission line about an eighth of a mile to the south. For these reasons, until further information is available, Project effects are not considered to be adverse. Once access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

133-0101

This resource is located at 4801 Pruden Boulevard in Suffolk, 1,410 feet west of the proposed Project (Appendix A, Sheet 59). It is located on a level lot with agricultural fields surrounding it on all sides. Few other residences are visible, including a modern Ranch house to the southwest and a ca. 1940 house to the east. The agricultural fields are framed by trees to define the boundaries between the houses.

This resource was initially surveyed in 1988, and resurveyed as recently as 2015 prior to ERM’s field visit in 2016. The V-CRIS form indicates that there were nine contributing resources; including: a house, smokehouse, potato house, log building/corn crib, barn, and remnants of other nineteenth-century structures, including a hog spit, well, barn, and possible slave quarters (Parker et al. 2015). When ERM surveyed the property in November 2016, six resources remained extant; the primary dwelling, smokehouse, log building/corn crib, barn, potato house, and greenhouse. According to the V-CRIS form, the smokehouse is the tall wooden outbuilding, and the potato house is the brick outbuilding. ERM agrees with the form’s reference to the potato barn being used for other purposes. ERM speculates that the smokehouse was actually used to hang dry goods, while the potato house had been used as a smokehouse at some point

in the past. For this report, the types of structures were kept with their original names. The house has had no changes since the last survey, and remains in good condition.

The house is a two-and-a-half story side-gabled, wood-framed Federal/Adamesque I-house with an American bond brick foundation and clapboard and vinyl siding (Appendix B, Figure 357). It was built in ca. 1826 and is three bays wide with a standing seam metal roof and a molded cornice. The house includes two exterior end, brick chimneys with corbeled tops and double-hung replacement windows of different configurations. The brick basement level has three-over-three wood sash, double-hung wood windows and decorative metal vents. The northeast elevation has brick steps that lead to an entry portico with a standing-seam gabled roof with exposed rafters supported by decorative, squared, wooden columns. The portico features simple wooden balustrade, and metal hand rails line the brick steps. The primary entrance is on the northeast façade and is filled with an original panel door that is flanked by three-paned sidelights and a four-paned transom light (Appendix B, Figure 358). The entry porch also includes pilasters on either side of the door. The window opening above the entry porch has been filled with a double-hung, six-over-six wood-framed window flanked by narrow, two-over-two sidelights. All other windows on the façade are wood-framed, six-over-six, double-hung windows. There are two-over-two, wood-framed attic windows on either side of the gable ends, and four-over-four windows on the first and second floors of the side elevations. The resource includes many additions. The one-story shed-roof rear bay appears to be original to the house, as the chimney and foundation are consistent with the side-gable main block (Appendix B, Figure 359). The southwest elevation also includes a ca. 1900 one-story, rear ell addition with a gable roof and a brick pier foundation with brick infill laid in running bond. This addition has replacement windows that are generally consistent with the main block along with one small fixed six-paned, wood-framed window. On the southeast elevation of this addition, is a shed roof extension with a porch that is supported by wooden posts, and featuring a balustrade and wooden floor constructed on a brick foundation (Appendix B, Figure 360). The porch leads to a paneled wooden door with six lights. The original block's southeast elevation also has a porch addition with a hipped, standing seam metal roof supported by carved wood columns with a wood floor and brick stairs. This side porch on the original block is constructed on a higher plane than the adjacent side porch to the rear. The house is in good condition.

To the south is a one-story potato house with five-course American bond brick construction and a front-gable standing-seam metal roof and exposed rafter tails (Appendix B, Figure 361). The previous survey provides a date of ca. 1950 for the potato house, its design and materials could suggest earlier construction (Parker et al. 2015). It has clapboard siding on the gable ends and a small square gabled cupola. It has an on-peak, interior-end, brick chimney and vents at the bottom of the exterior, near the foundation. A wooden door with iron hardware is centered on the southeast elevation. The potato house has a decorative wood plaque of a horse and carriage on the southeast elevation's gable end. Further south of the potato house is a ca. 1865 wood-framed smokehouse with a brick foundation and front gable, standing seam metal roof (Appendix B, Figure 362). It has no windows with clapboard siding and a wood plank door on the northwest gable end. Next to the smokehouse is a ca. 1990 domed greenhouse that is covered in plastic sheeting. To the southeast is a ca. 1950-1960 front-gabled standing seam metal roofed barn with corrugated metal walls on the northwest, southwest and southeast elevations, and composite board on the northeast elevation with decorative pisters (Appendix B, Figure 363). It has one large bay opening on the northeast elevation. The southwest elevation has large, paned windows and vinyl that partially cover the façade. This elevation also has a multi-light, vinyl door. Further southeast is a ca. 1900 log corn-crib with saddle-notched corners

and the remnants of a metal roof (Appendix B, Figure 364). A wood paneled door is located on the center of the northeast elevation. It has a brick pier foundation, is much deteriorated, and in poor condition.

The Samuel Eley house was constructed in 1826 by Thomas Godwin, Jr. Samuel Godwin purchased the property in 1833. The property included 385 acres in 1860. Godwin owned 14 slaves in that year, and slave quarters located about a quarter mile from the main house on a separate tract are believed to have existed, along with a brick icehouse. Eley was a successful farmer who dabbled in local politics. His eldest son became mayor of the City of Suffolk. Union soldiers burned the house during the Civil War, but it was not completely destroyed and was repaired/rebuilt by 1868. After his death, Eley's heirs sold a portion of the property containing the main house to Solomon J. Saunders in 1883. Most of the remainder of the estate was sold in 1890 to William N. Camp of the Union Camp Corporation. Between 1908 and 1924, the property was owned by P. L. and Sarah Hobbs. From 1924 until at least 2000, it has been owned by the Rountree family (Parker et al. 2015).

The property has been operated as a farm since the main house was originally constructed, although the main house and its associated outbuildings, now sits on just 2.15 acres of the original estate. Two of the outbuildings, a frame smokehouse and log corn crib, were constructed in the nineteenth century. The remains of other nineteenth century agricultural features remain, including landscape features, a hog pit, a well, and the foundations of an old barn (Parker et al. 2015).

NRHP Assessment: Resource 133-0101 was originally surveyed in 1988 and resurveyed several more times, with the most recent being in 2015. Known as the Samuel Eley House and the Hobbs Farm, in the 2015 survey, the resource was considered eligible for the NRHP and was nominated that year because it “retains integrity of materials, workmanship, design, and location and remains a good, intact example of one of the remaining early-nineteenth-century houses in the area” (Parker et al. 2015). The house is a good example of a Federal/Adamesque style from the nineteenth century that still retains original materials. While many of the outbuildings are no longer there, the ones that remain are historic. The door surrounds, windows, and overall exterior are good examples of the Federal/Adamesque style. Although the house has additions, they do not detract from the overall house, and do not face the main road, nor are they on the primary façade. Although the setting and association have been altered by development and location on a busy highway, there is still a rural aspect of the area surrounding the house and outbuildings. It is ERM's recommendation that this resource is eligible for the NRHP under Criterion C. The historic research carried out for this Project shows that the resource is also eligible for the NRHP under Criteria A and B because of its associations with the Civil War and Samuel Eley. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 365.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 366 and 367. A photographic view from the resource toward the Project is shown in Appendix B, Figure 368. The Project traverses open agricultural fields to the south, east, and northeast of the resource. It cuts through woodlands to the northeast a little over 2,000 feet from the resource, creating a visible tree cut. The viewshed changes that would be created by the Project are minor due to the distance from the resource to the tree-cut, and lack of vegetation removal to the eastern agricultural field. These changes would not compromise the historic setting of the resource. Therefore, the effects of the Project are not considered to be adverse.

133-0105

The E.P. Bradshaw Log Corncrib is located at 4680 Pruden Boulevard, Suffolk, approximately 767 feet northwest of the proposed Project. The property is set far back from Pruden Boulevard among a patch of dense trees (Appendix A, Sheet 59). The area surrounding the resource location consists of a mix of rural residential properties with agricultural land. Pruden Boulevard serves as a main thoroughfare into Suffolk and is heavily traveled. The resource sits approximately 0.21 miles northeast from Pruden Boulevard. Initially recorded for the Project in 2015 (Lesiuk et al. 2016), the property was previously inaccessible at the time of the original survey. Aerial photography indicates that the resource is a single structure overgrown and obscured by vegetation (Appendix B, Figure 369). Further detail on the structure could not be determined due to surrounding tree cover. Review of historic topographic maps shows that the property is extant as early as 1919. Previous surveys indicate that the structure was constructed ca. 1840 as a one-story, two-bay, front-gabled, corncrib of log construction with weatherboard on the gable ends. According to the 1988 survey, the roof is composed of standing-seam metal, and the log construction has saddle notching; it was noted to be in deteriorated condition. It is the last surviving building of the E.P. Bradshaw Farm that burned in 1960. Because of the great distance of the structure from the public right-of-way, the resource could not be surveyed.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the DHR, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 370.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 371 and 372. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 373. The Project traverses open agricultural fields to the south and east of the resource. It cuts through woodlands to the east a little over 1,000 feet from the resource. Although the resource is surrounded by mature trees, the tree cut associated with the Project would likely be visible from at least one vantage point at the resource. However, the viewshed changes that would be created by the Project are minor and would not compromise the historic setting of the resource. Therefore, the effects of the Project are not considered to be adverse.

133-5039

The Project corridor crosses portions of 133-5039, the boundaries of which are defined by the 40,210-acre Study Area for the Siege of Suffolk established by the ABPP in 2009 for the Siege of Suffolk (NPS 2009). 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. It is crossed by the Project in three locations (Appendix A, Sheets 57-62).

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 Pruden Boulevard (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).

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 north. Longstreet hoped to prevent boats from making their way up the river to Suffolk with supplies and asked for help from the Confederate Navy, but got no cooperation. At least temporarily, he was able to block the river, however.

On the evening of April 13, 1863, three Union gunboats were ascending the river toward Suffolk when two of them, *Stepping Stones* and *Mount Washington*, ran aground near the Norfleet Farm, two and a half miles north of Suffolk. During the night, Confederate forces constructed the Norfleet House Battery just upstream of the stranded gunboats. The next morning the tide lifted the boats free, and they continued toward town, only to encounter the Confederate works at Norfleet House. Unaware that the Confederates had hidden their artillery pieces in the woods behind the works, the Union boats tried to run under the position, but came under fire from the guns that were pulled out from their cover. *Mount Washington* was hit and ran aground, along with *West End*, and both had to be pulled free by *Stepping Stones*. The three boats retreated downriver, with *Stepping Stones* towing the disabled *Mount Washington*. When they reached Hill's Point, about 5 river miles from the Norfleet farm, the *Mount Washington* again became stranded and again came under fire, as the Confederates had moved their guns downriver to a fort at Hill's Point that dated to the War of 1812. The Union gunboat *Commodore Barney* ascended the river to come to the defense of the beleaguered vessel and was able to temporarily silence the guns from the old fort long enough for the Union boats to escape downriver (Salmon 2001). The Confederates held their position at the Hill's Point fort, which they renamed Fort Huger.

Meanwhile, Union Brigadier General George W. Getty had scouted a position from which to bombard the Norfleet House Battery, and during the night of April 13 constructed two batteries on the east side of the river that were hidden from Confederate view. The following morning the trees in front of the battery were cleared, and the Union guns unloaded on the Confederate position. Eventually, the Confederate guns fell silent, and during the night, the battery was abandoned. Skirmishing continued along the lines around Suffolk over the next week, but the Union forces were unable to break the siege (Breiner 1999; Salmon 2001).

The Confederates continued to hold Fort Huger, which was equipped with two 24-pounder Howitzers and three 12-ounder Napoleons. After several failed attempts to retake the fort, Lieutenant Roswell H. Lamson was finally successful on April 19. Confederate Captain David L. Smoot had constructed an additional earthwork to the north of Fort Huger, across the Western Branch on a prominence known as Knob Hill. The position provided protection for Fort Huger and an additional point from which to harass Union gunboats on the Nansemond River. That morning, five Union gunboats engaged the battery at Knob Hill for five hours. Later in the day, a force of over 300 men on *Stepping Stone* under Lieutenant Lamson made its way upriver and passed the battery, with the Union gunboats providing a covering fire. The Confederates thought that the boat was trying to get to Suffolk, but in fact the plan was to land at Fort Huger and take the fortification. Lamson brought the boat ashore about 300 yards south of the fort, and his men charged into the fort so quickly that the Confederates had no time to mount an effective resistance. The entire Confederate force of 130 soldiers and 7 officers was captured. The guns

in the fort were turned to the west away from the river to prevent any effort by Longstreet to recapture the fort, but after an exploratory skirmish, no further attacks were launched. Getty abandoned the fort after a day, and the position was retaken, but was no longer effective. The two sides continued to probe each others' lines over the next 10 days, but with the river now secure, Longstreet had little chance of maintaining his siege. On April 29, Lee ordered Longstreet to return to the Army of Northern Virginia to counter Hooker's advance, and by May 4, all of his forces had withdrawn from Suffolk (Breiner 1999; Salmon 2001).

Based on accounts and maps of the siege, it appears that the siege lines were located primarily to the south and east of the Project corridor. Although some movement of troops likely took place in and around the Project APE to the north and west of the city, these movements are ephemeral, and no evidence of them is likely to remain. However, the actions along the Nansemond River were in the vicinity of the corridor. The Norfleet House Battery was located about 2.4 miles south of the corridor southwest of the intersection of Godwin Boulevard and U.S. 58. It has since been destroyed by the construction of U.S. 58 (Salmon 2001). Fort Huger (known as Hill's Point Battery), was located about 2.2 miles northeast of the Norfleet House Battery on what is now known as Brock Point. This fortification is about 0.75 miles south of the where the Project crosses the Nansemond River (Salmon 2001). Portions of the earthworks remain on the grounds of the Nansemond River Golf Club, but are outside of the Project APE (DHR 2017). A Confederate line was also located to the west of Hill's Point Battery, extending north to a bend in the Western Branch of the Nansemond River that would have protected the rear of the position by providing a line of sight to the mouth of the Western Branch, preventing federal gunboats from diverting up that river (Soederquist 1891). These defenses are located in the vicinity of the Project, and Civil War artifacts that may be associated with the Siege of Suffolk were recovered in this location during the archaeological survey for the Project. Phase II archaeological investigations were carried out at the site (44SK0612), and the results reported by Eichmann et al. (2017). The Project crosses Knob Hill, where a Confederate battery was located, but Salmon (2001) reports that the earthworks there appear to be gone. No above-ground resources or earthworks were observed at these sites as a result of the architectural or archaeological investigations.

NRHP Assessment: The boundaries of 133-5039 are defined by the 40,210-acre Study Area established by the ABPP in 2007 for the Siege of Suffolk. 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. 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, Sheets 57-62). However, the ABPP and the DHR 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 DHR considers the entire Study Area potentially eligible for the NRHP, although a formal determination of eligibility has not yet been made (DHR 2017). The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 374.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 375–380. The Project corridor crosses 133-5039 in three places: southwest of the city along the Holland Road (U.S. 58) corridor, which was an approach road used by the Confederates when they established the lines of the siege; to the north of the city, which includes the northern approach road on Godwin Boulevard and the fortifications along the Nansemond River where several engagements took place; and northeast

of the city along the northeast approach road on Nansemond Parkway (Appendix B, Figures 381–383).

The current landscape of the resource within the proposed Project APE consists of urban commercial and residential development, with some areas of farmland (Appendix B, Figure 384). New transportation infrastructure, such as U.S. 58, U.S. 460, and State Route 10, has been added to the area over time, compromising the integrity of the historic landscape. The proposed pipeline corridor would traverse both open areas and stands of woods where the pipeline would be more visible. Although the Project would introduce a new element of modern infrastructure into the setting of the resource, many other modern intrusions already exist within the battlefield Study Area. The landscape within and adjacent to the river in the northern portion of the resource retains some of its historic character; however, significant portions of the resource are covered by water or marshland where the proposed pipeline will be drilled under the waterway, or would create minimal visual effects (Appendix B, Figure 385). 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 lack of extant features related to the military events within 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.

133-5391

The Suffolk Battlefield I/Norfleet House Battery site is defined by the 1,476-acre Study Area established by the ABPP (NPS 2009). The resource is entirely within the Siege of Suffolk Study Area (133-5039). The core battlefield area for the Norfleet House Battery is located about 2 miles south of the Project corridor, but the Study Area extends north of the Hill's Point battery and within the Project APE (Appendix A, Sheet 61). The Civil War actions related to this site are discussed above in relation to the overall Siege of Suffolk.

NRHP Assessment: Although the ABPP noted that much of the landscape of the battlefield area has been altered and fragmented, some essential features remain, providing the opportunity to preserve significant portions of the battlefield. DHR considers 133-5391 potentially eligible for the NRHP, and ERM concurs. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 386.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 387 and 388. Because of restricted access and the distance from public rights-of-way, a view toward the Project was not possible. The Project is located approximately 975 feet north of the northern boundary of the resource where it crosses Knob Hill. Although a Confederate Battery was located on Knob Hill briefly, no above ground evidence of it has been observed. The views from the resource toward Knob Hill are screened by vegetation and would not be affected by the Project. It is ERM's assessment that the Project would have no adverse effect on the resource.

133-5482

This resource is located at 7676 Harvest Drive, about 0.8 miles southwest of the community of Elwood and 566 feet northwest of the proposed Project corridor (Appendix A, Sheet 56). The

resource consists of a house and two outbuildings located at the end of a 0.33-mile driveway. The one-story frame house and three outbuildings are situated on a two-acre parcel surrounded by wooded areas on all sides (Appendix B, Figure 389). It is located in an area of rural residential and agricultural land use. From aerial views, the house is side-gabled with an asphalt shingle roof and a rear addition. USGS topographic maps and historic aerial photographs date the house to ca. 1950 (USGS 1943; NETROnline 1953). The resource was inaccessible for survey (Lesiuk et al. 2016), and could not be sufficiently observed from the public right-of-way to make a recommendation regarding NRHP eligibility.

NRHP Assessment: The resource is not visible from the road, and the property owner did not grant access for survey. Therefore, in accordance with guidance from the DHR, it is ERM's recommendation that 133-5482 be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 390.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 391 and 392. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 393). The proposed pipeline would parallel an existing electric transmission line that runs east-west less than a tenth of a mile south of the resource. The pipeline construction corridor would necessitate the removal of a small area of vegetation to the south-southeast of the resource within view of the rear area of the property. The transmission line has already affected the setting of the resource. Construction of the pipeline south of 133-5482 would not impact the setting of the resource significantly, and effects from the Project on the resource are not considered adverse.

133-5492

The resource at 591 Longstreet Lane is approximately 2.1 miles southeast of the town of Holland and 587.6 feet south of the proposed Project corridor (Appendix A, Sheet 57). The resource is located on a cleared lot of agricultural fields, with dense woods to the west. It consists of multiple modern outbuildings and a modern house on the west side of the road (Appendix B, Figure 394). The property was previously surveyed for the Project in July of 2015 (Lesiuk et al. 2015), and the surveyors found a ca. 2005 modern house and a side-gabled historic house with a one-story addition to the north elevation (Myruski 2015a). The July 2015 survey also found a ca. 2000 modern house, a ca. 2005 barn, and a ca. 2000 shed. During the February 2017 survey, the historic house was hidden by thick tree coverage. According to historic aerial photographs and USGS topographic maps, the house was built pre-1920 (USGS 1920). Resource 133-5492 is approximately 1,730 feet southeast from the public right-of-way, and could not be sufficiently observed to make a recommendation regarding NRHP eligibility.

NRHP Assessment: Landowner permission to survey the property was not granted, and there is a great distance from the dwelling to the public right-of-way, therefore the resource could not be surveyed. In accordance with guidance from the VDHR, it is ERM's recommendation that 133-5492 be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 395.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 396 and 397. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 398. The proposed pipeline would parallel an existing electric transmission line that runs northeast-southwest less than a tenth of a mile north of the resource. The pipeline construction corridor would necessitate the removal of a small area of vegetation just northwest of the resource within view of most vantage points on the property. The transmission line has already affected the setting of the resource. Construction of the pipeline north of 133-5492 would not impact the setting of the resource significantly, and effects from the Project on the resource are not considered adverse.

133-5498

The resource at 1001 B Lummis Road is approximately 2.1 miles southwest of the community of Lummis and 1,200.8 feet southeast of the proposed Project corridor (Appendix A, Sheet 58). The resource consists of a one-story house, garage, and a gabled structure located about 0.5 miles northwest of Lummis Road surrounded by agricultural fields with a wooded area to the west and north (Myruski 2015b). The property was previously surveyed for the Project in July of 2015 (Lesiuk et al. 2016), but could not be seen from the public-right-of-way at the time of survey. The house is situated on an 80-acre lot and has a hipped, asphalt shingle roof (Appendix B, Figure 399). USGS topographic maps and historic aerial photographs date the house to pre-1919 (USGS 1919). There is a gabled addition to the southeast and a gabled entry portico to the northeast. Tax accessor records show that the house has a brick veneer exterior. The one-story, three-bay barn is to the north of the house with a metal, gabled roof. The gabled garage is to the west of the house. Resource 133-5498 is approximately 1,400 feet northwest of the public right-of-way and could not be sufficiently observed to make a recommendation regarding NRHP eligibility).

NRHP Assessment: The resource is not visible from the road, and the property owner did not grant access to survey. In accordance with guidance from the DHR, it is ERM's recommendation that 133-5498 be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted. The proposed NRHP boundary for the resource and its relationship to the Project is depicted in Appendix B, Figure 400.

Assessment of Effects: The results of the viewshed analysis utilizing Google Earth imaging software is illustrated in Appendix B, Figures 401 and 402. A photographic view from the public right-of-way nearest the resource toward the Project is shown in Appendix B, Figure 403. The resource would be intersected by the Project in the western portion of the property, west of the buildings associated with the resource. The proposed pipeline would cut through woodlands, but it would be screened from view from vantage points around the buildings, along the access drive, and throughout the agricultural fields in the eastern portion of the property. An existing electric transmission line already runs through the property, with the nearest transmission line structure approximately 225 feet south of the dwelling. The transmission line has affected the setting of the resource by introducing a linear corridor that cuts through woodlands and agricultural fields and features high-profile structures visible from considerable distance. Construction of the pipeline through a peripheral portion of 133-5498 would not impact the setting of the resource significantly, particularly given the existence of the transmission line that has already compromised the historic integrity of the agricultural landscape. Therefore, based on current information, effects from the Project on 133-5498 would not be adverse. Once

access to this property has been granted, the NRHP status and Project effects will be reevaluated through re-initiated consultation with DHR.

SUMMARY AND RECOMMENDATIONS

Direct and indirect Project effects were assessed for 58 historic architectural resources listed in, eligible, or potentially eligible for the NRHP that are located in the Project APE. It is ERM's recommendation that the proposed Project would have no adverse effect on any of the resources. Of these resources, 14 are assumed eligible for the purposes of the Project as access to the property was restricted, preventing a full NRHP or effects recommendation from being made. Of these 14 resources, seven (007-5554, 007-5583, 007-5585, 087-5610, 087-5618, 133-0025, and 133-5498) will be impacted when the Project crosses the boundary of the property. Because NRHP assessment information is incomplete, the evaluation of effects cannot be fully completed. Once access to these properties is obtained, ACP will re-initiate consultation with DHR, providing additional information to make a determination of eligibility and Projects effects for those resources determined to be eligible for listing on the NRHP.

In a letter dated September 11, 2017, the DHR stated that there will be an adverse effect to three resources: 008-0011, 062-5119, and 062-5160. Due to this determination, a treatment plan will be developed to mitigate the Project effects on each resource.

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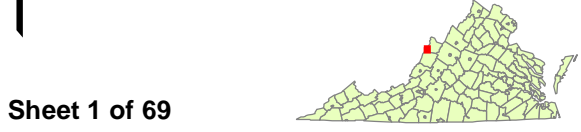
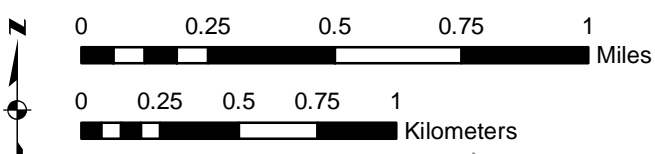
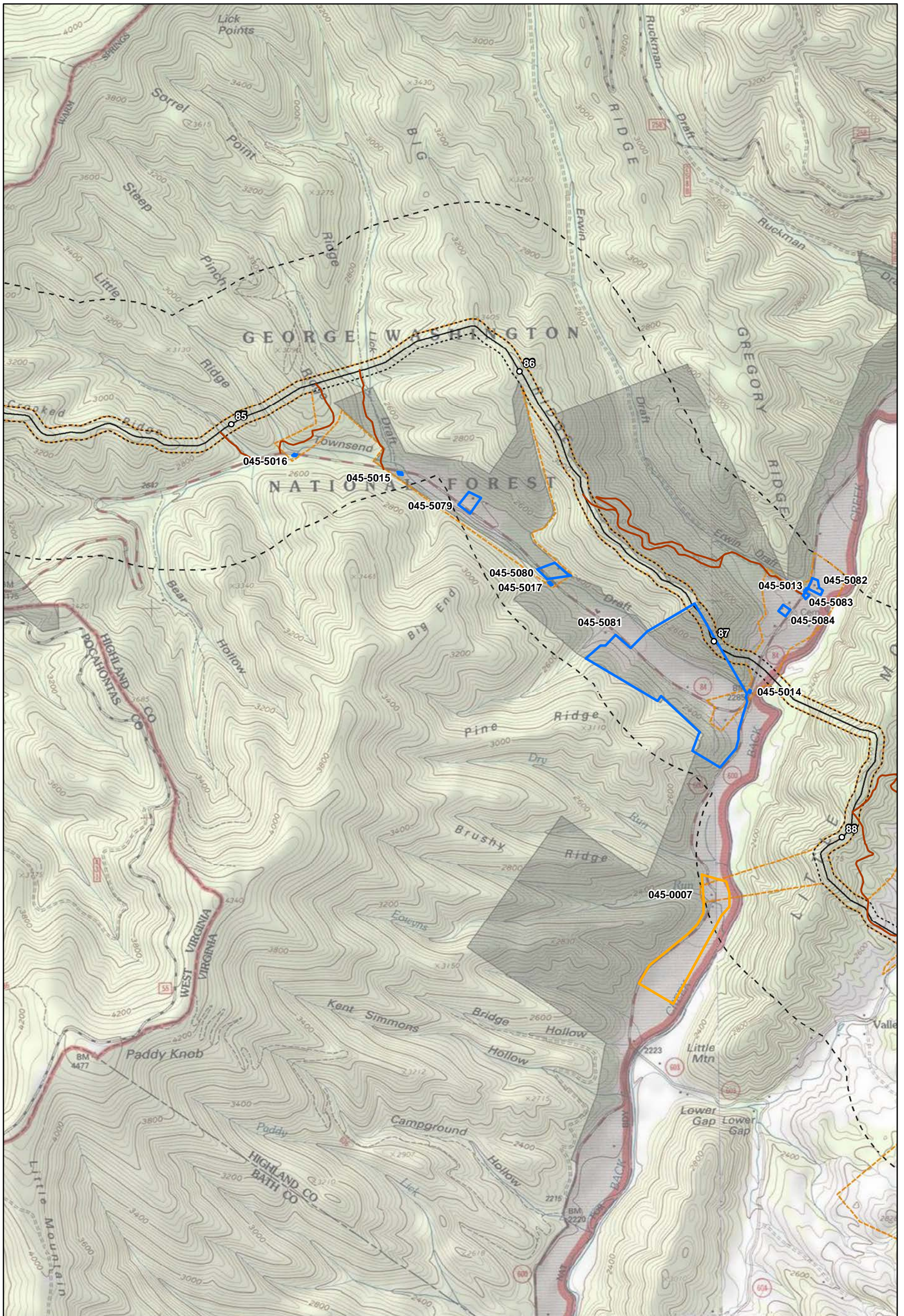
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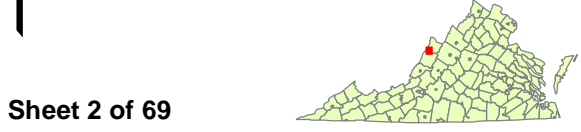
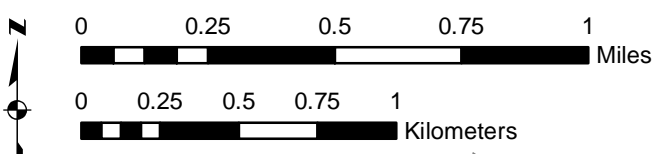
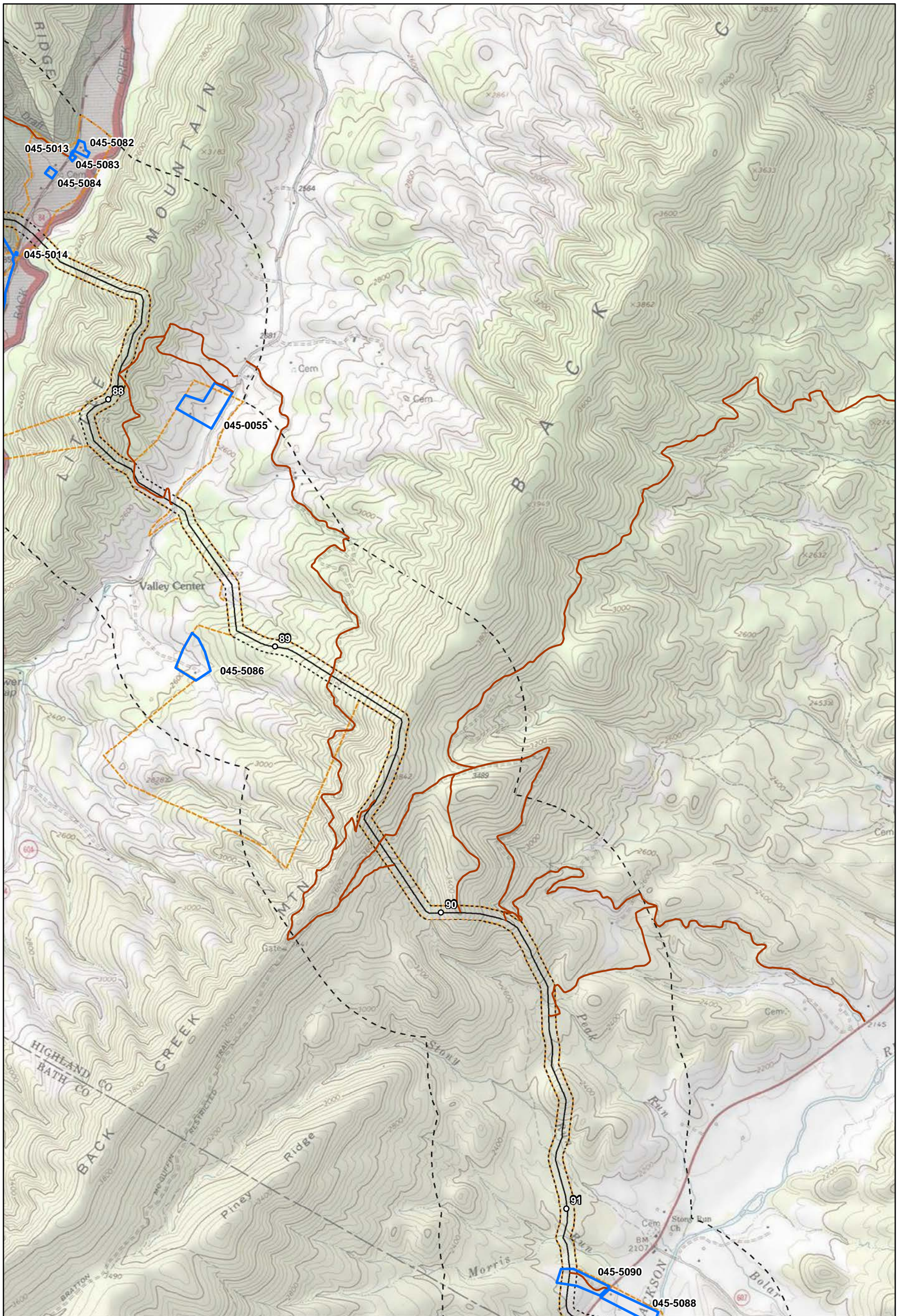
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APPENDIX A – PROJECT MAPS DEPICTING RESOURCE LOCATIONS



Sheet 1 of 69

<ul style="list-style-type: none"> — Corridor Centerline ○ Mileposts ⋯ 150 foot buffer — Access Roads ⋯ Visual APE ▨ M&R Stations ▨ Contractor Yards ▨ ABPP Core Areas ▨ ABPP Potential NR Areas ▨ ABPP Study Areas 	<p>Resources Inside APE - NRHP Status:</p> <ul style="list-style-type: none"> ▨ Listed ▨ Eligible ▨ Assumed Eligible ▨ Contributing ▨ Potentially Eligible ▨ Ineligible ▨ Not Extant 	<p>Resources Outside APE - NRHP Status:</p> <ul style="list-style-type: none"> ▨ Eligible ▨ Potentially Eligible ▨ Unassessed ▨ Ineligible ▨ Not Extant
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Sheet 2 of 69

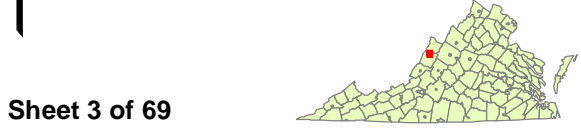
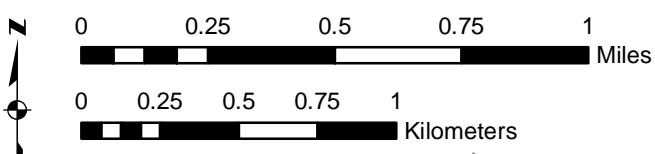
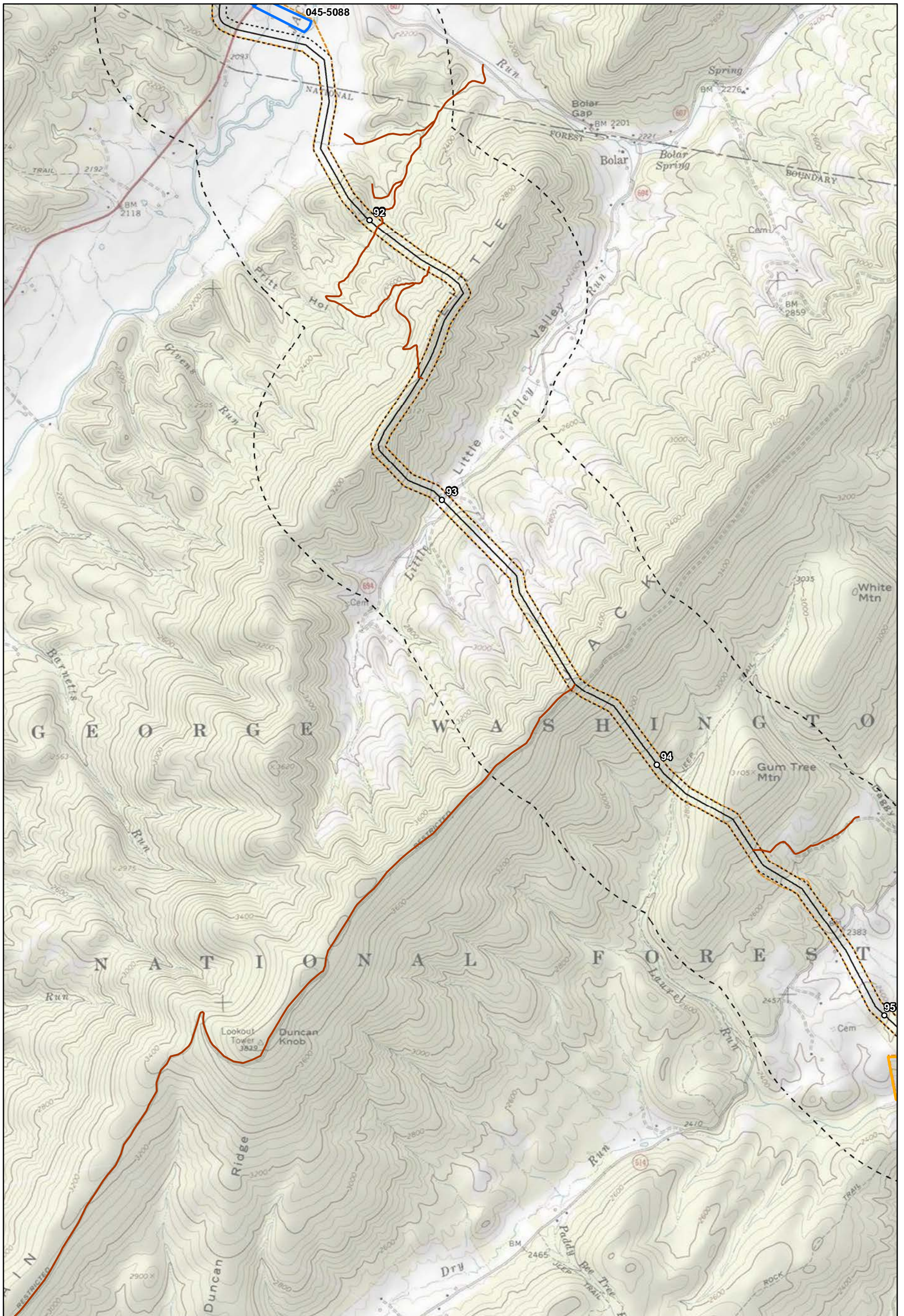
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- Mileposts
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- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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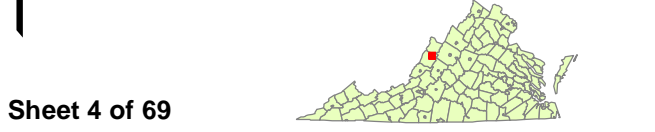
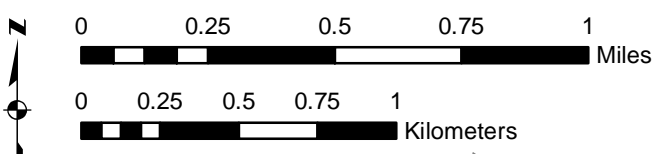
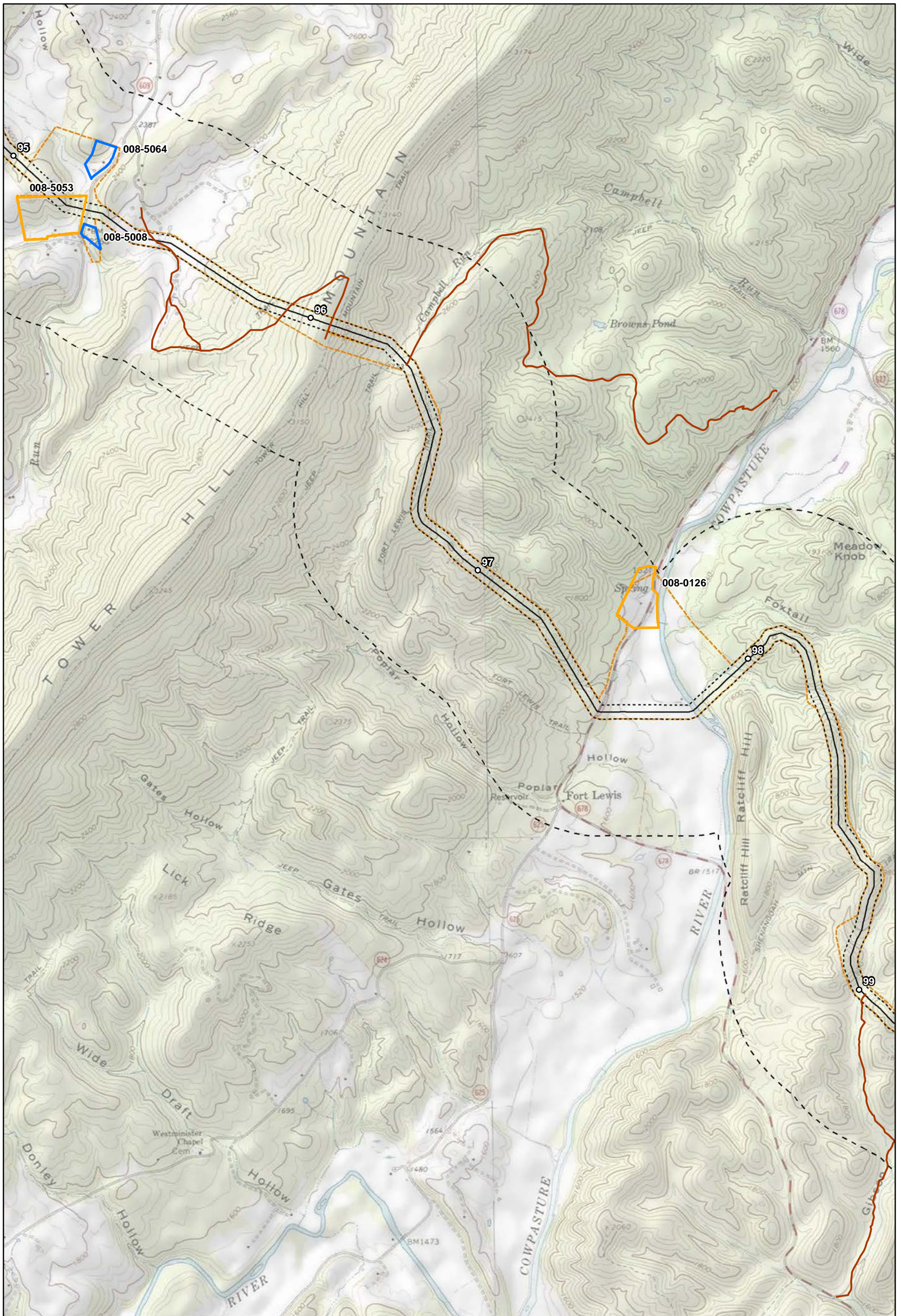
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- Mileposts
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- Access Roads
- ▭ Visual APE
- ▭ M&R Stations
- ▭ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
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- ▭ Ineligible
- ▭ Not Extant



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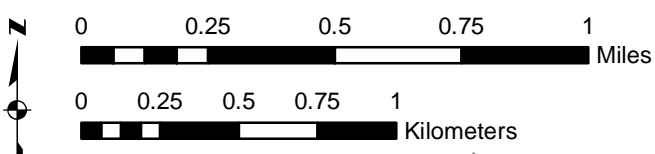
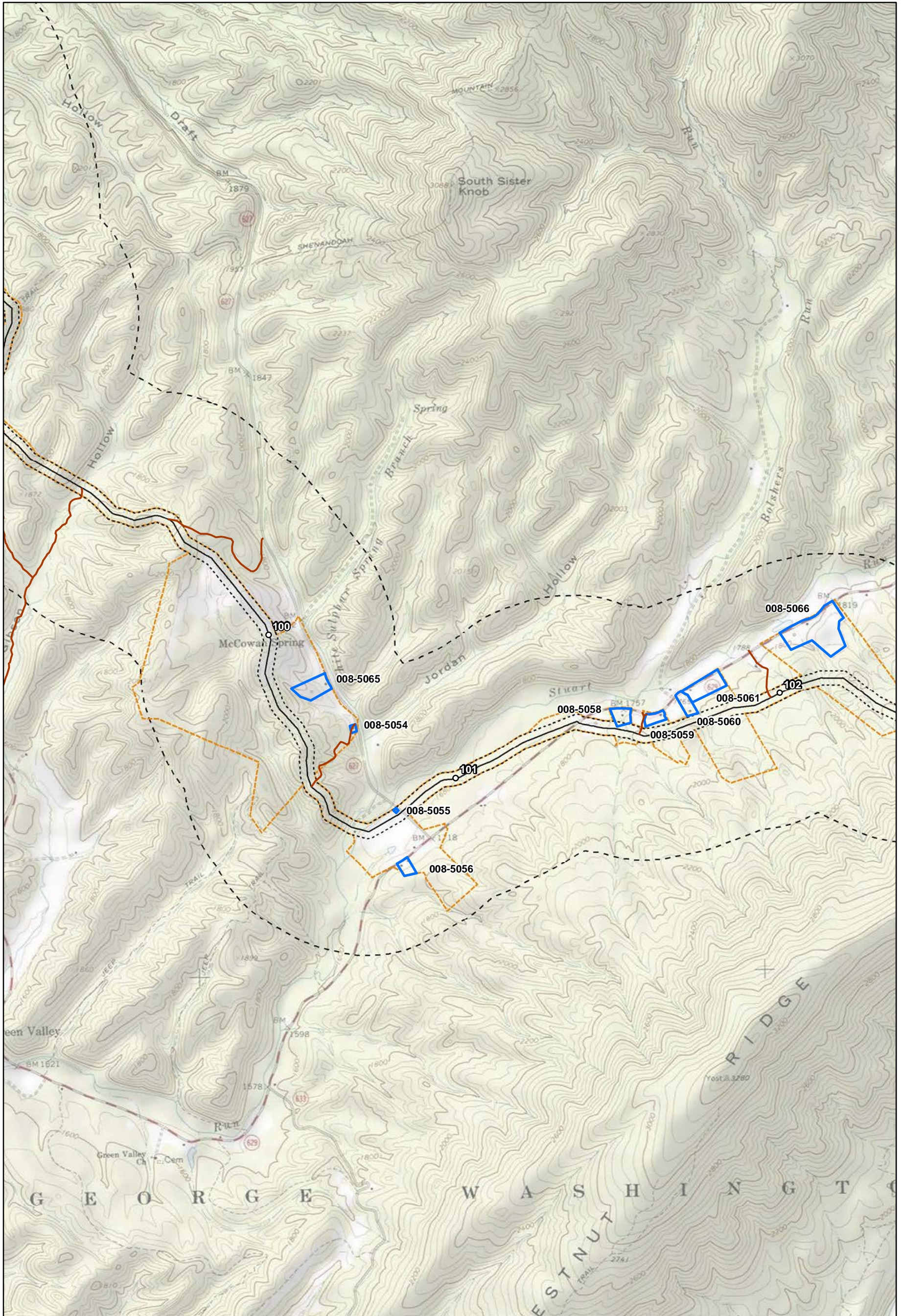
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- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

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- ▭ Potentially Eligible
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- ▭ Not Extant



Sheet 5 of 69

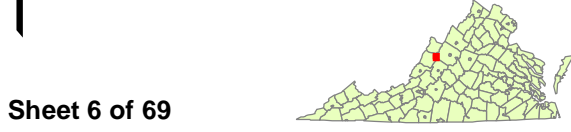
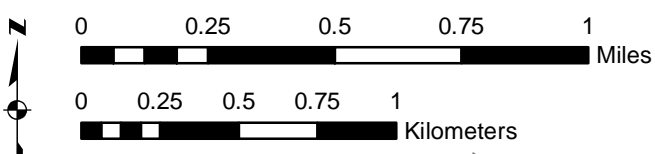
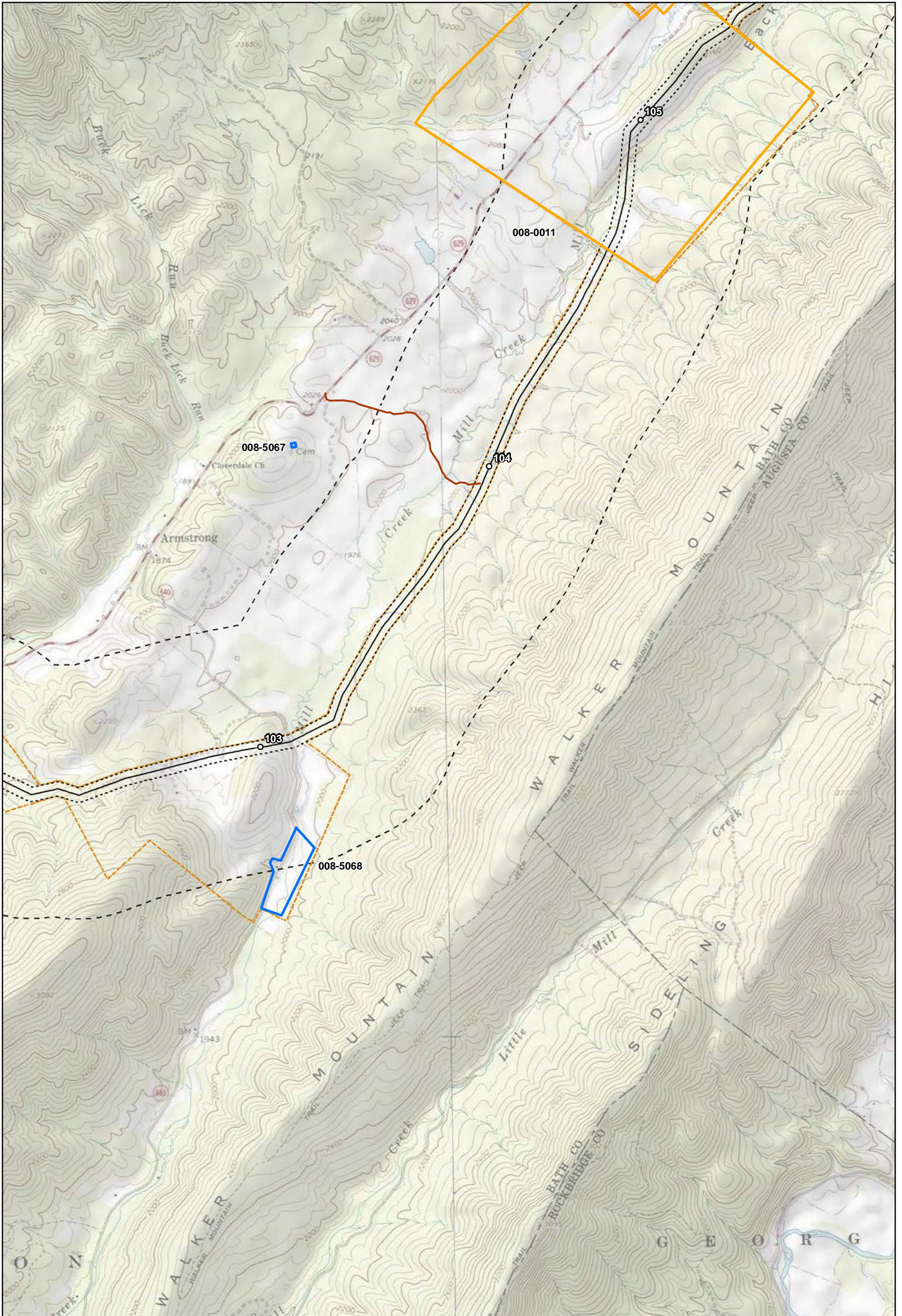
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- Mileposts
- - - 150 foot buffer
- Access Roads
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- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

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- ▭ Not Extant



Sheet 6 of 69

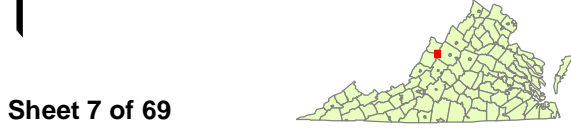
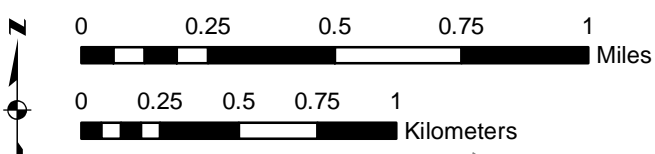
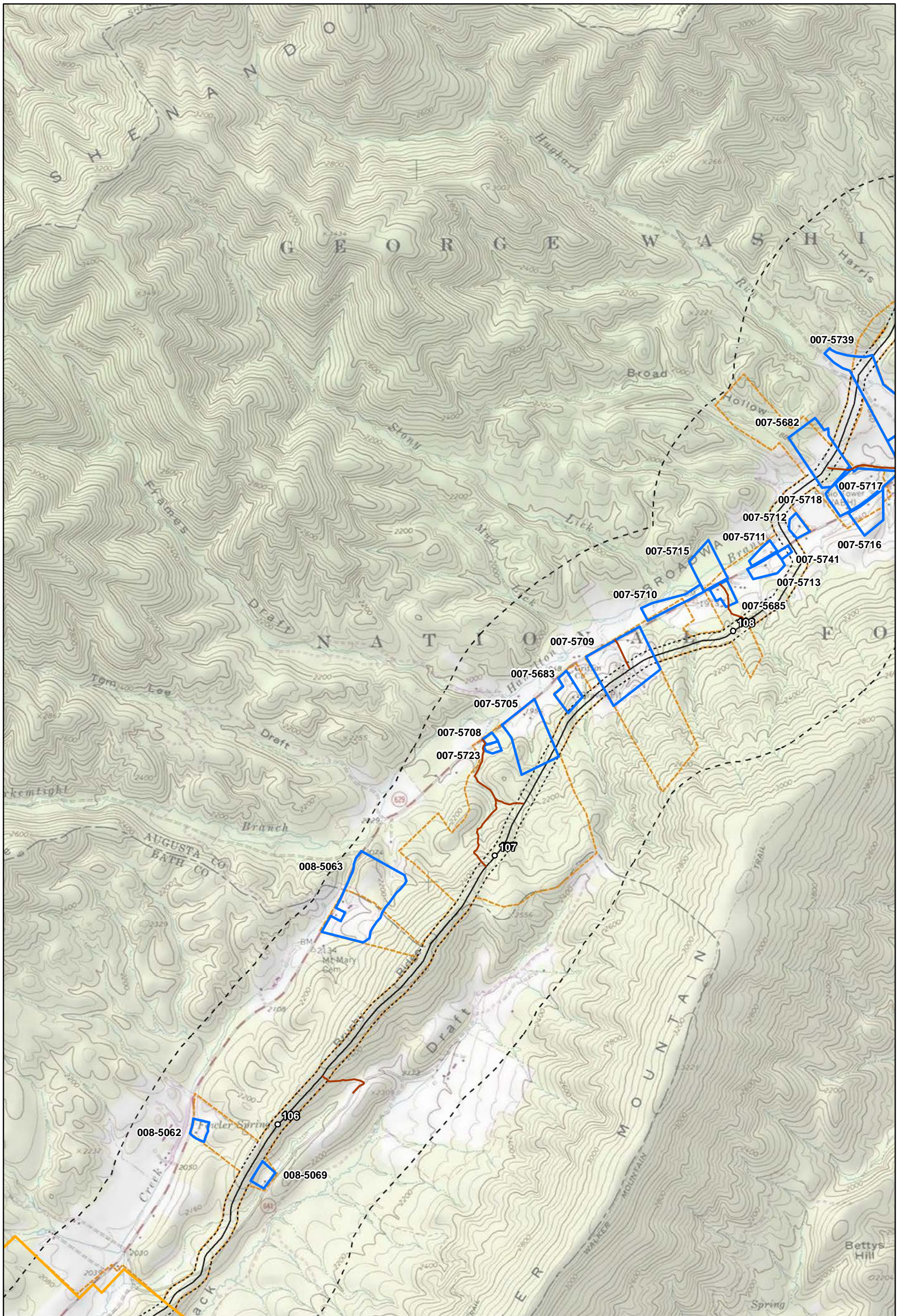
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- Mileposts
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- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
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- ▨ Not Extant



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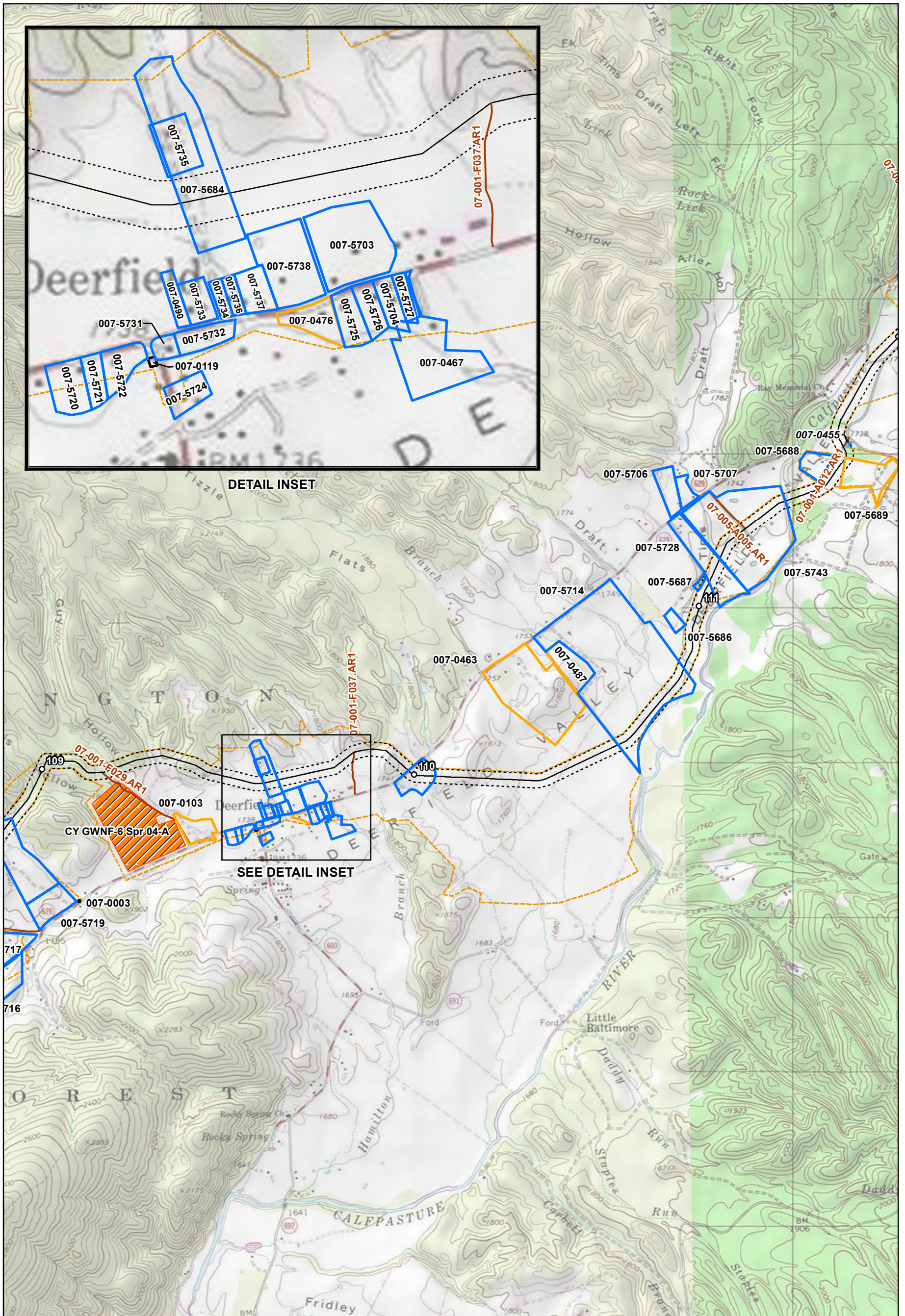
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- Access Roads
- ⋯ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

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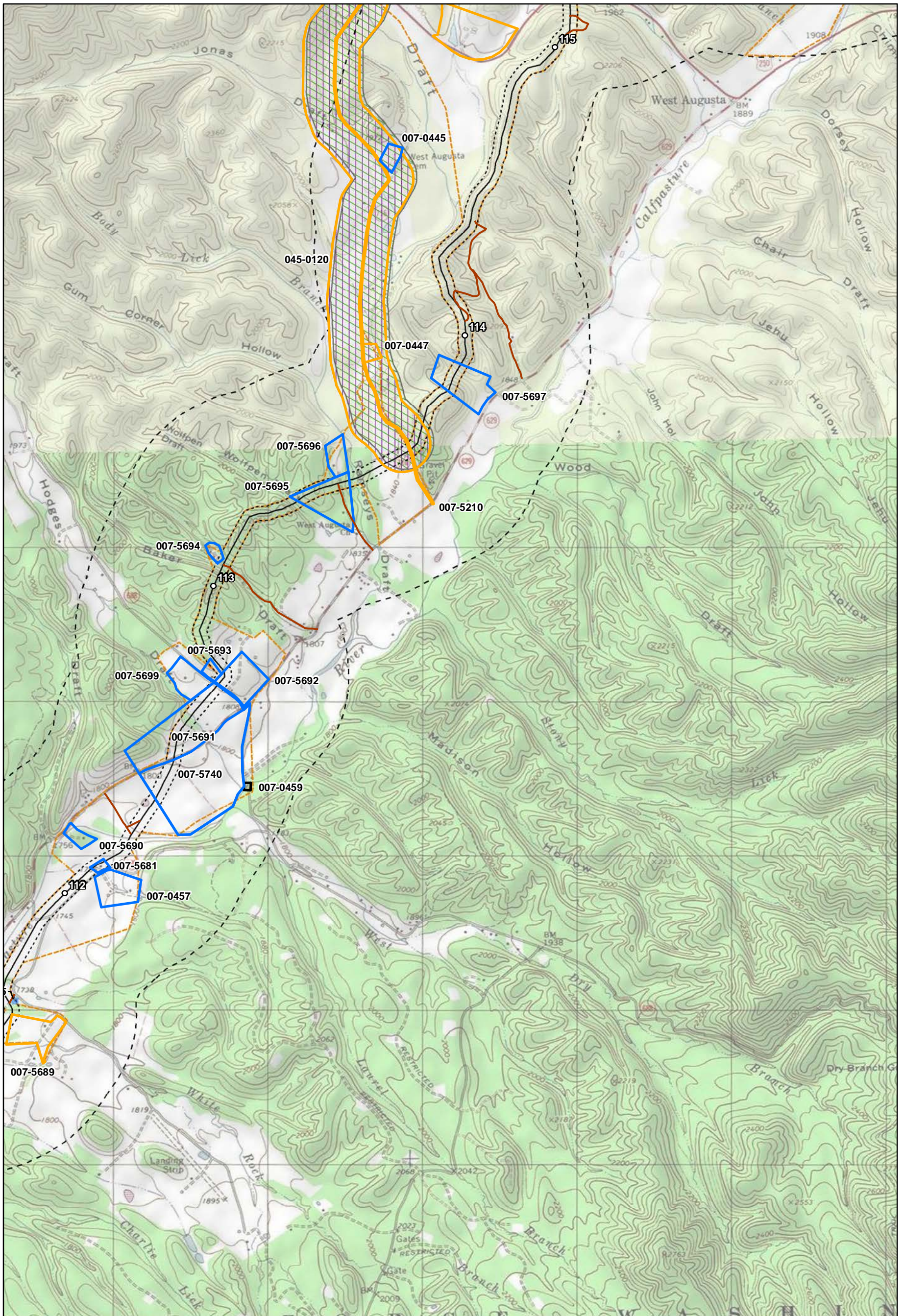
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- ▨ Not Extant



DETAIL INSET

SEE DETAIL INSET

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0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Resources Inside APE - NRHP Status:

- Listed
- Eligible
- Assumed Eligible
- Contributing
- Potentially Eligible
- Ineligible
- Not Extant

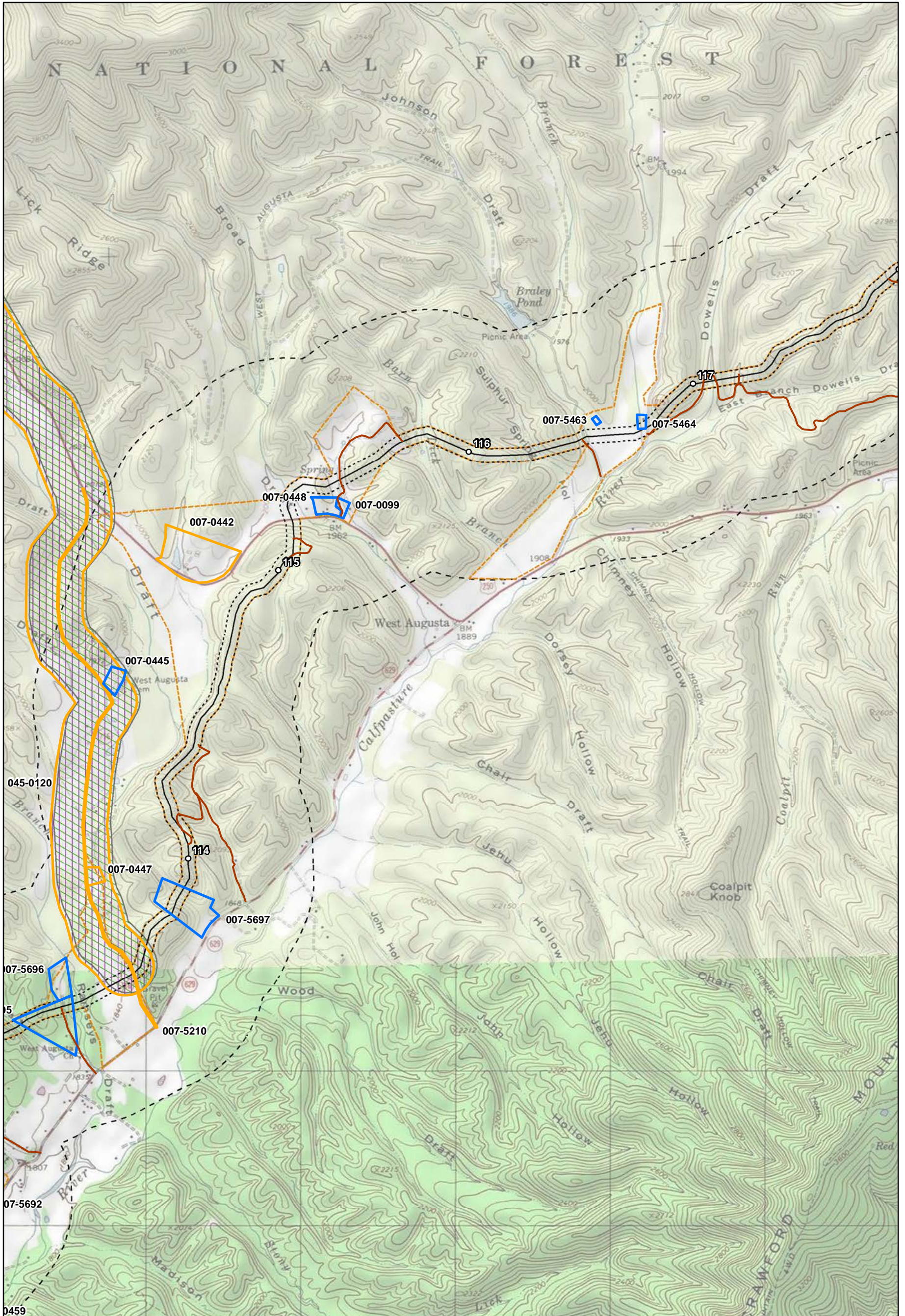
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- Potentially Eligible
- Unassessed
- Ineligible
- Not Extant

Corridor Centerline
 150 foot buffer
 Access Roads
 Visual APE
 M&R Stations
 Contractor Yards
 ABPP Core Areas
 ABPP Potential NR Areas
 ABPP Study Areas

Mileposts
 Access Roads
 Visual APE
 M&R Stations
 Contractor Yards
 ABPP Core Areas
 ABPP Potential NR Areas
 ABPP Study Areas





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 0 0.25 0.5 0.75 1 Kilometers

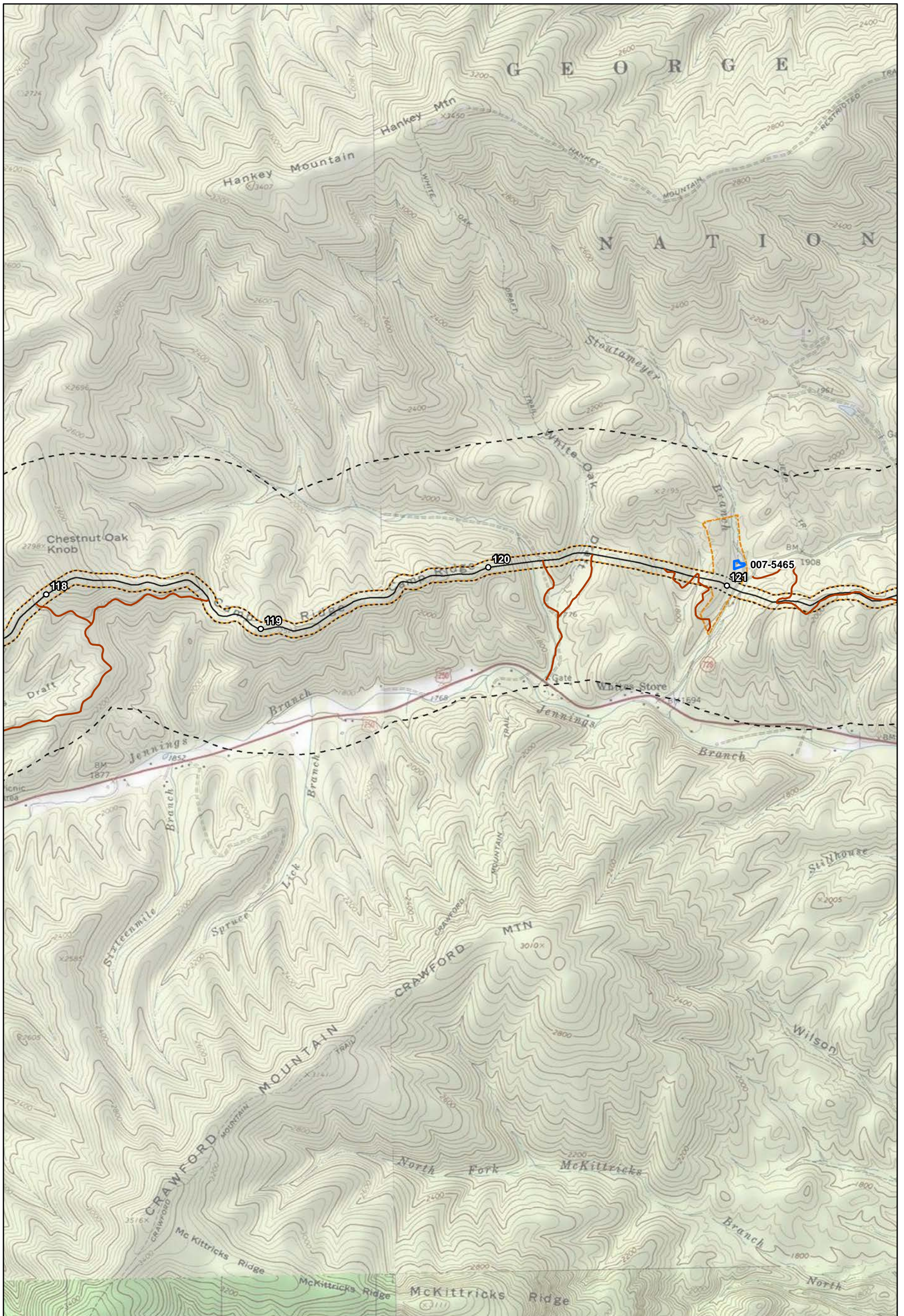
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 - - - 150 foot buffer
 — Access Roads
 - - - Visual APE
 ▨ M&R Stations
 ▨ Contractor Yards
 ▨ ABPP Core Areas
 ▨ ABPP Potential NR Areas
 ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
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- ▨ Not Extant



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Resources Inside APE - NRHP Status:

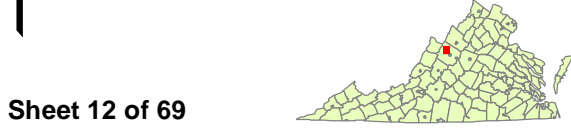
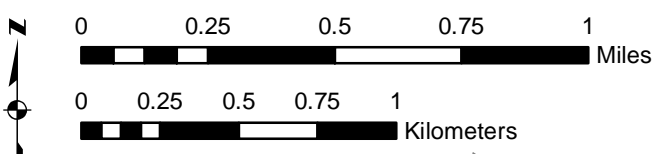
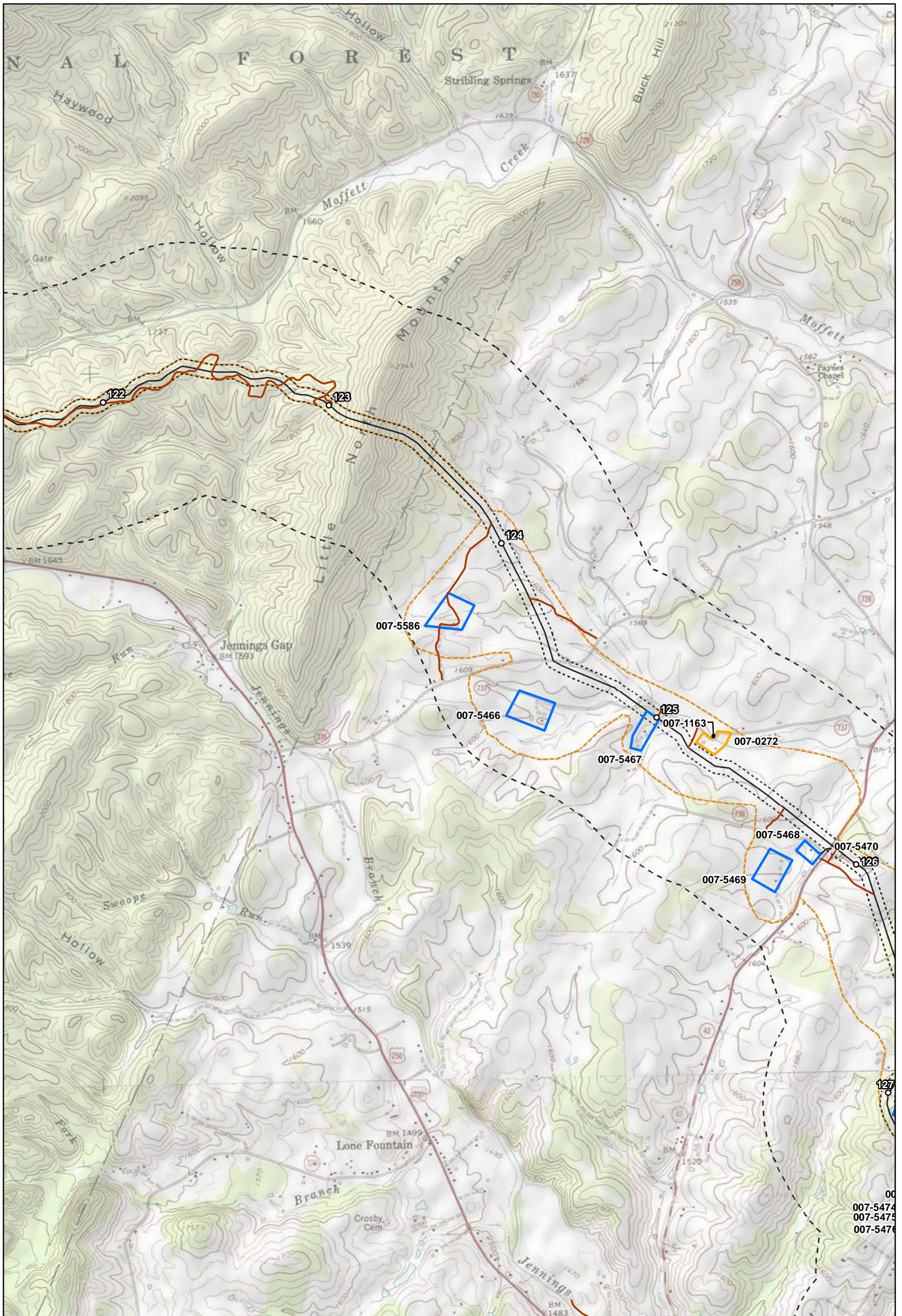
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Resources Outside APE - NRHP Status:

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- Potentially Eligible
- Unassessed
- Ineligible
- Not Extant

— Corridor Centerline
○ Mileposts
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— Access Roads
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 Contractor Yards
 ABPP Core Areas
 ABPP Potential NR Areas
 ABPP Study Areas





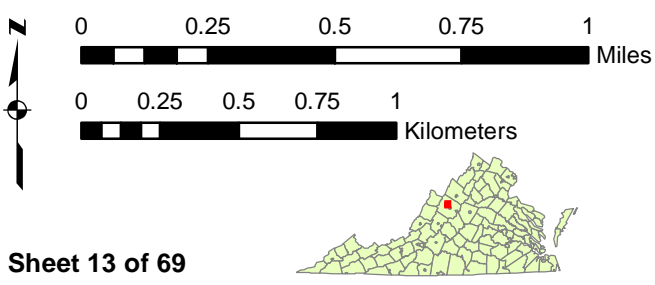
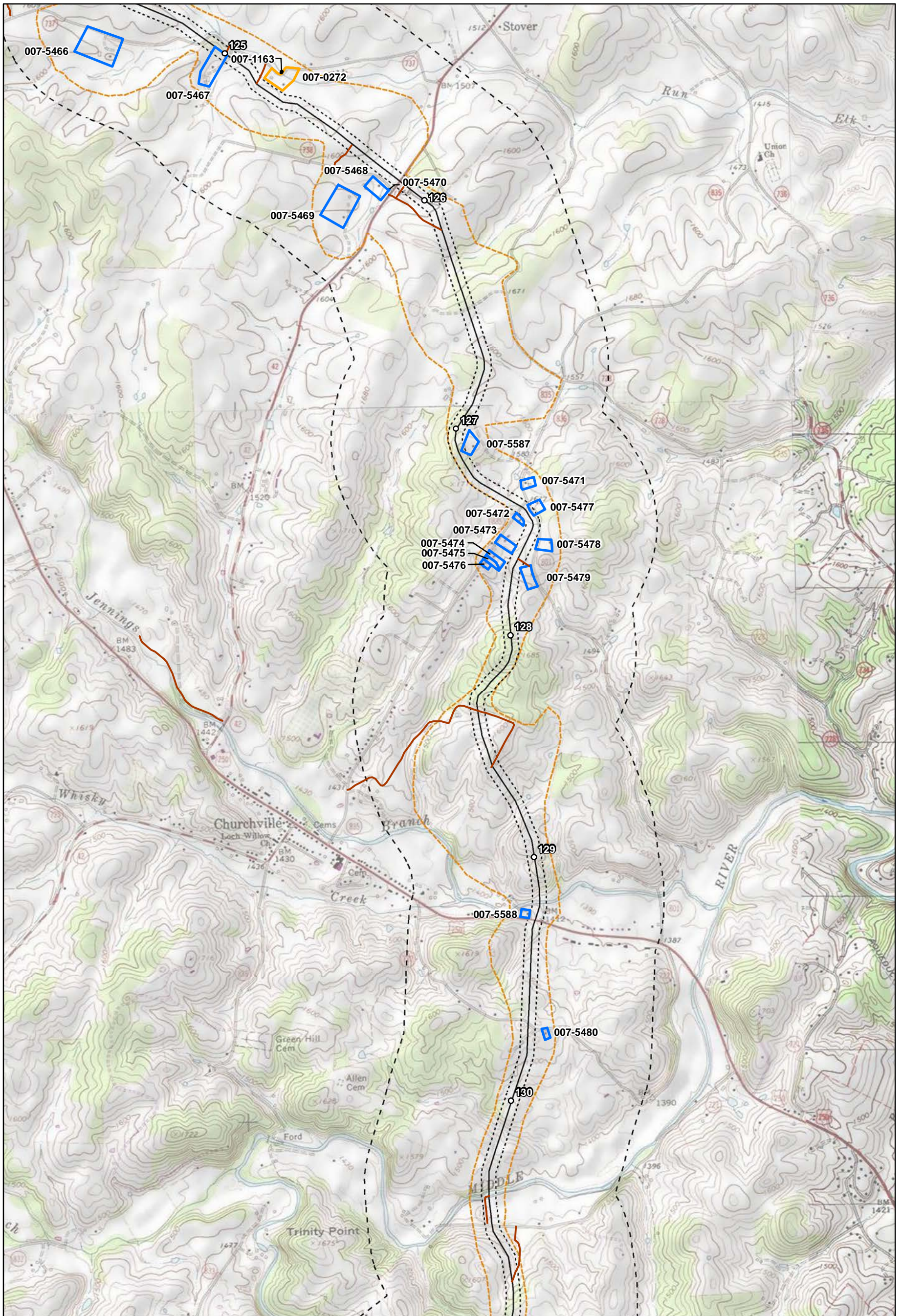
Sheet 12 of 69

- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
- ▨ Listed
 - ▨ Eligible
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 - ▨ Contributing
 - ▨ Potentially Eligible
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- Resources Outside APE - NRHP Status:**
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 - ▨ Potentially Eligible
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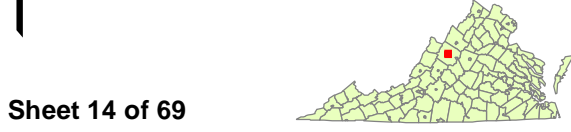
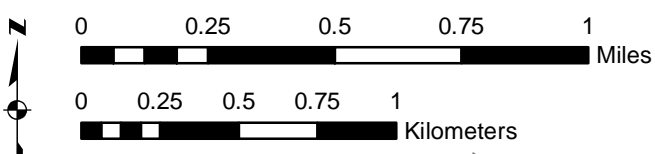
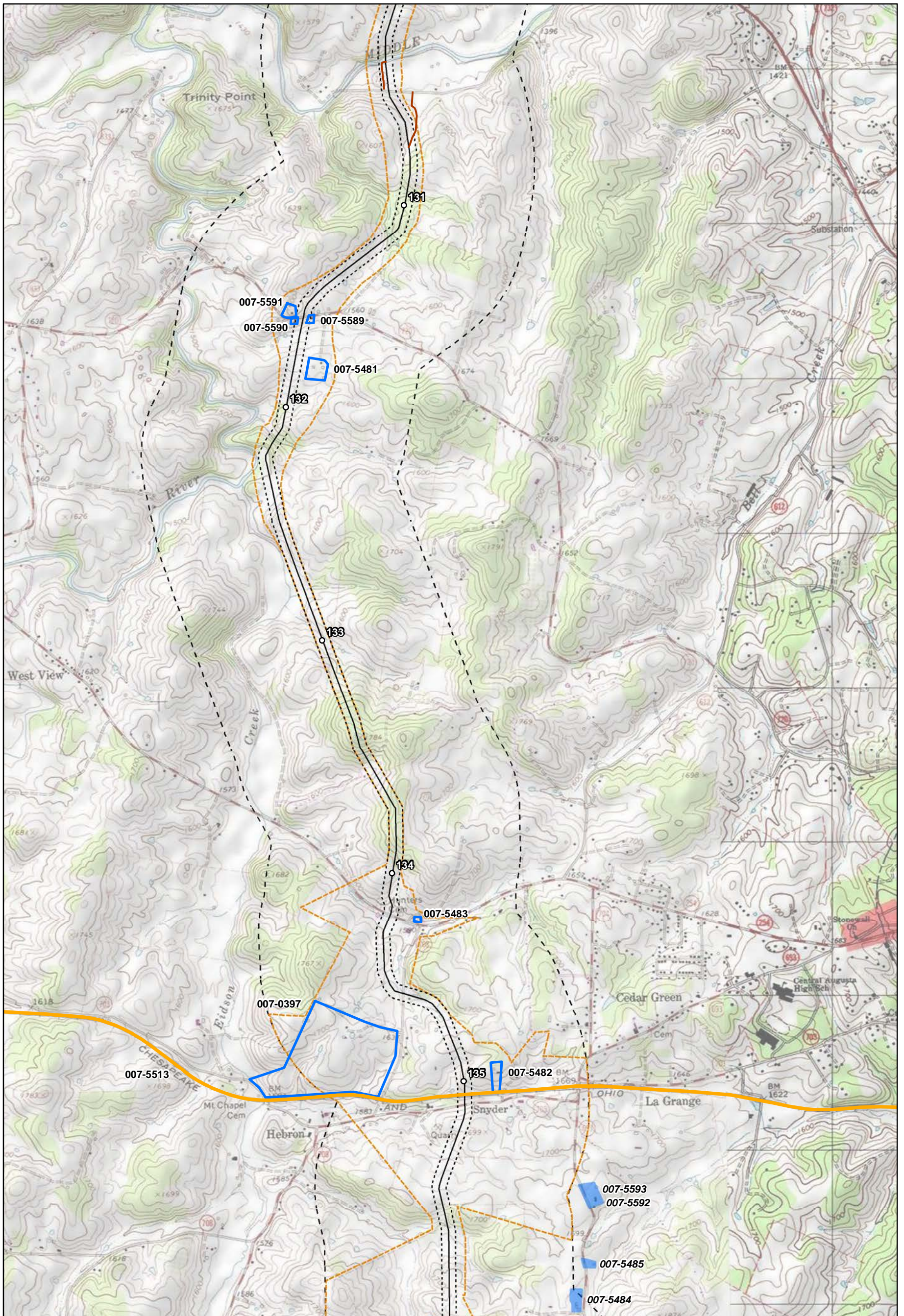
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- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
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- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
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- ▨ Ineligible
- ▨ Not Extant



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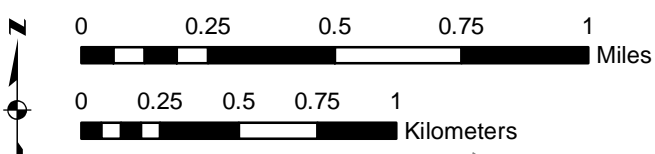
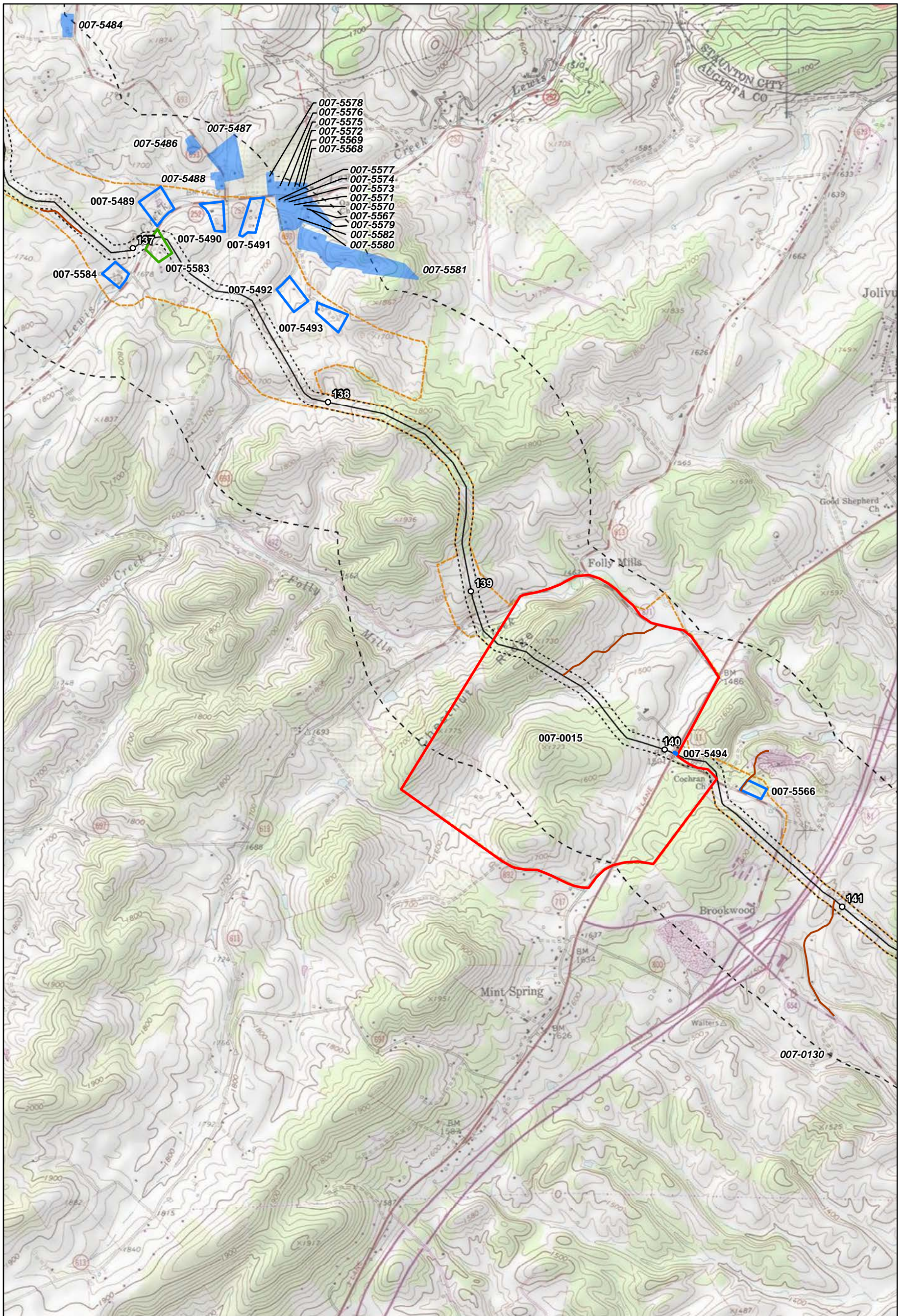
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- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
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Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
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- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- ⋯ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

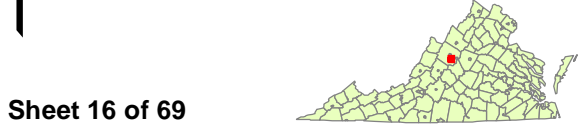
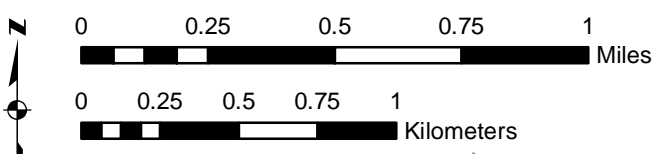
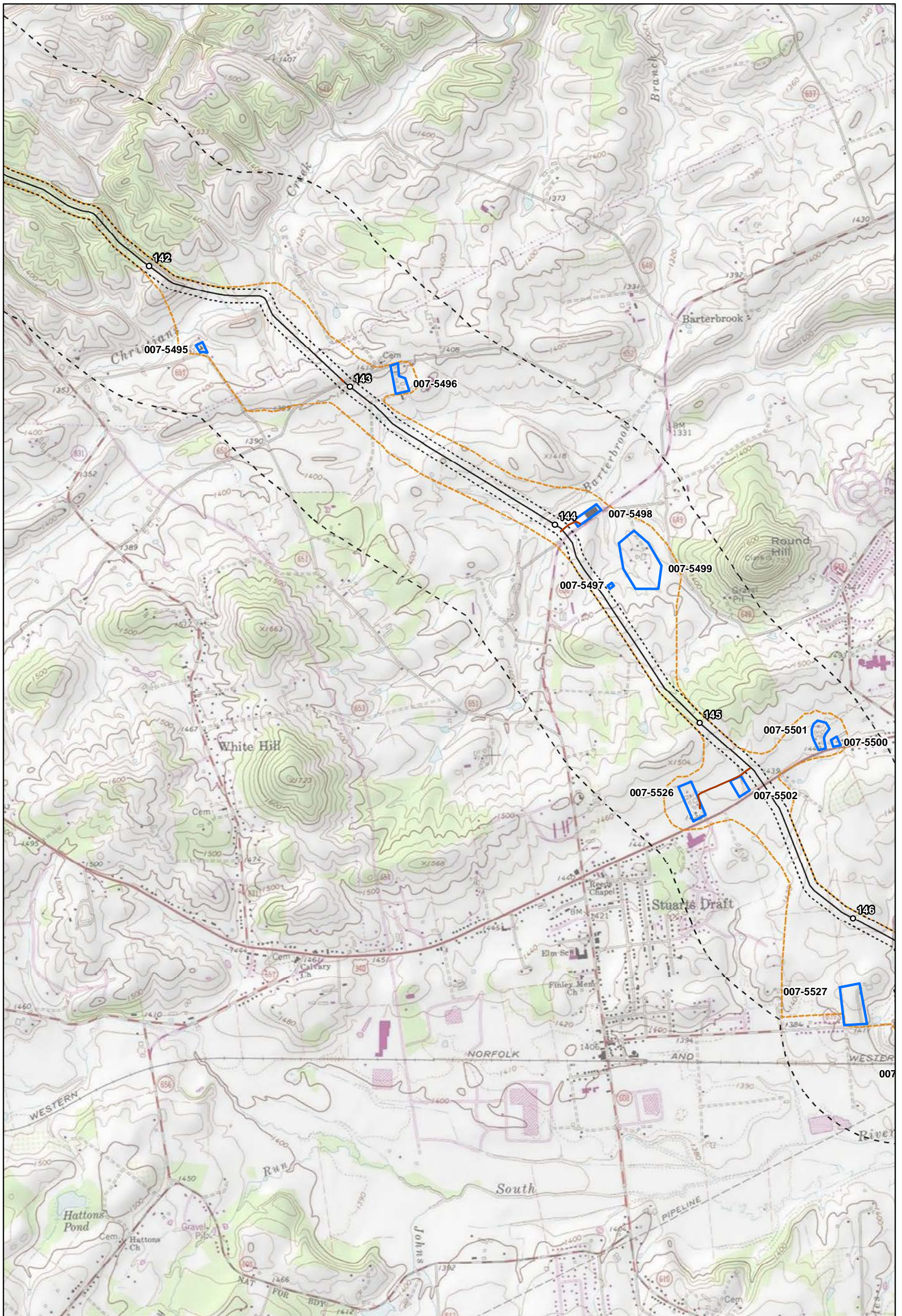
Resources Inside APE - NRHP Status:

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- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant





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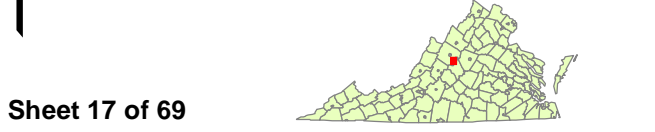
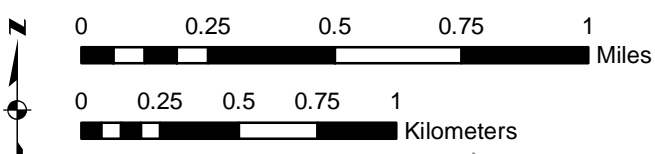
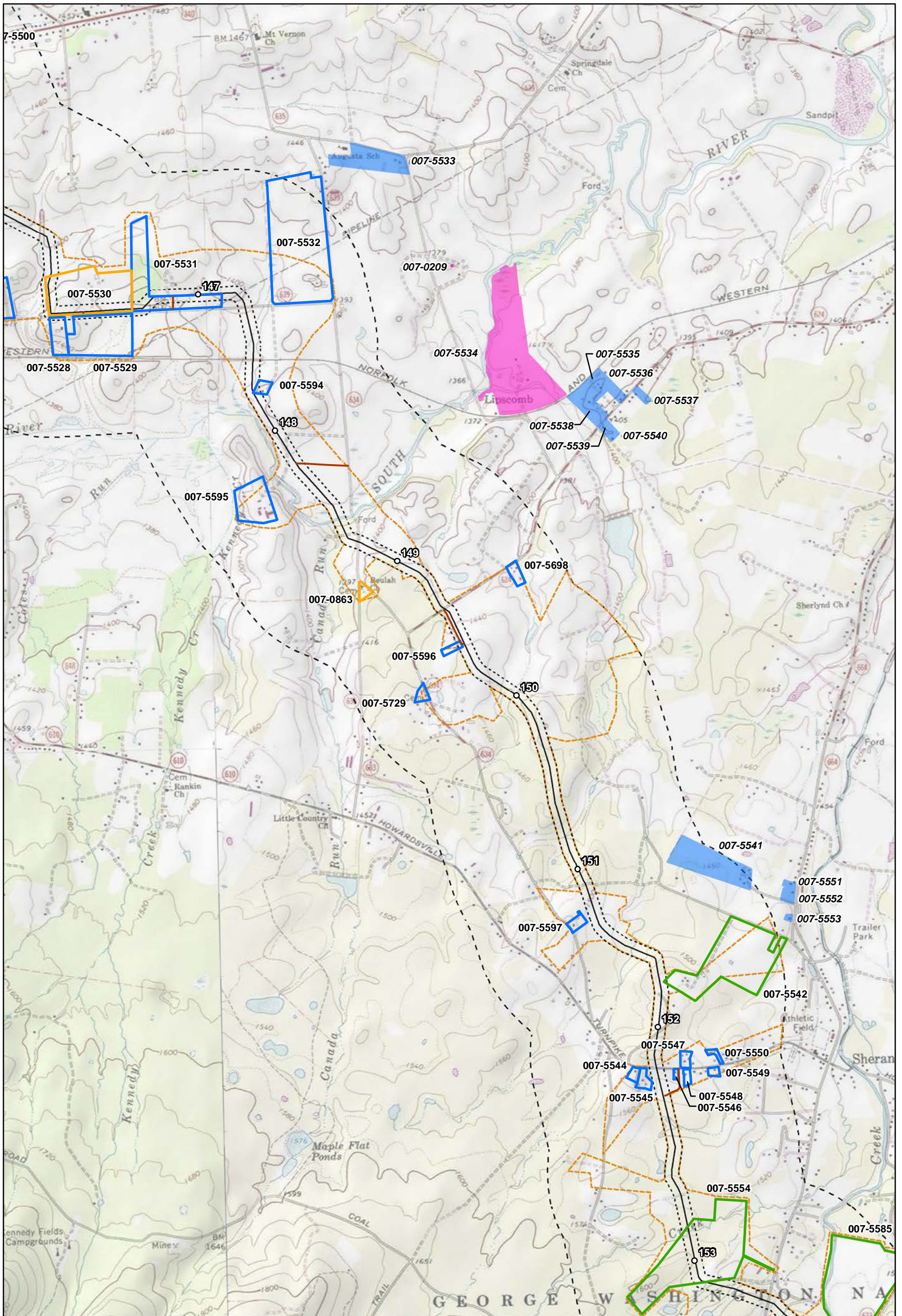
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- Mileposts
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- Access Roads
- ▨ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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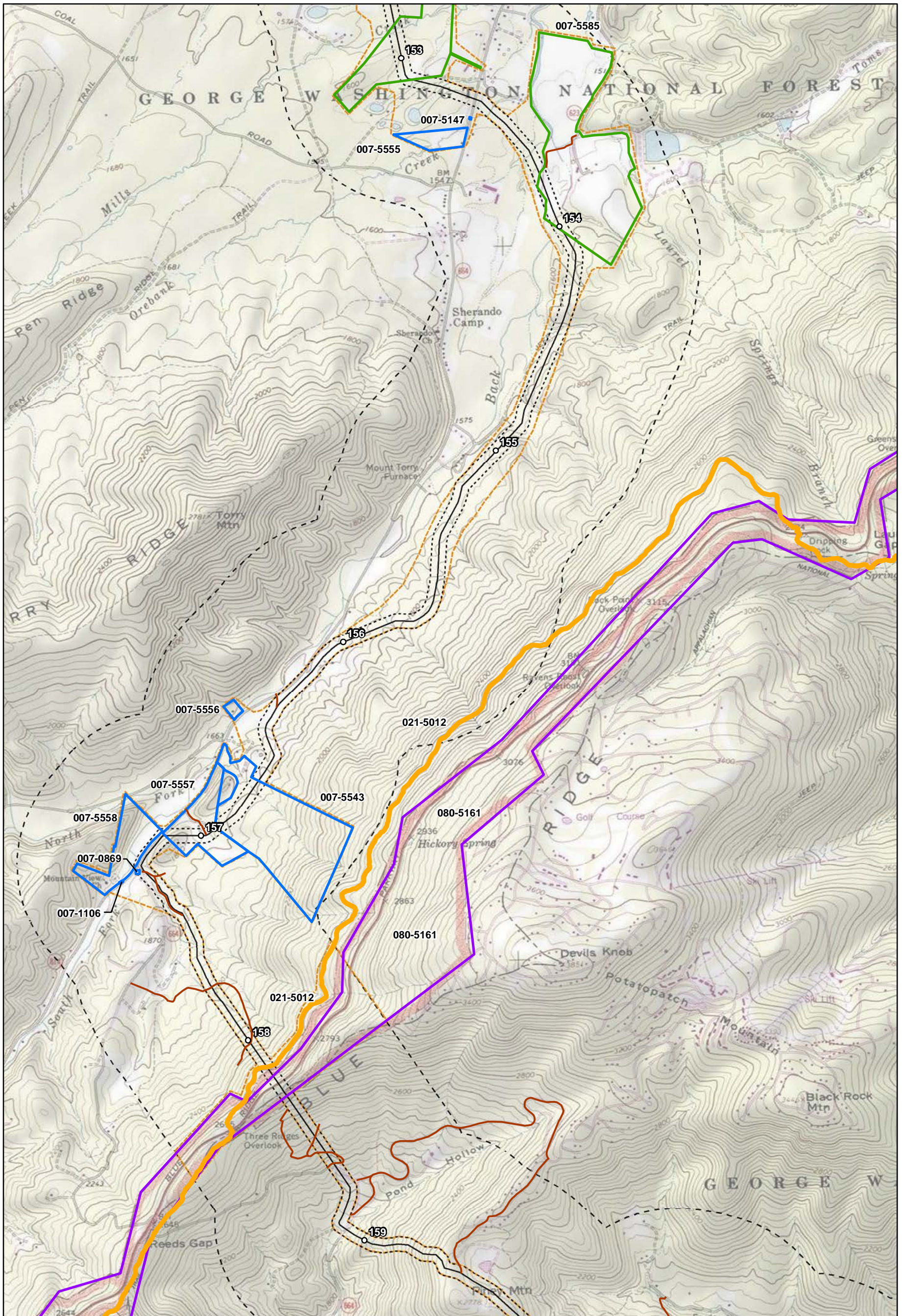
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- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
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- ▨ ABPP Potential NR Areas
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Resources Inside APE - NRHP Status:

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- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
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- ▨ Not Extant

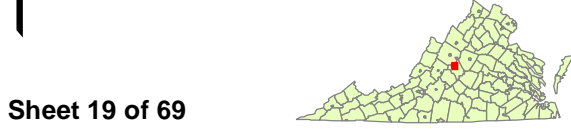
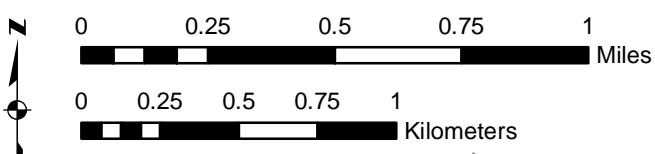
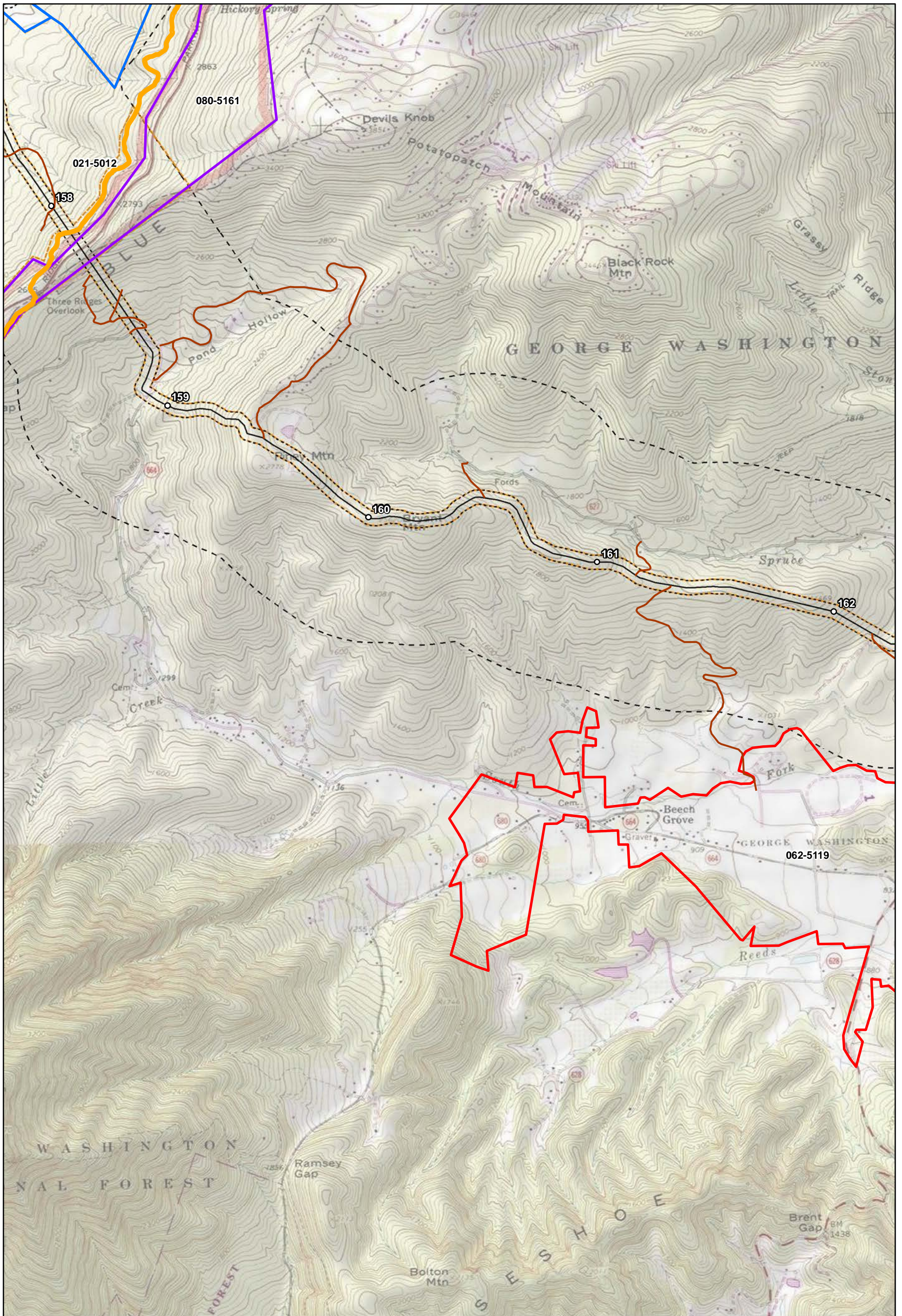
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- ▨ Ineligible
- ▨ Not Extant



		Corridor Centerline Mileposts 150 foot buffer Access Roads Visual APE M&R Stations Contractor Yards ABPP Core Areas ABPP Potential NR Areas ABPP Study Areas	Resources Inside APE - NRHP Status: Listed Eligible Assumed Eligible Contributing Potentially Eligible Ineligible Not Extant	Resources Outside APE - NRHP Status: Eligible Potentially Eligible Unassessed Ineligible Not Extant





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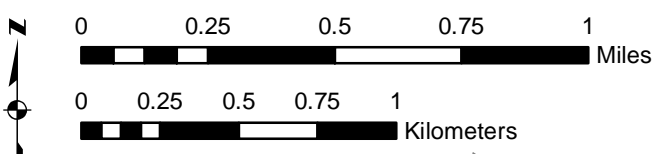
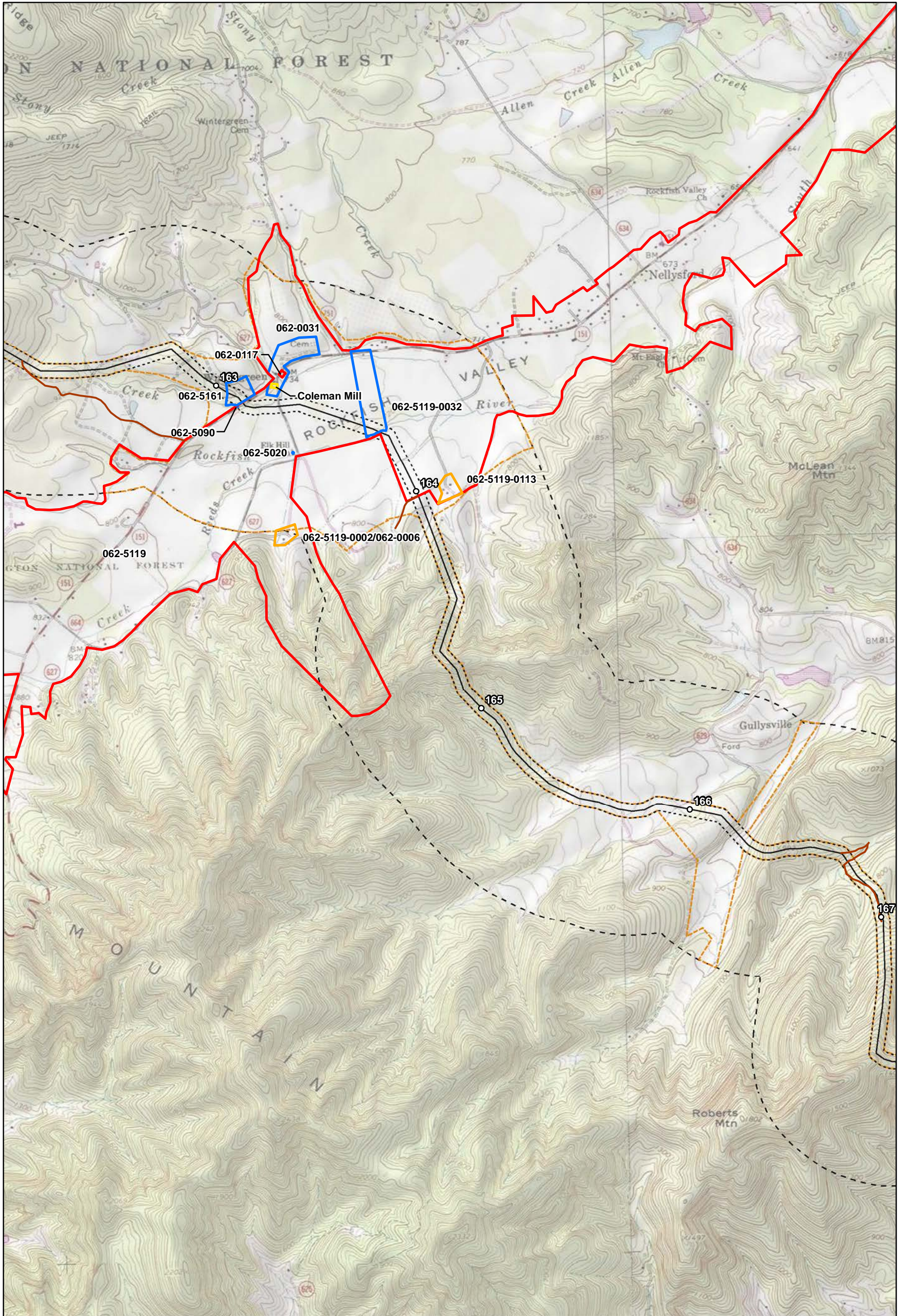
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- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
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Resources Inside APE - NRHP Status:

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- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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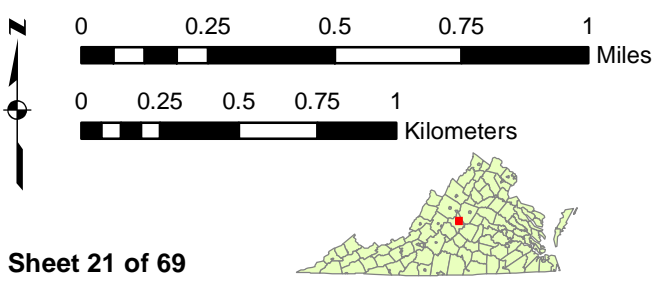
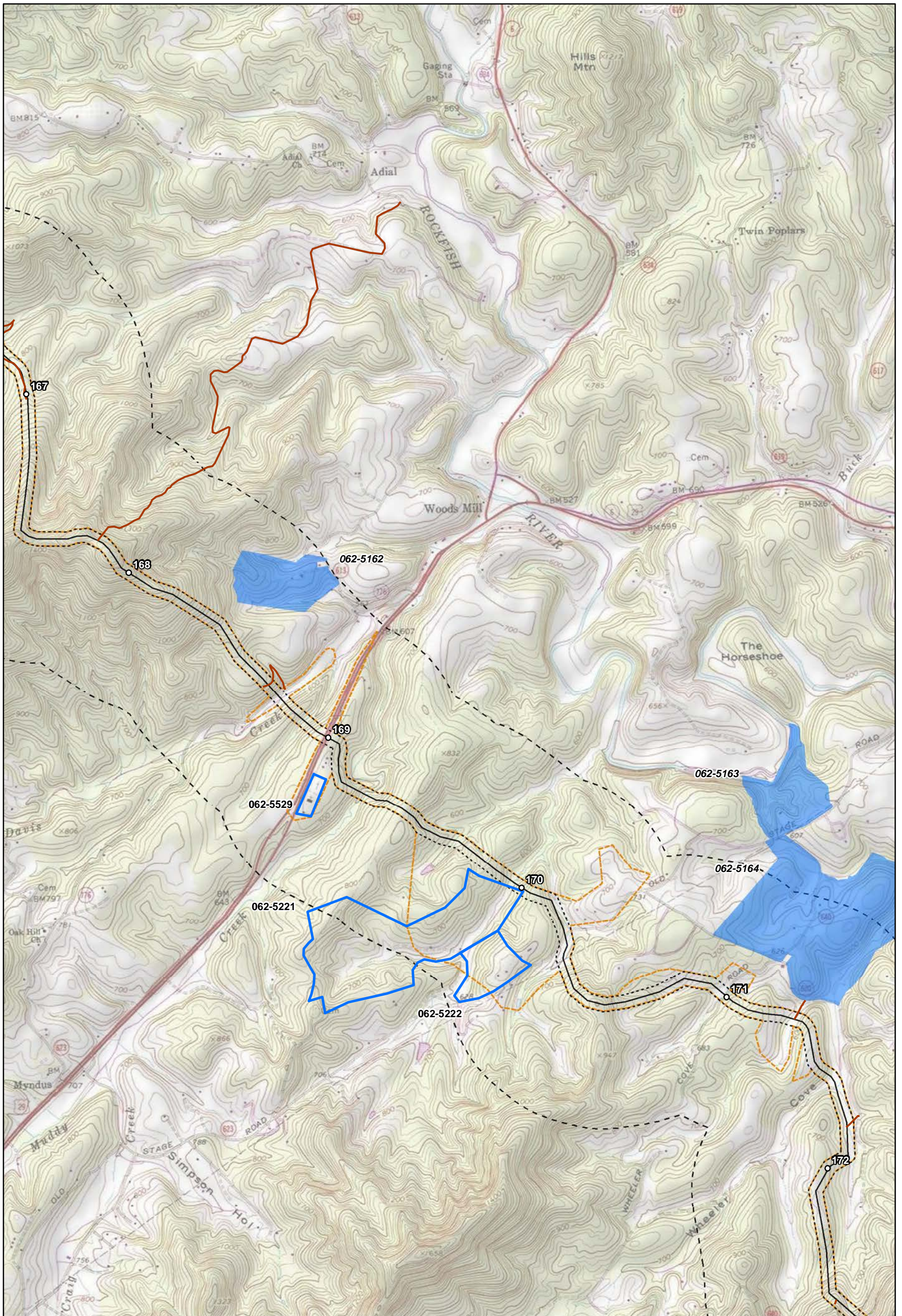
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- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant

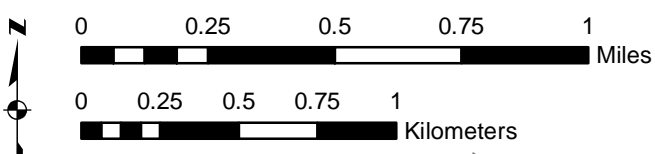
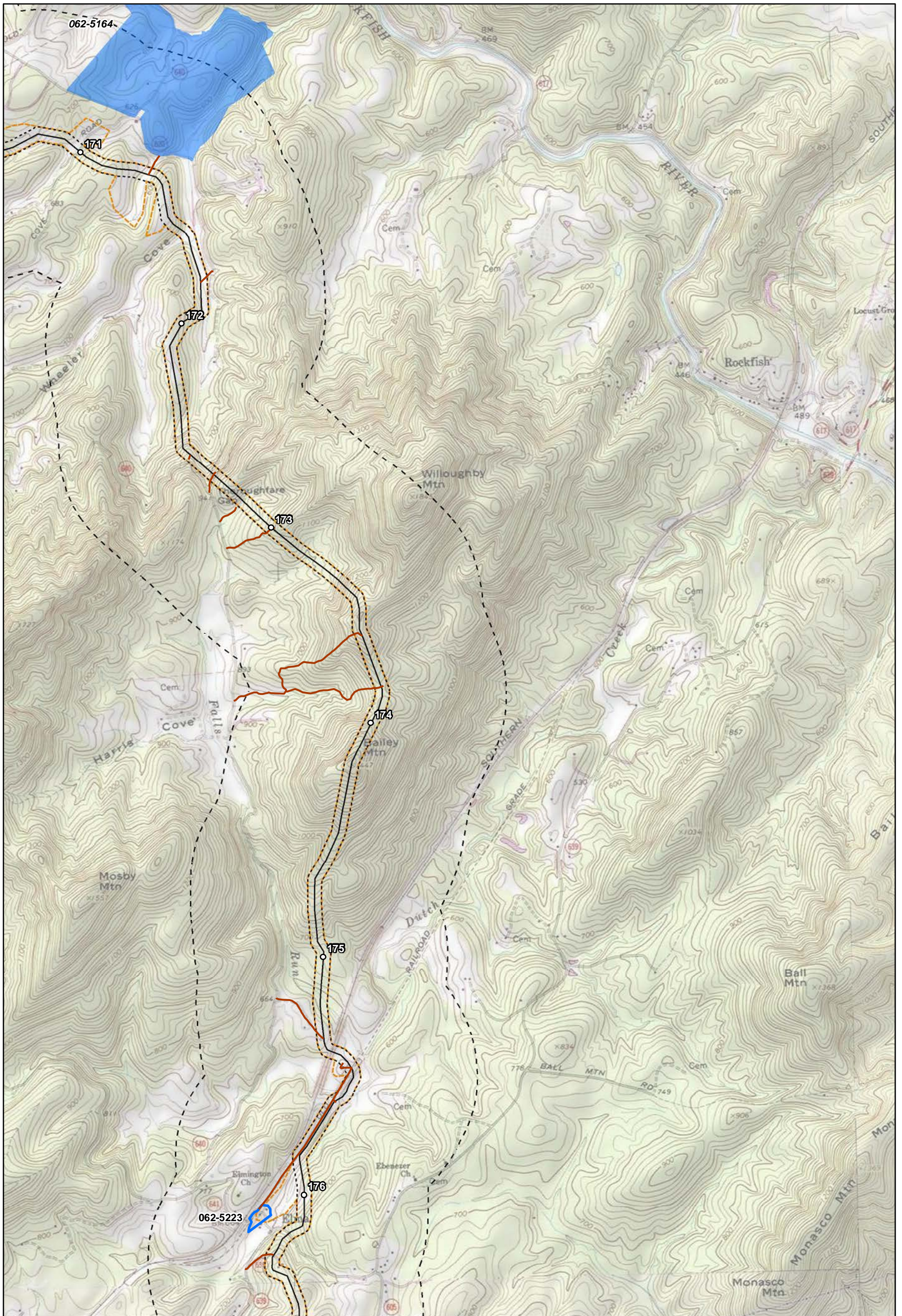


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- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
- ▭ Listed
 - ▭ Eligible
 - ▭ Assumed Eligible
 - ▭ Contributing
 - ▭ Potentially Eligible
 - ▭ Ineligible
 - ▭ Not Extant

- Resources Outside APE - NRHP Status:**
- ▭ Eligible
 - ▭ Potentially Eligible
 - ▭ Unassessed
 - ▭ Ineligible
 - ▭ Not Extant



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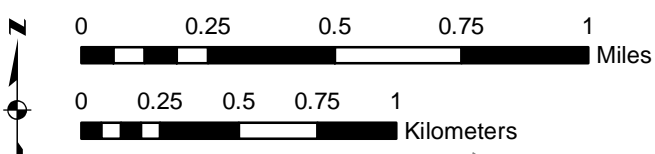
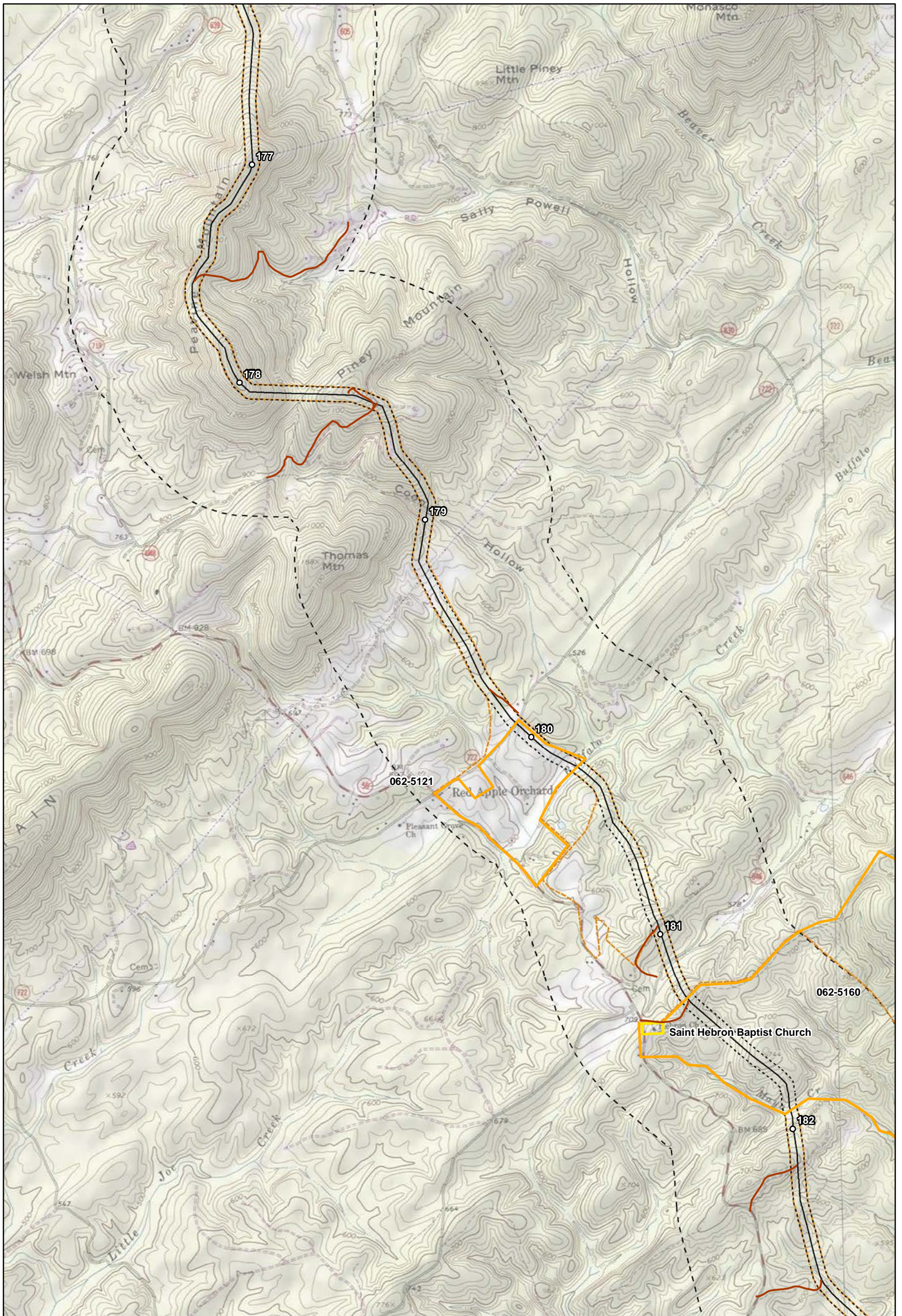
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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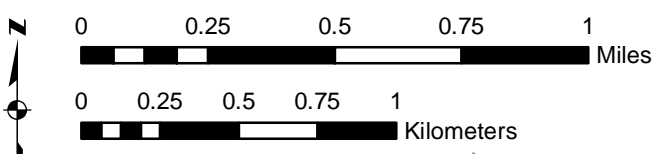
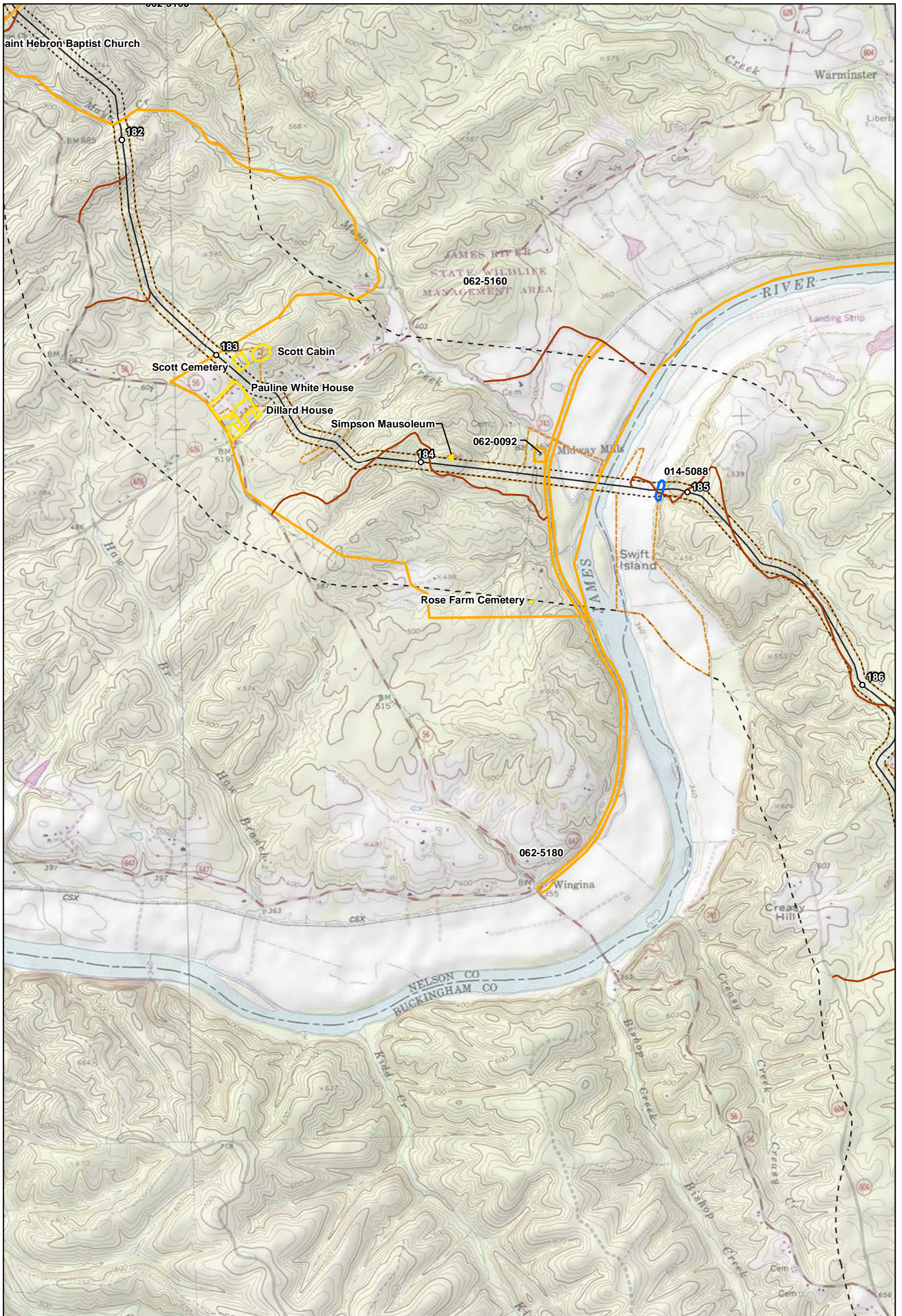
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- M&R Stations
- Contractor Yards
- ABPP Core Areas
- ABPP Potential NR Areas
- ABPP Study Areas

Resources Inside APE - NRHP Status:

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- Eligible
- Assumed Eligible
- Contributing
- Potentially Eligible
- Ineligible
- Not Extant

Resources Outside APE - NRHP Status:

- Eligible
- Potentially Eligible
- Unassessed
- Ineligible
- Not Extant



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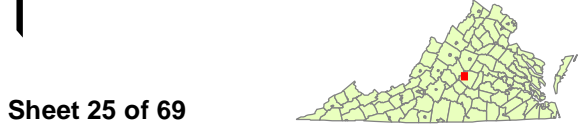
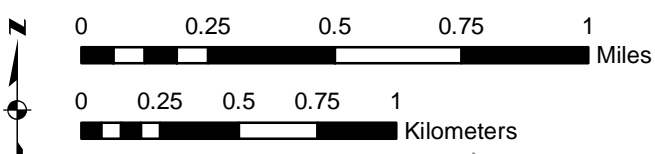
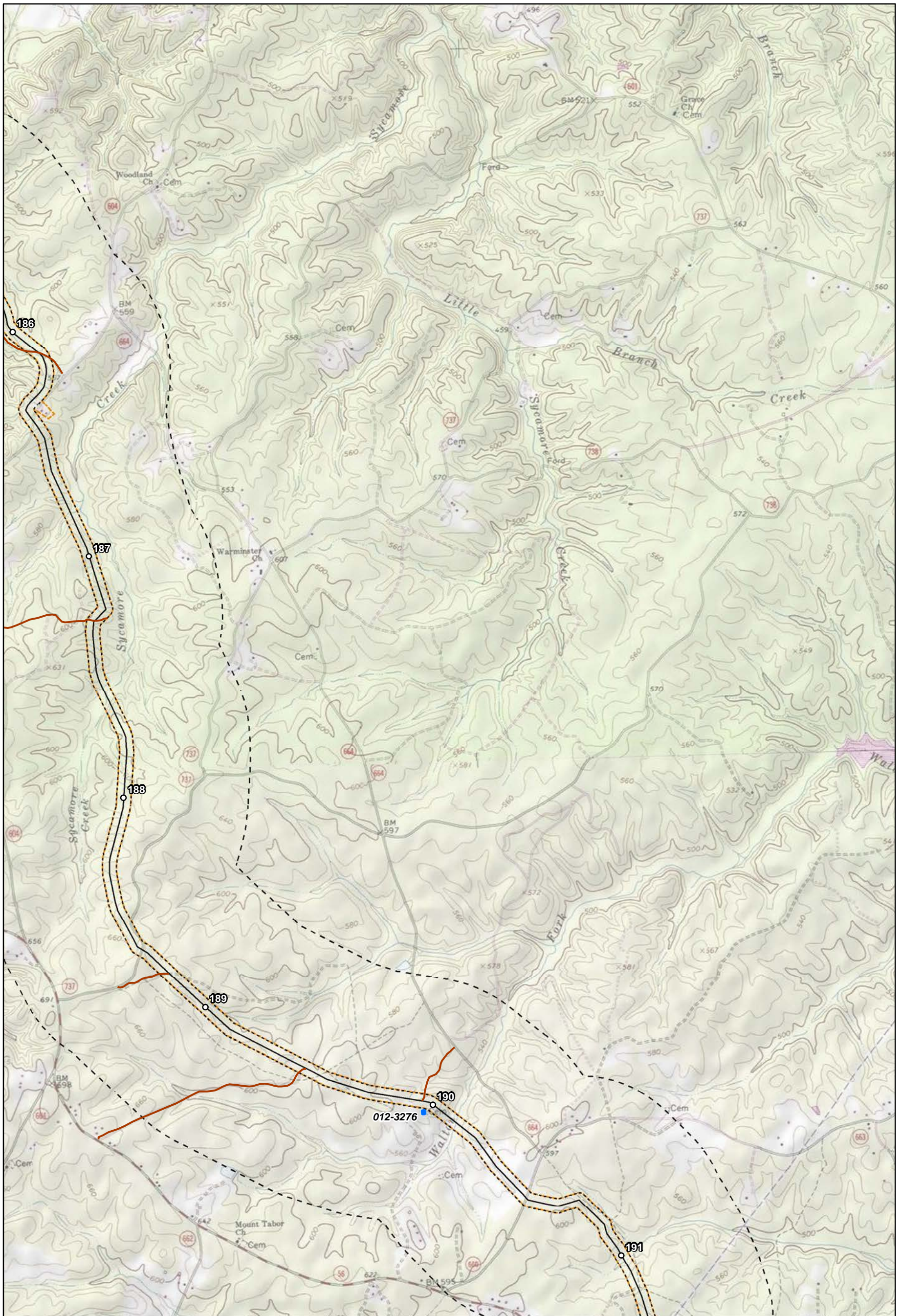
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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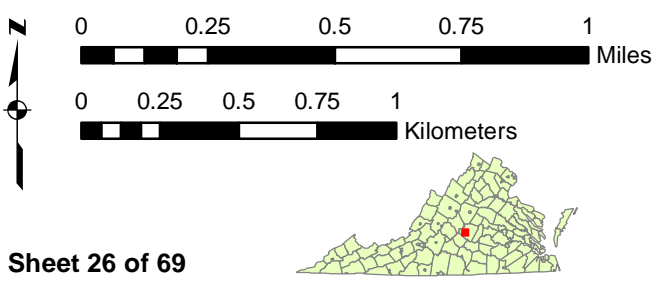
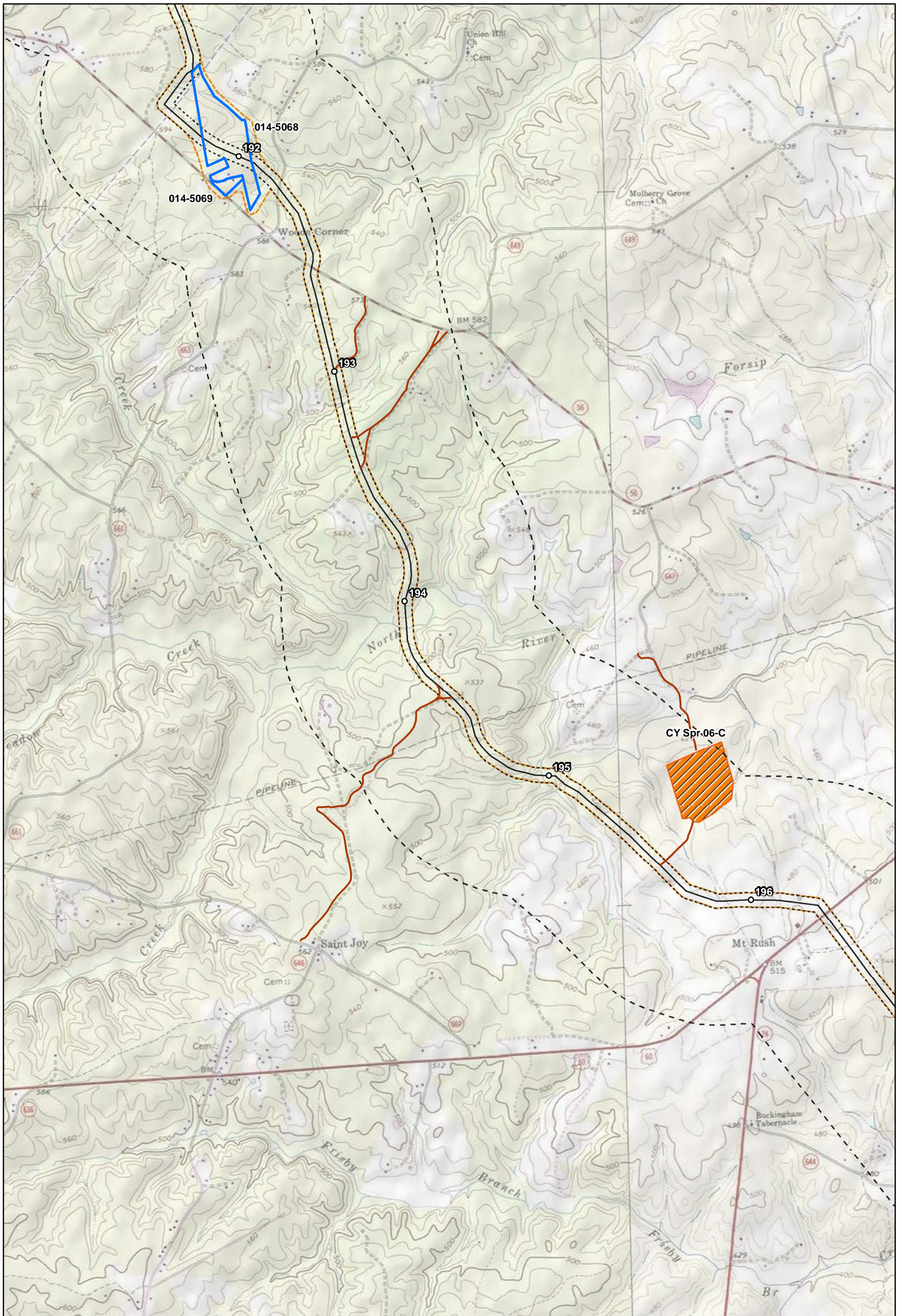
- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- ▨ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

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- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant

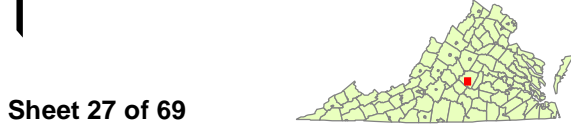
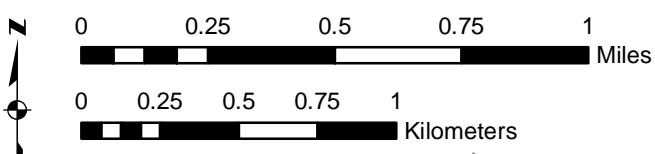
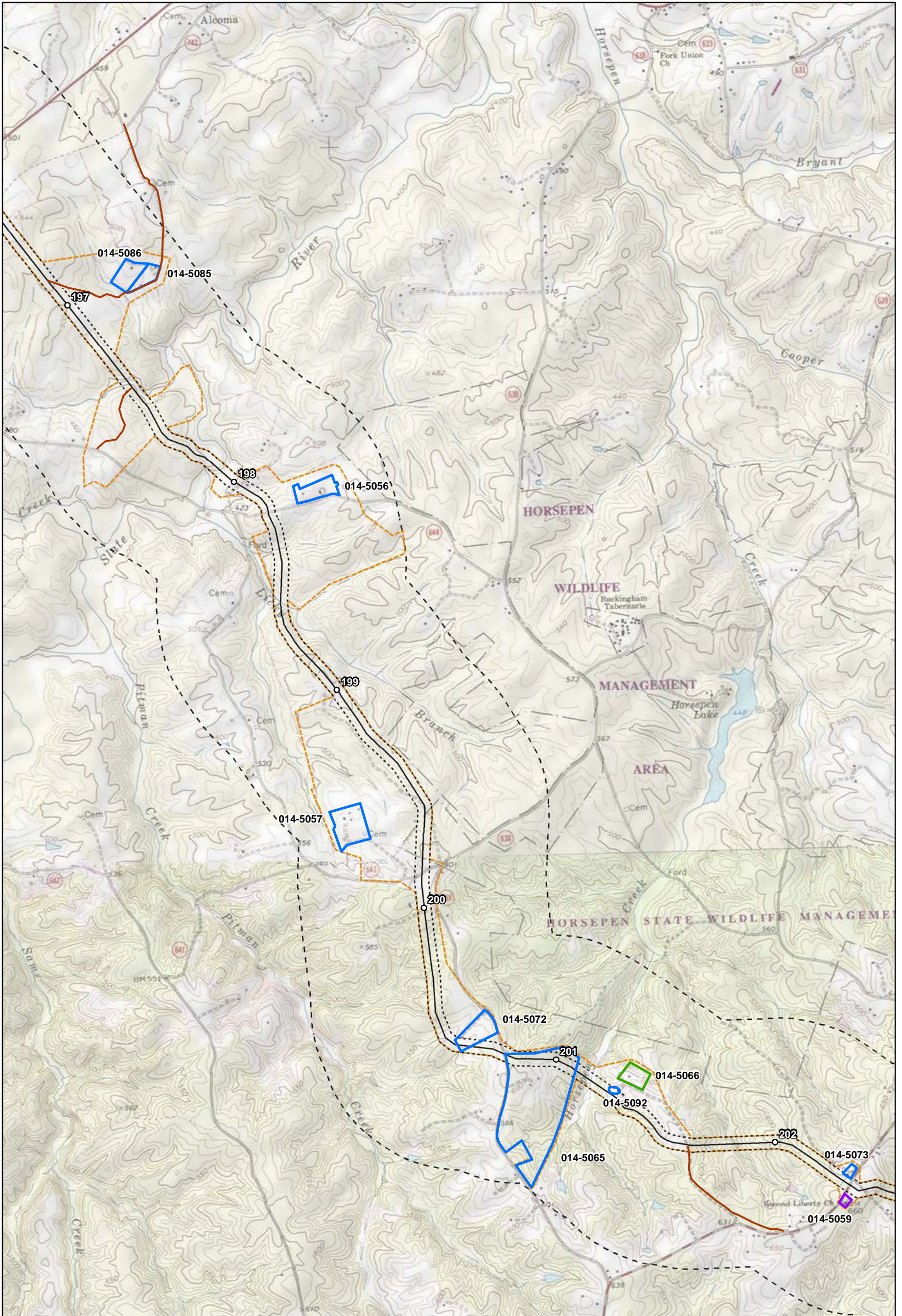


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- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
- ▭ Listed
 - ▭ Eligible
 - ▭ Assumed Eligible
 - ▭ Contributing
 - ▭ Potentially Eligible
 - ▭ Ineligible
 - ▭ Not Extant

- Resources Outside APE - NRHP Status:**
- ▭ Eligible
 - ▭ Potentially Eligible
 - ▭ Unassessed
 - ▭ Ineligible
 - ▭ Not Extant

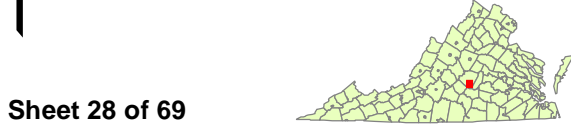
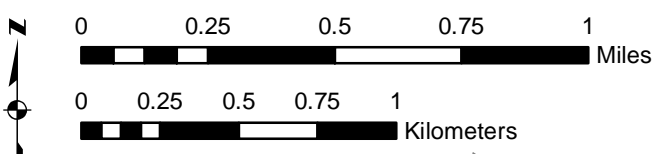
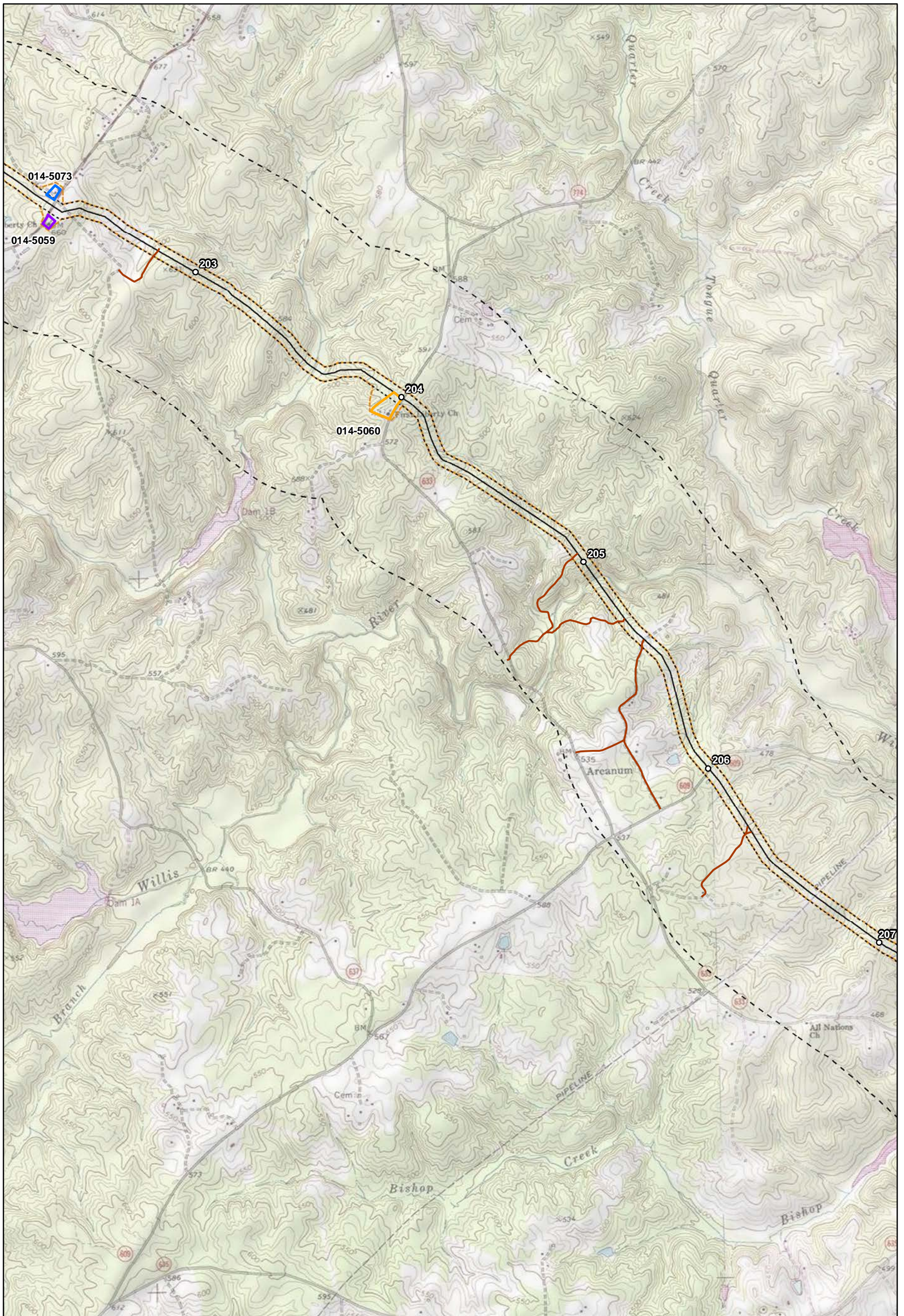


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- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
- ▨ Listed
 - ▨ Eligible
 - ▨ Assumed Eligible
 - ▨ Contributing
 - ▨ Potentially Eligible
 - ▨ Ineligible
 - ▨ Not Extant

- Resources Outside APE - NRHP Status:**
- ▨ Eligible
 - ▨ Potentially Eligible
 - ▨ Unassessed
 - ▨ Ineligible
 - ▨ Not Extant



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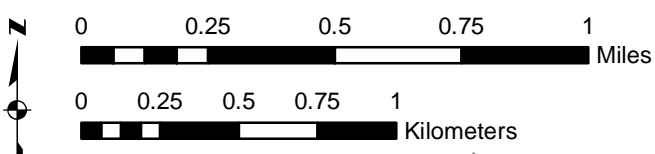
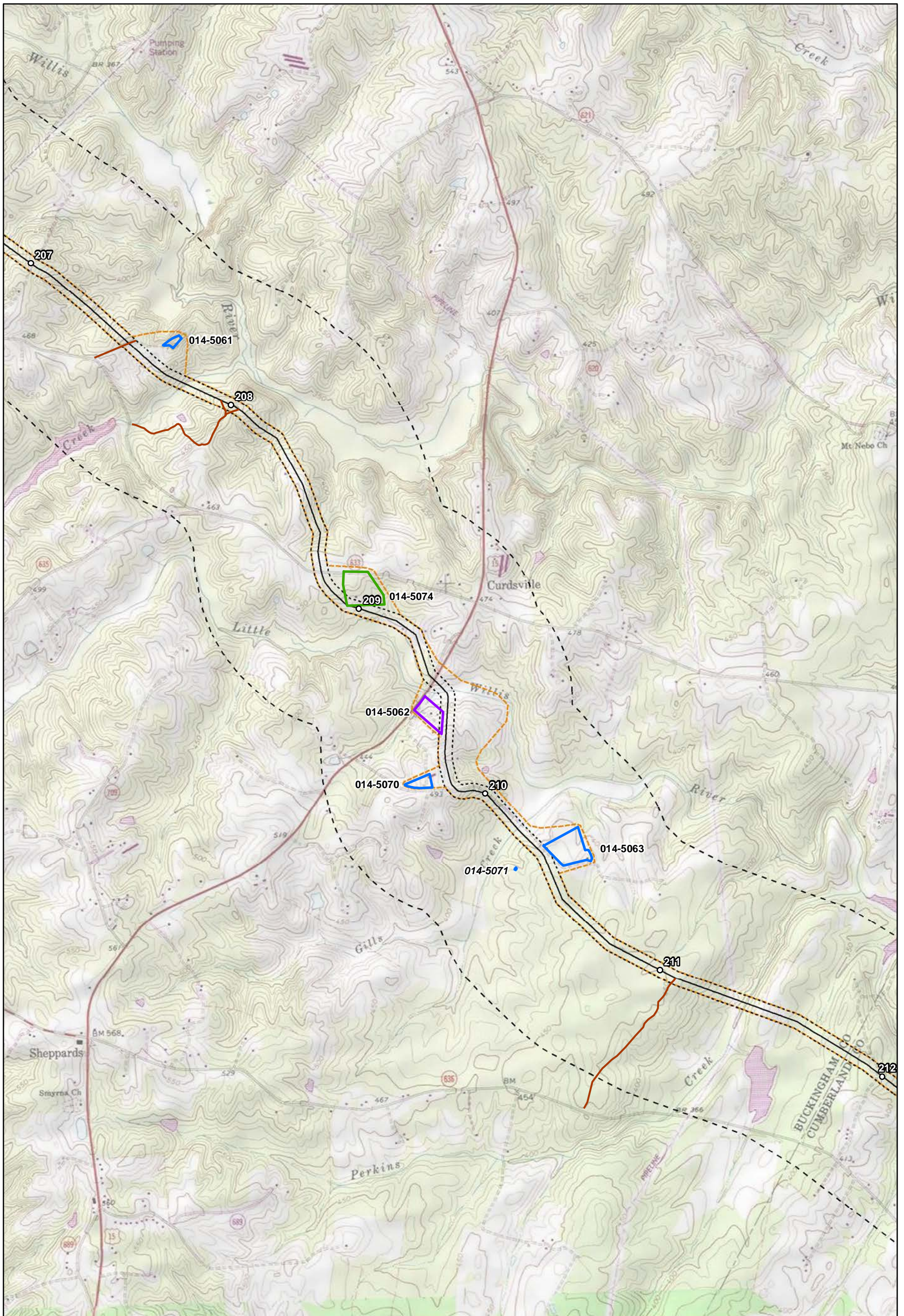
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▭ M&R Stations
- ▭ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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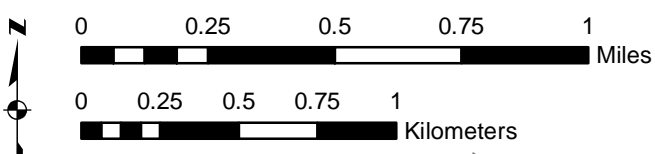
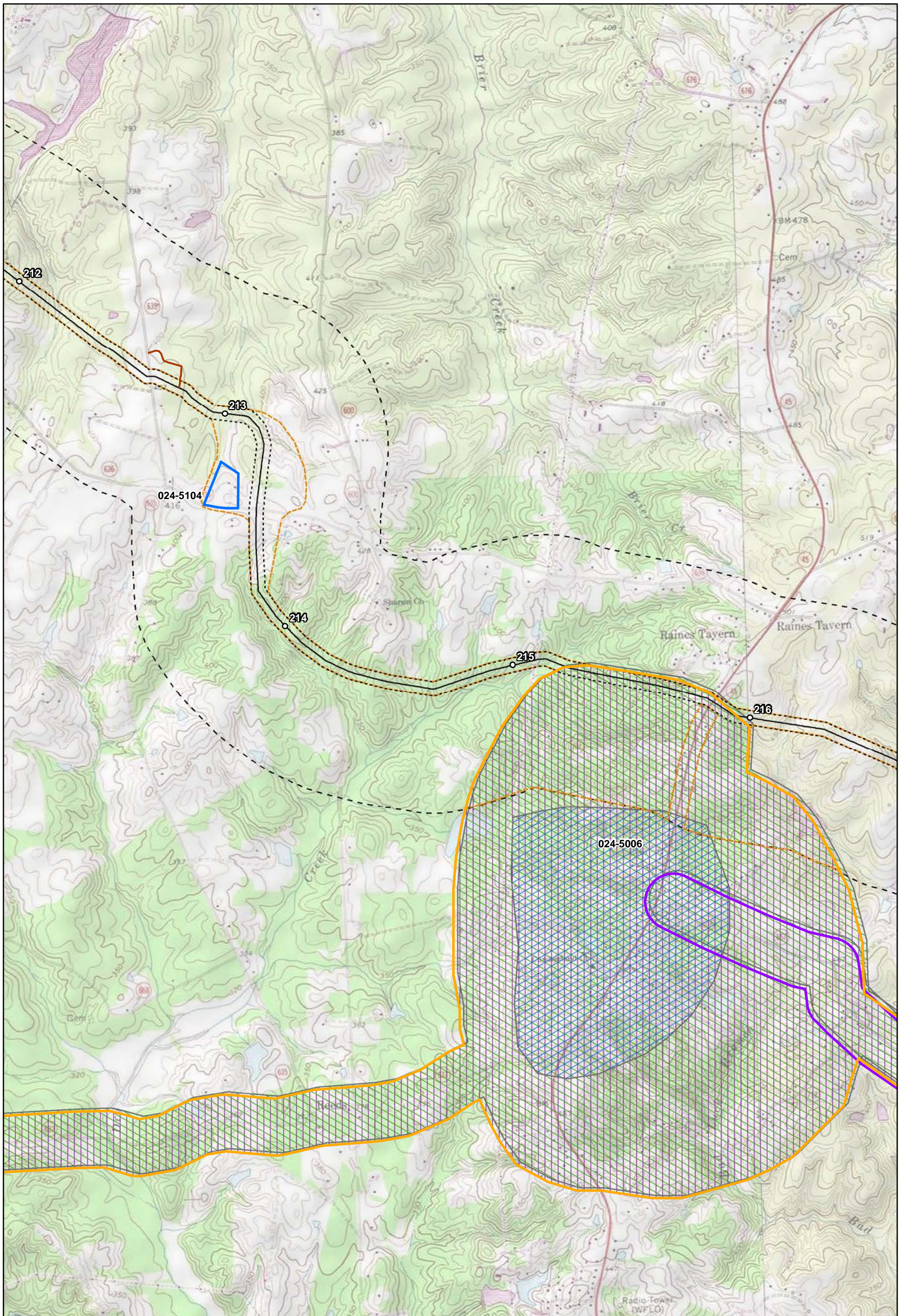
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

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- ▭ Eligible
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- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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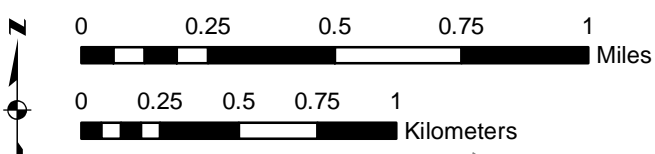
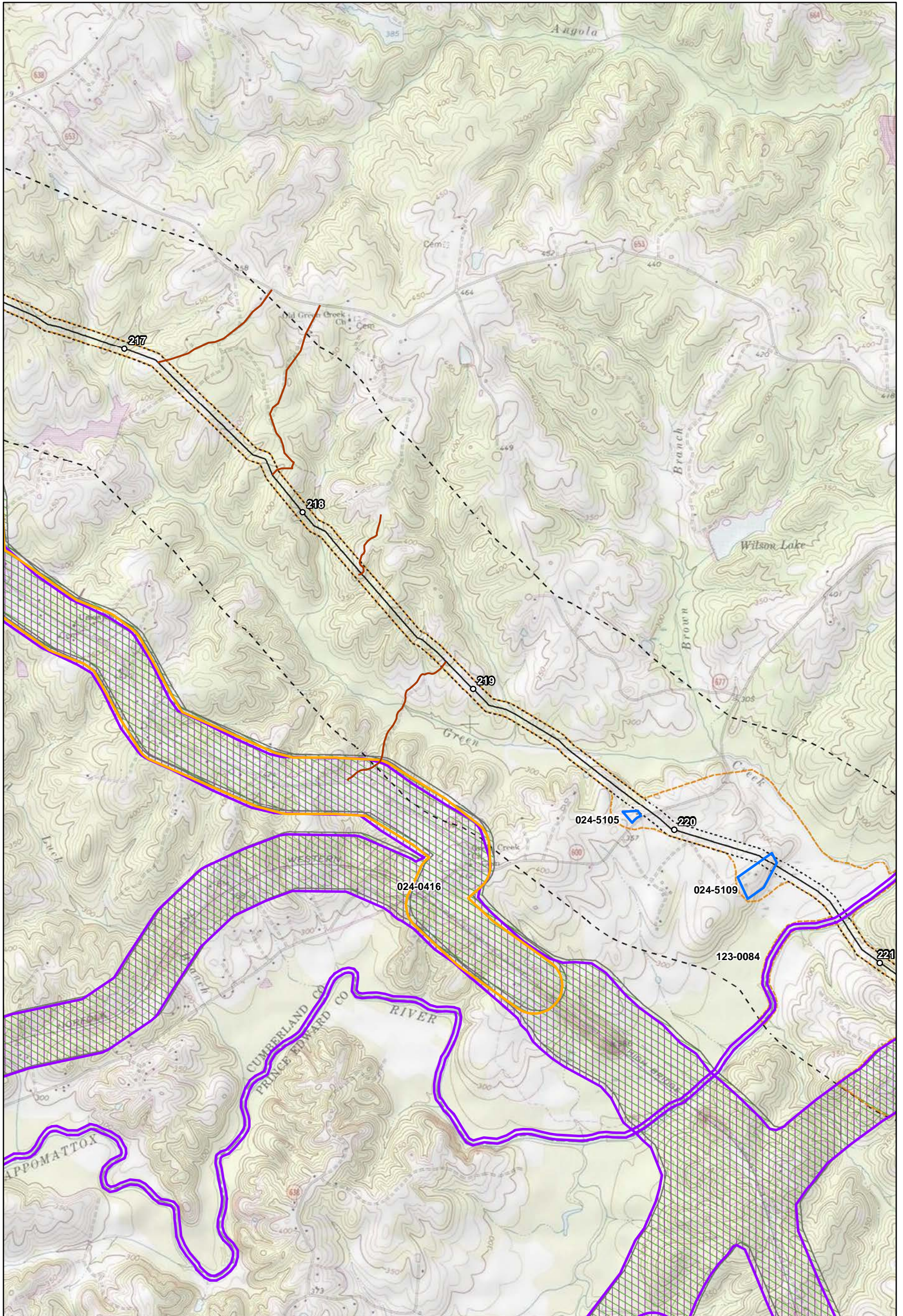
- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

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Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant

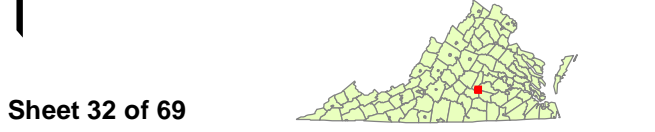
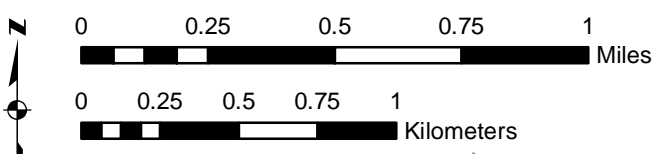
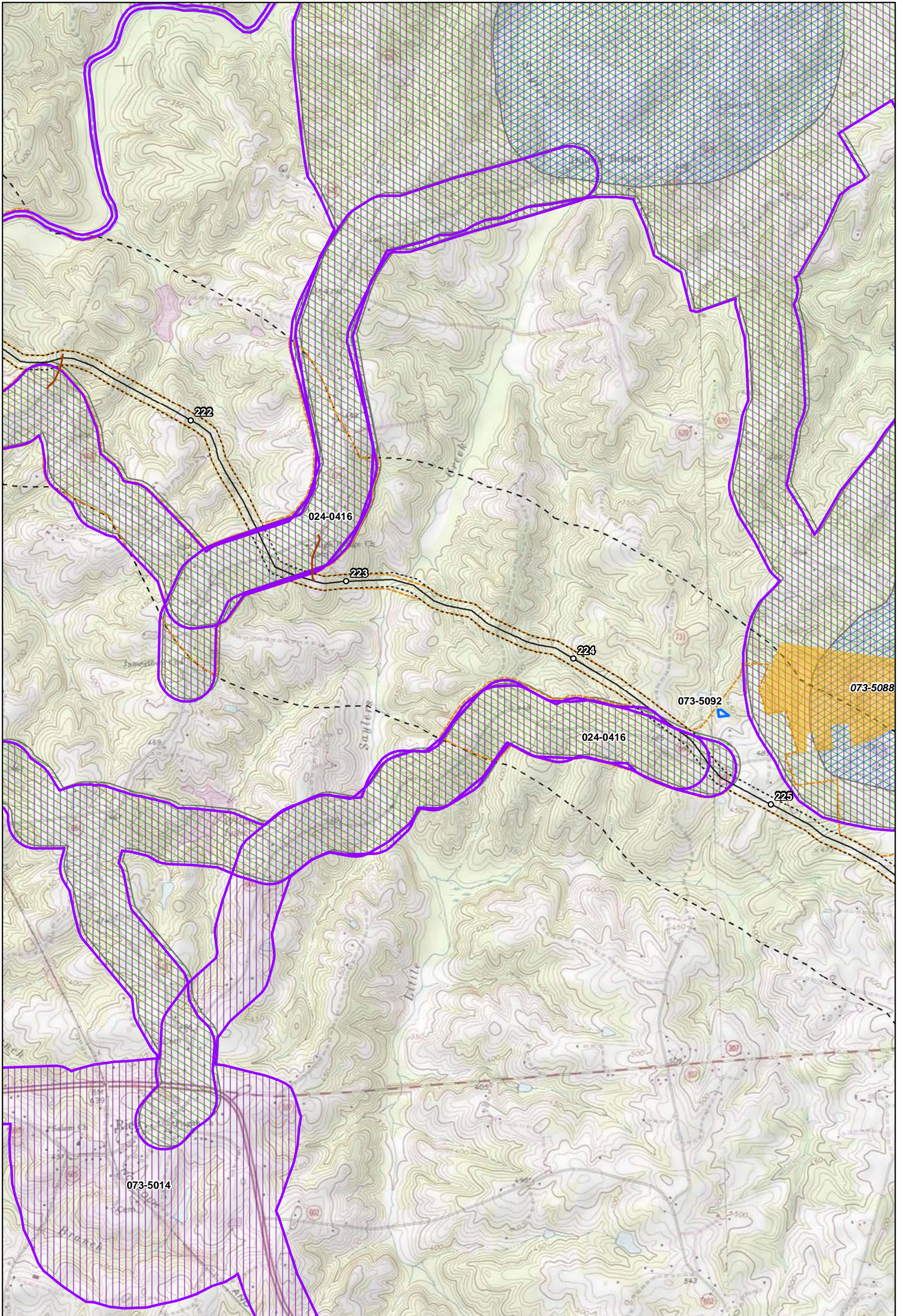


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- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▨ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
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- Resources Outside APE - NRHP Status:**
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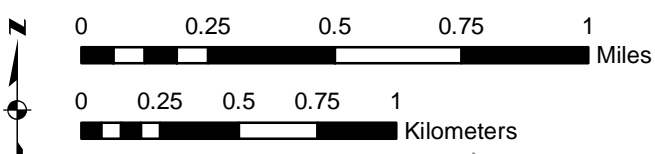
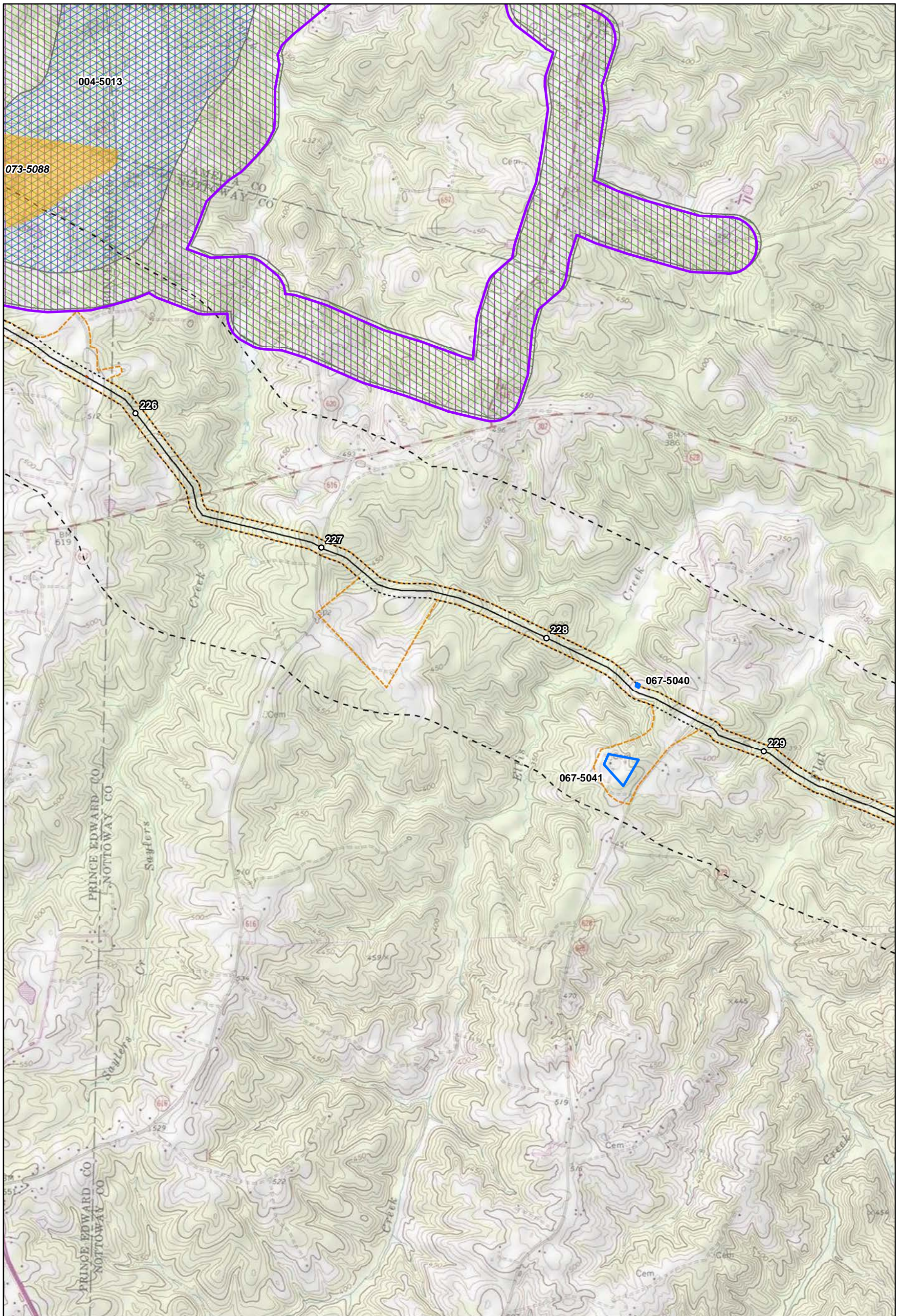


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- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
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 - ▨ Eligible
 - ▨ Assumed Eligible
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 - ▨ Ineligible
 - ▨ Not Extant

- Resources Outside APE - NRHP Status:**
- ▨ Eligible
 - ▨ Potentially Eligible
 - ▨ Unassessed
 - ▨ Ineligible
 - ▨ Not Extant



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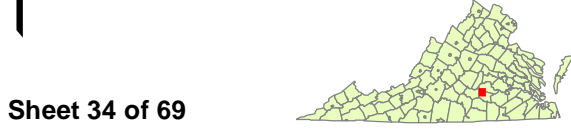
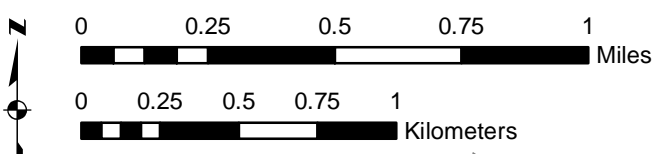
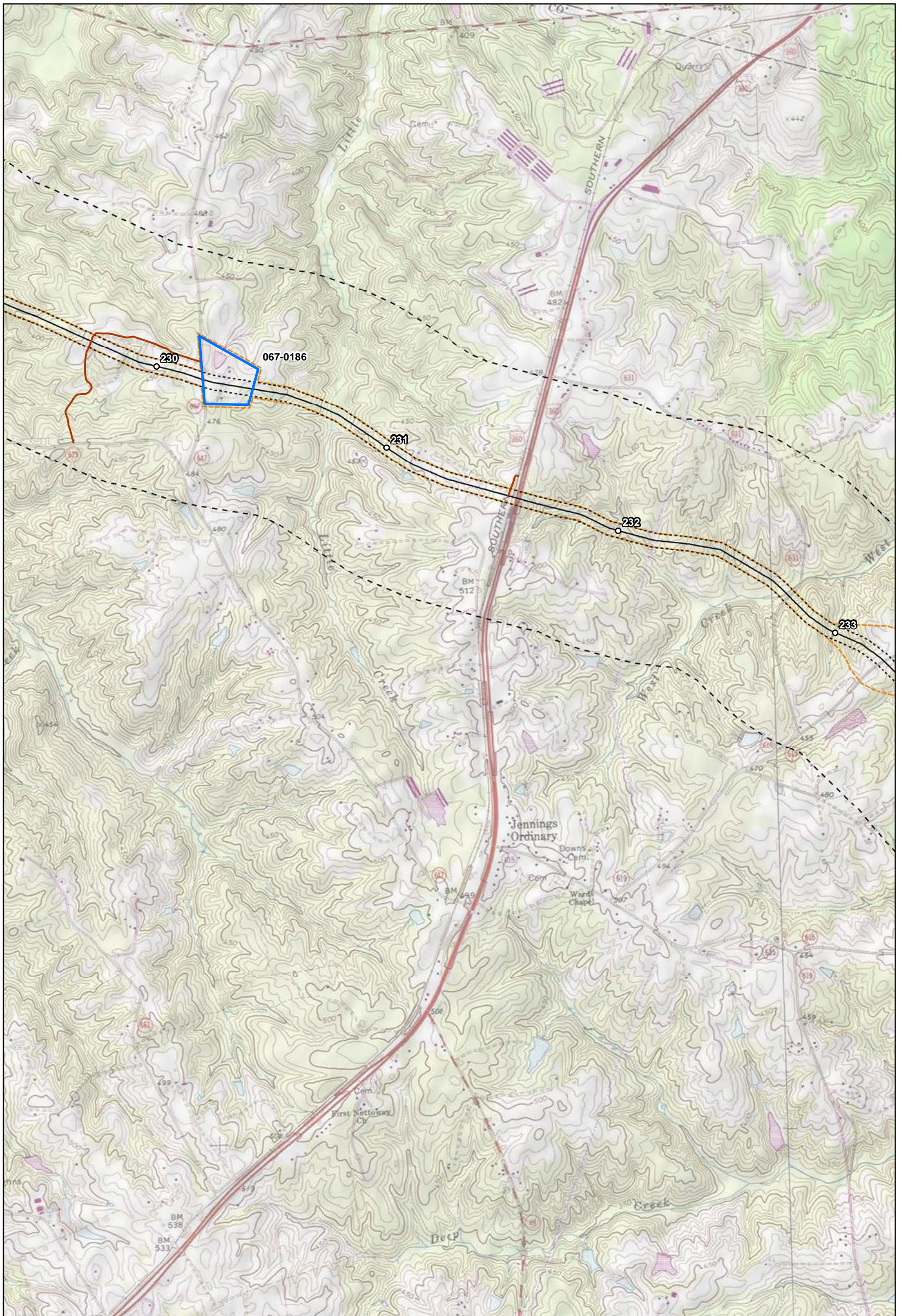
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- - - Access Roads
- - - Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
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Resources Inside APE - NRHP Status:

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Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
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- ▨ Ineligible
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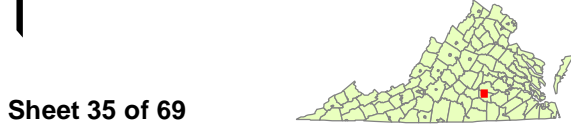
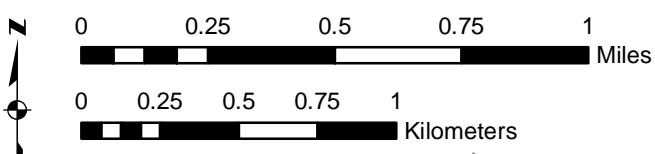
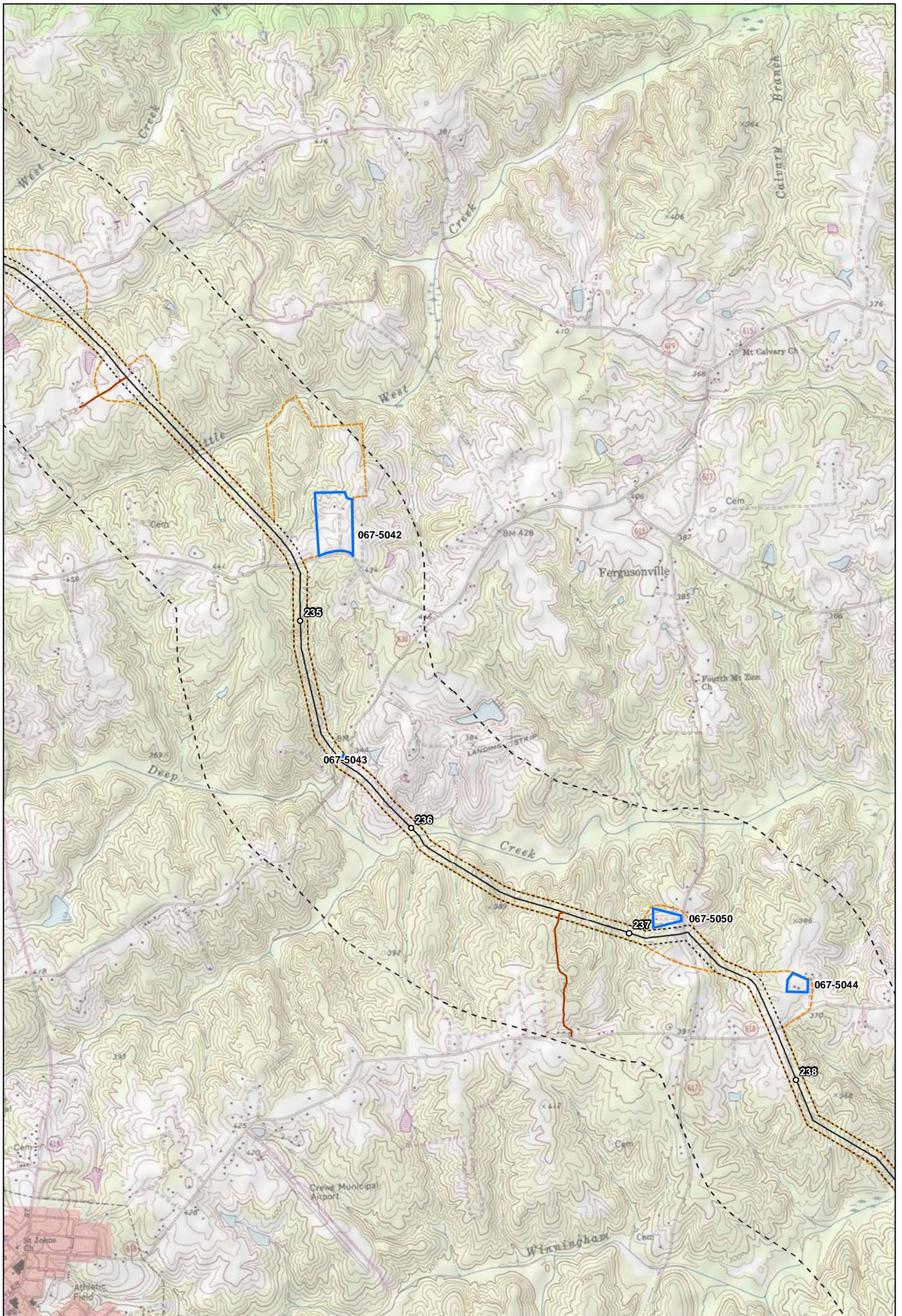
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
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Resources Inside APE - NRHP Status:

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- ▭ Not Extant

Resources Outside APE - NRHP Status:

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- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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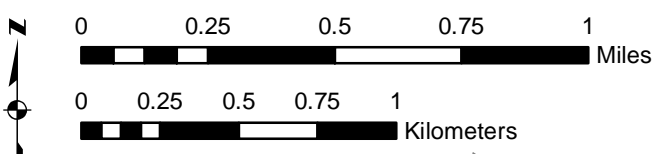
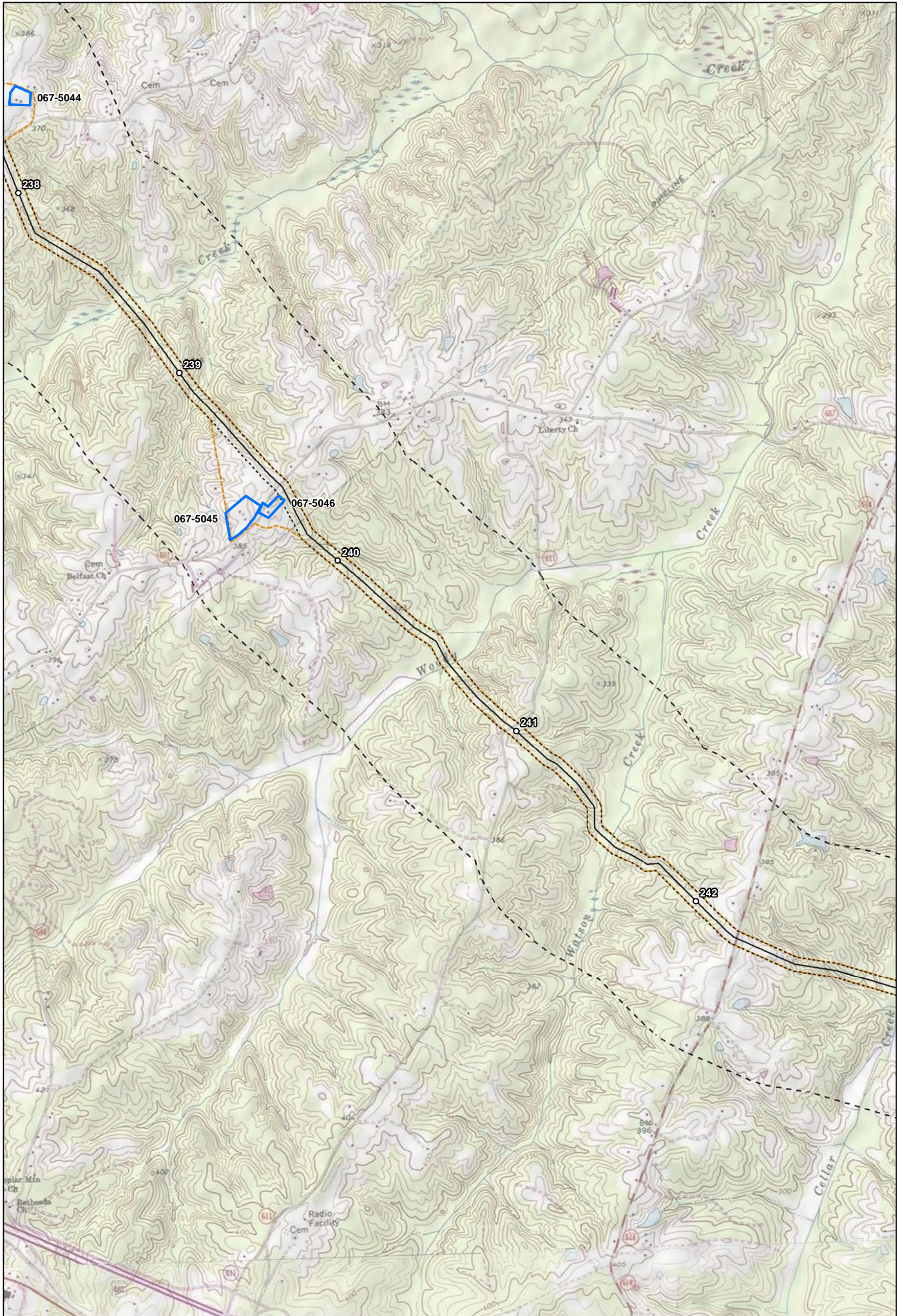
- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- ⋯ Visual APE
- ▨ M&R Stations
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Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
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- ▨ Ineligible
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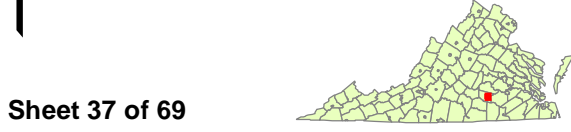
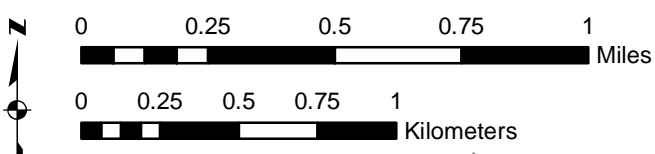
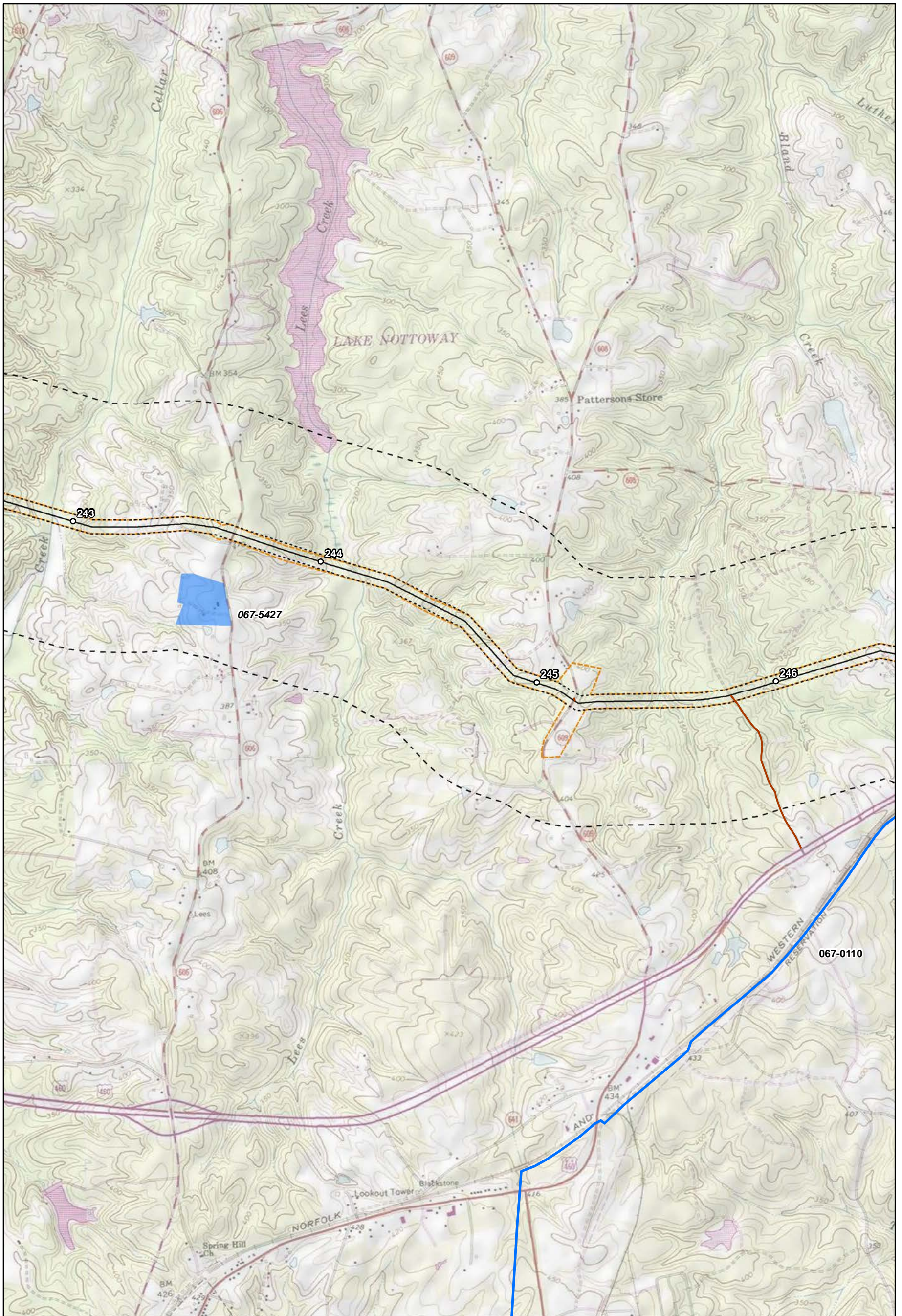
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
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Resources Inside APE - NRHP Status:

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Resources Outside APE - NRHP Status:

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- ▨ Potentially Eligible
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- ▨ Ineligible
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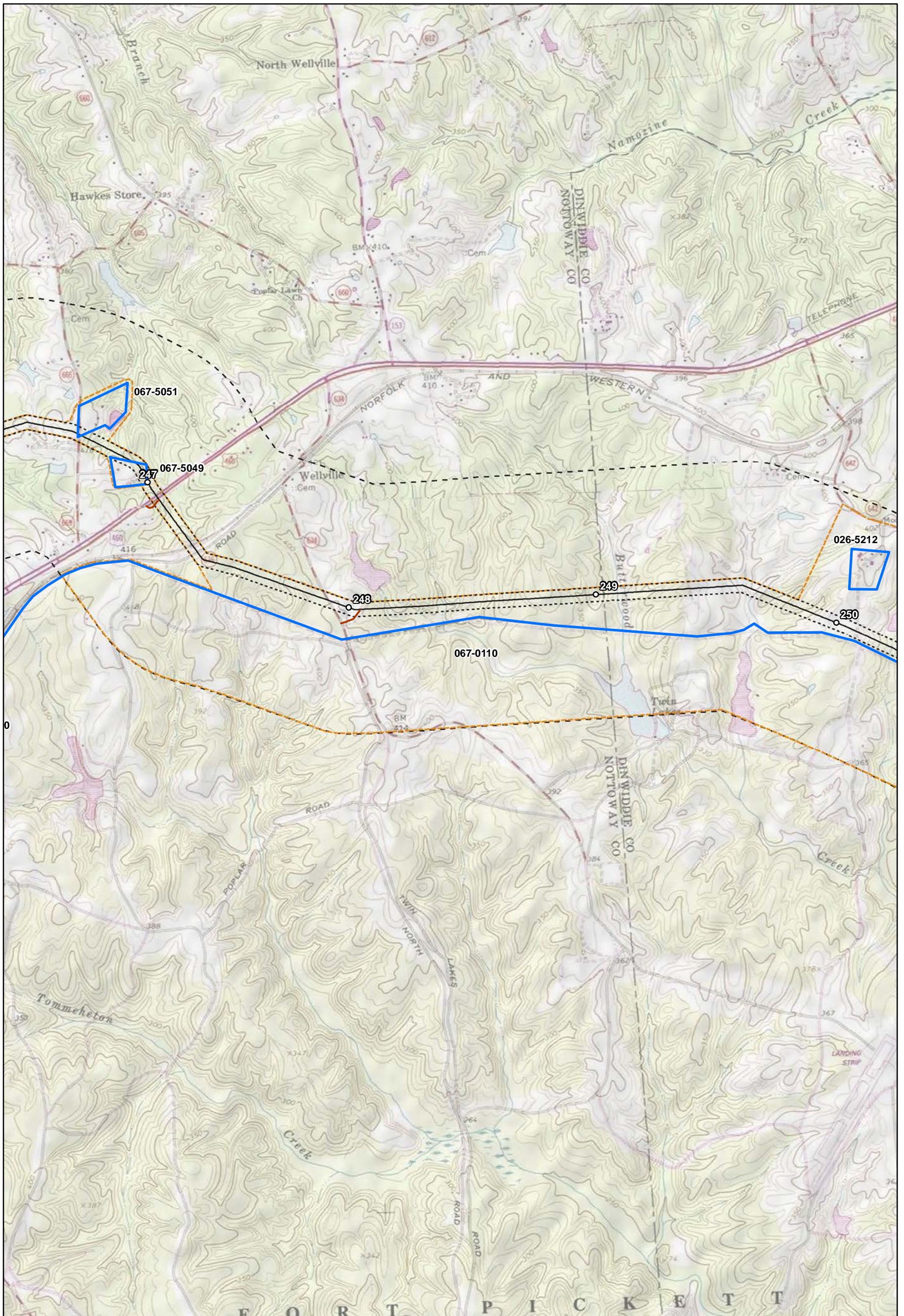
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
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Resources Inside APE - NRHP Status:

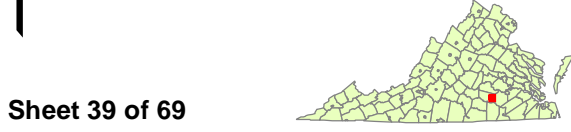
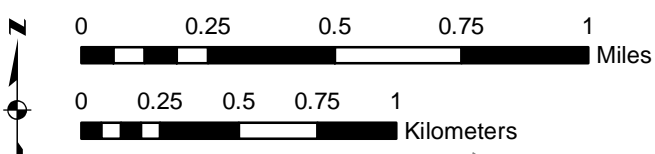
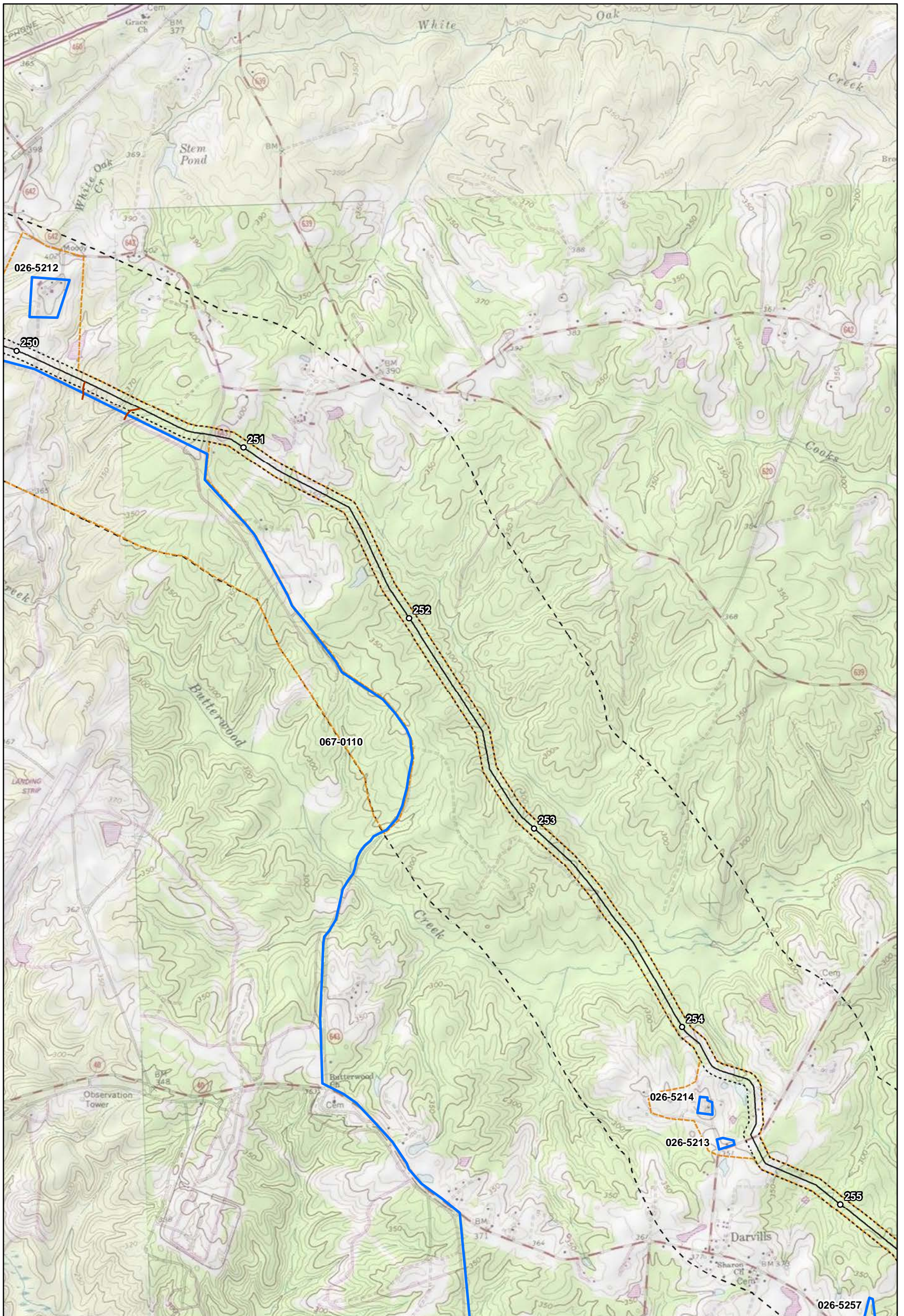
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- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

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- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



		Corridor Centerline Mileposts 150 foot buffer Access Roads Visual APE M&R Stations Contractor Yards ABPP Core Areas ABPP Potential NR Areas ABPP Study Areas	Resources Inside APE - NRHP Status: Listed Eligible Assumed Eligible Contributing Potentially Eligible Ineligible Not Extant	Resources Outside APE - NRHP Status: Eligible Potentially Eligible Unassessed Ineligible Not Extant



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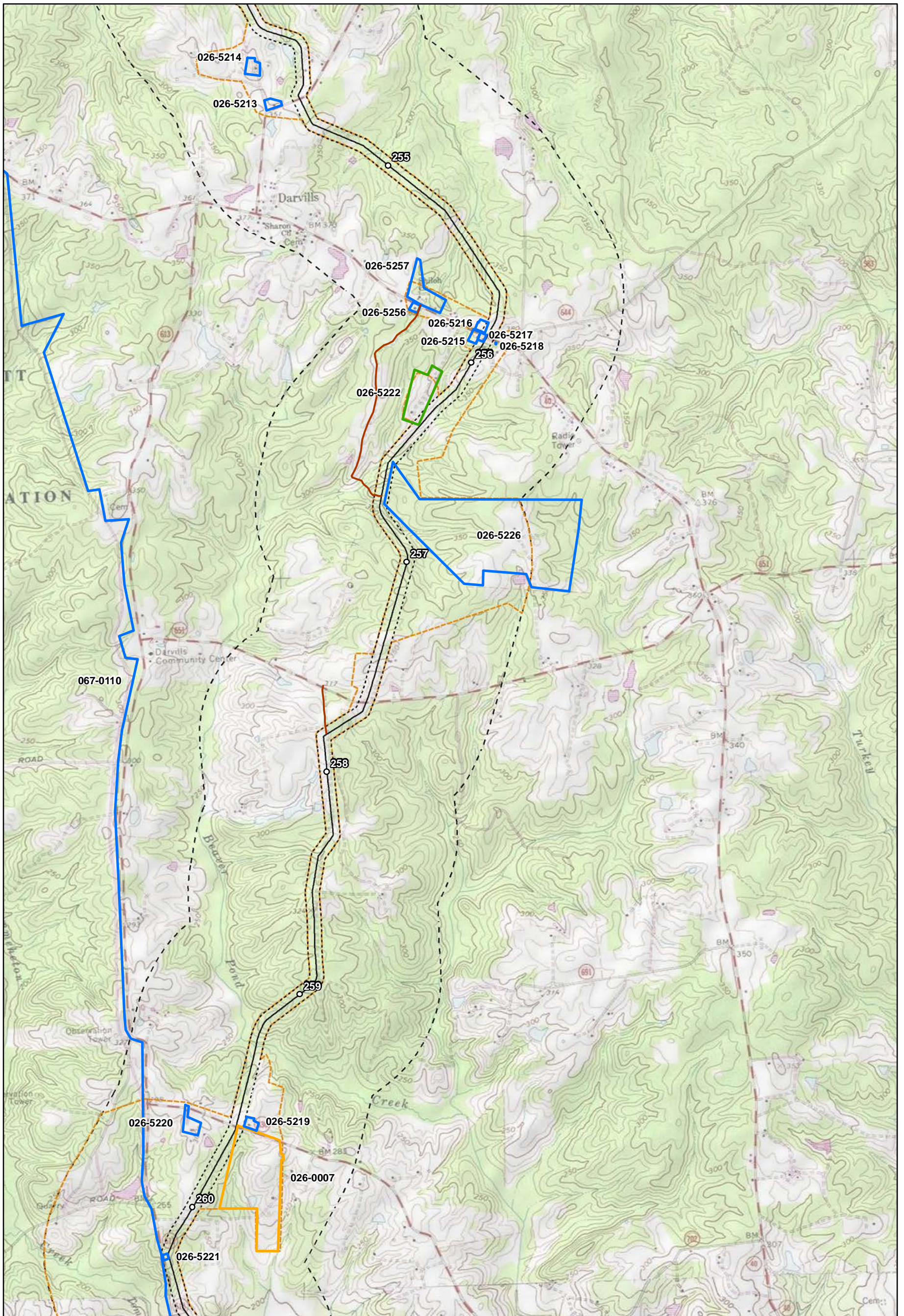
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
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- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Resources Inside APE - NRHP Status:

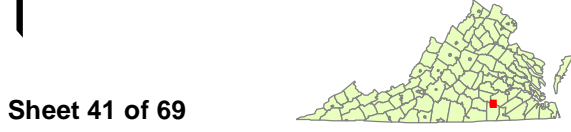
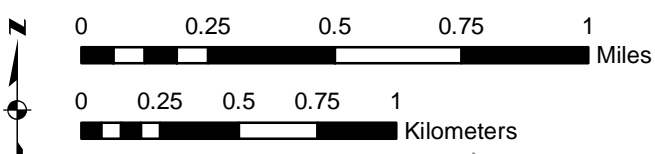
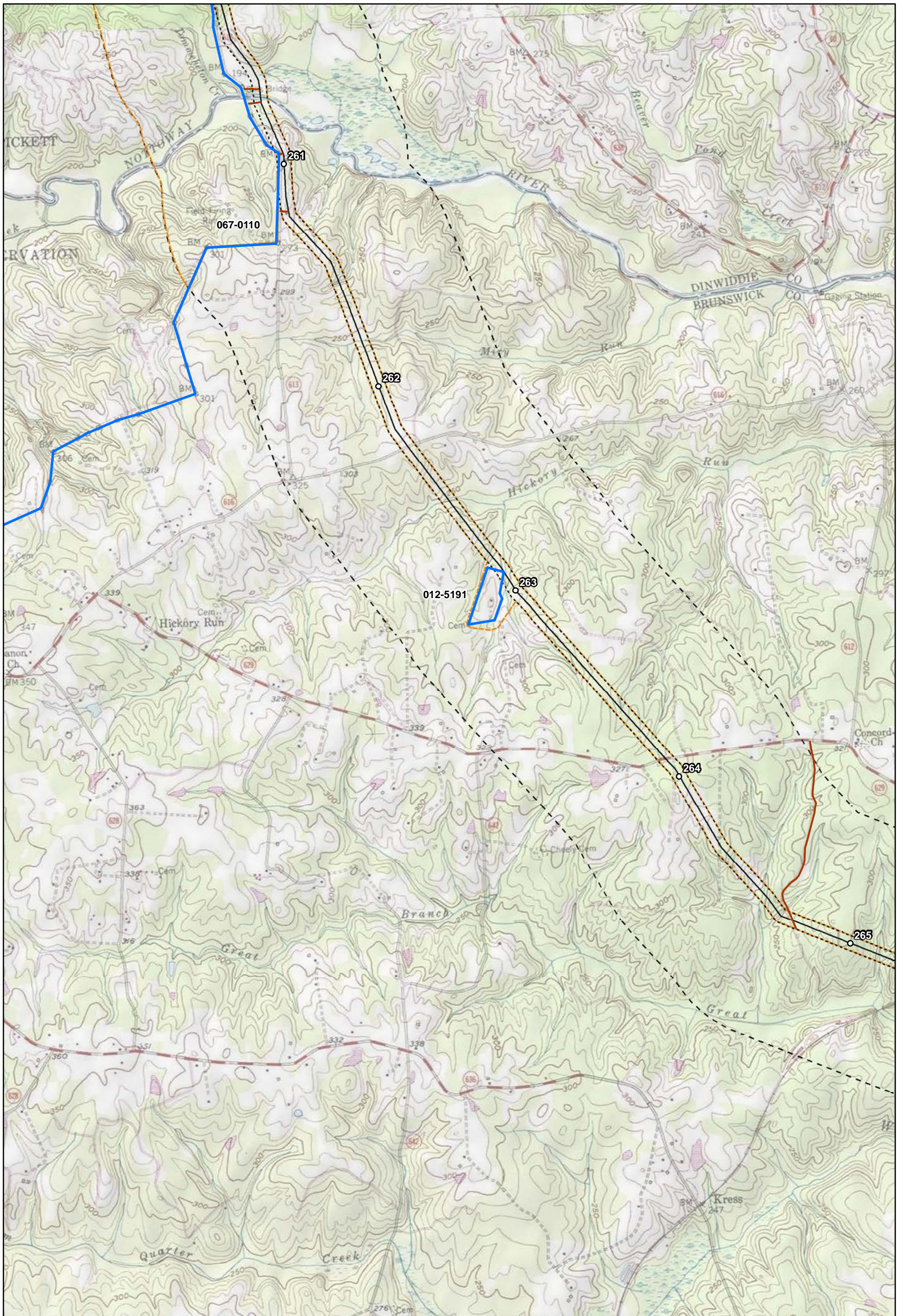
- Listed
- Eligible
- Assumed Eligible
- Contributing
- Potentially Eligible
- Ineligible
- Not Extant

Resources Outside APE - NRHP Status:

- Eligible
- Potentially Eligible
- Unassessed
- Ineligible
- Not Extant

Corridor Centerline
 150 foot buffer
 Access Roads
 Visual APE
 M&R Stations
 Contractor Yards
 ABPP Core Areas
 ABPP Potential NR Areas
 ABPP Study Areas

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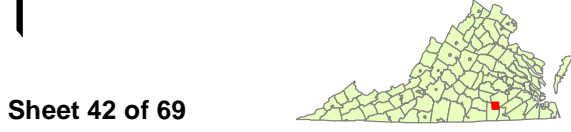
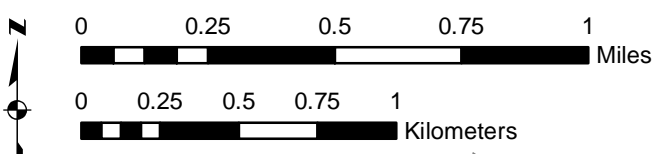
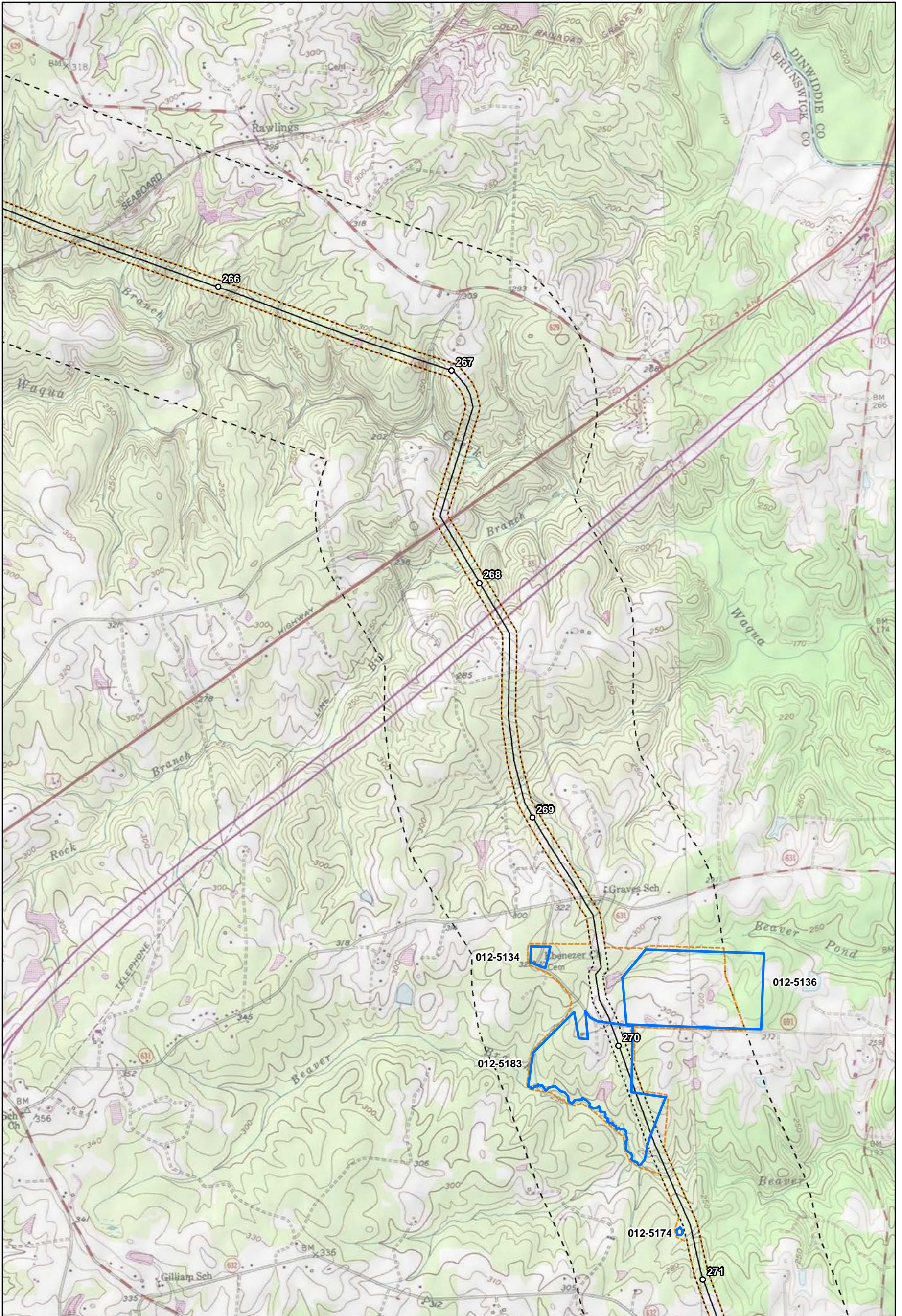
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant

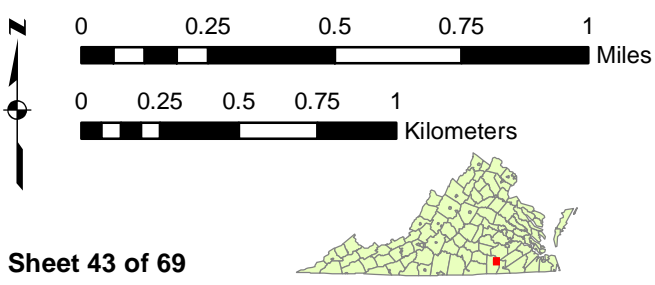
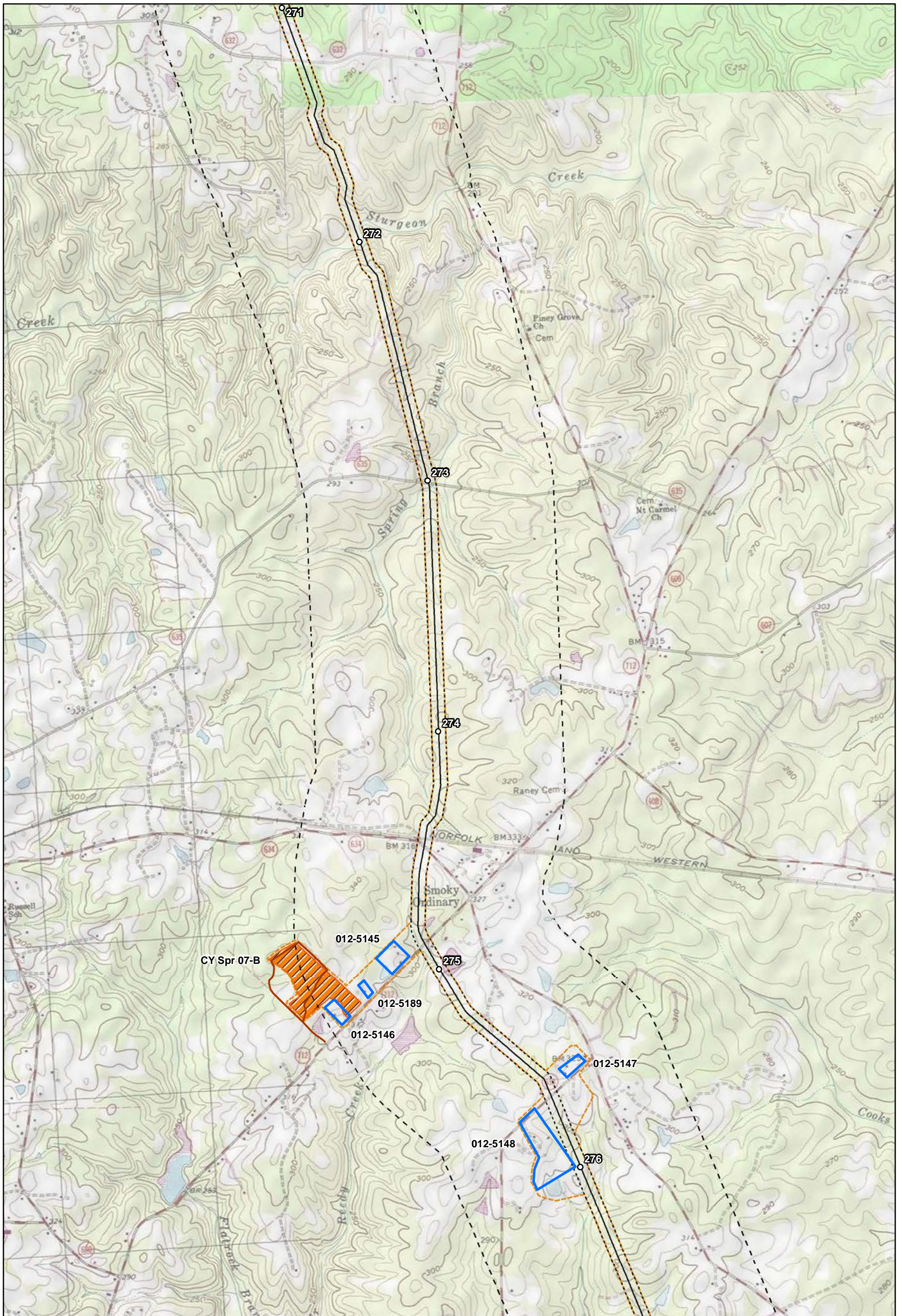


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- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

- Resources Inside APE - NRHP Status:**
- ▨ Listed
 - ▨ Eligible
 - ▨ Assumed Eligible
 - ▨ Contributing
 - ▨ Potentially Eligible
 - ▨ Ineligible
 - ▨ Not Extant

- Resources Outside APE - NRHP Status:**
- ▨ Eligible
 - ▨ Potentially Eligible
 - ▨ Unassessed
 - ▨ Ineligible
 - ▨ Not Extant



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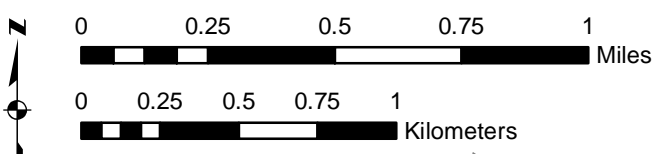
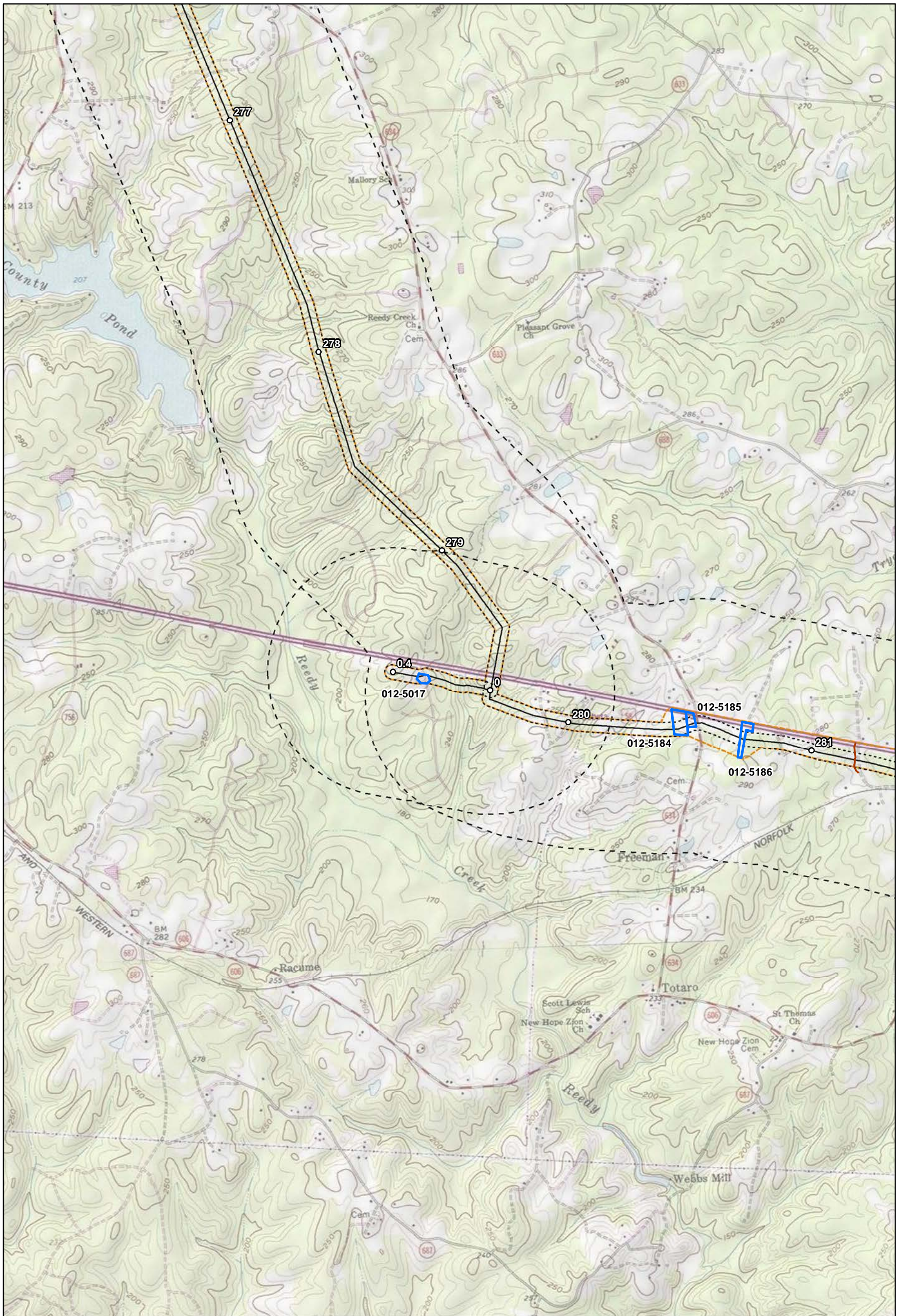
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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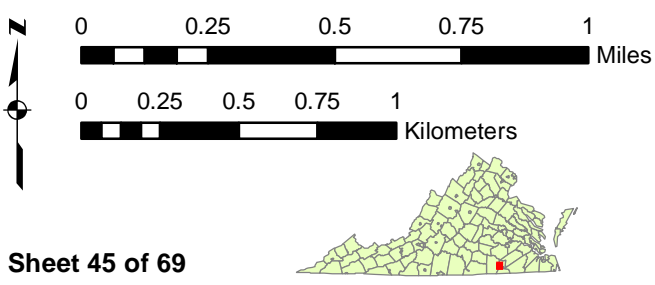
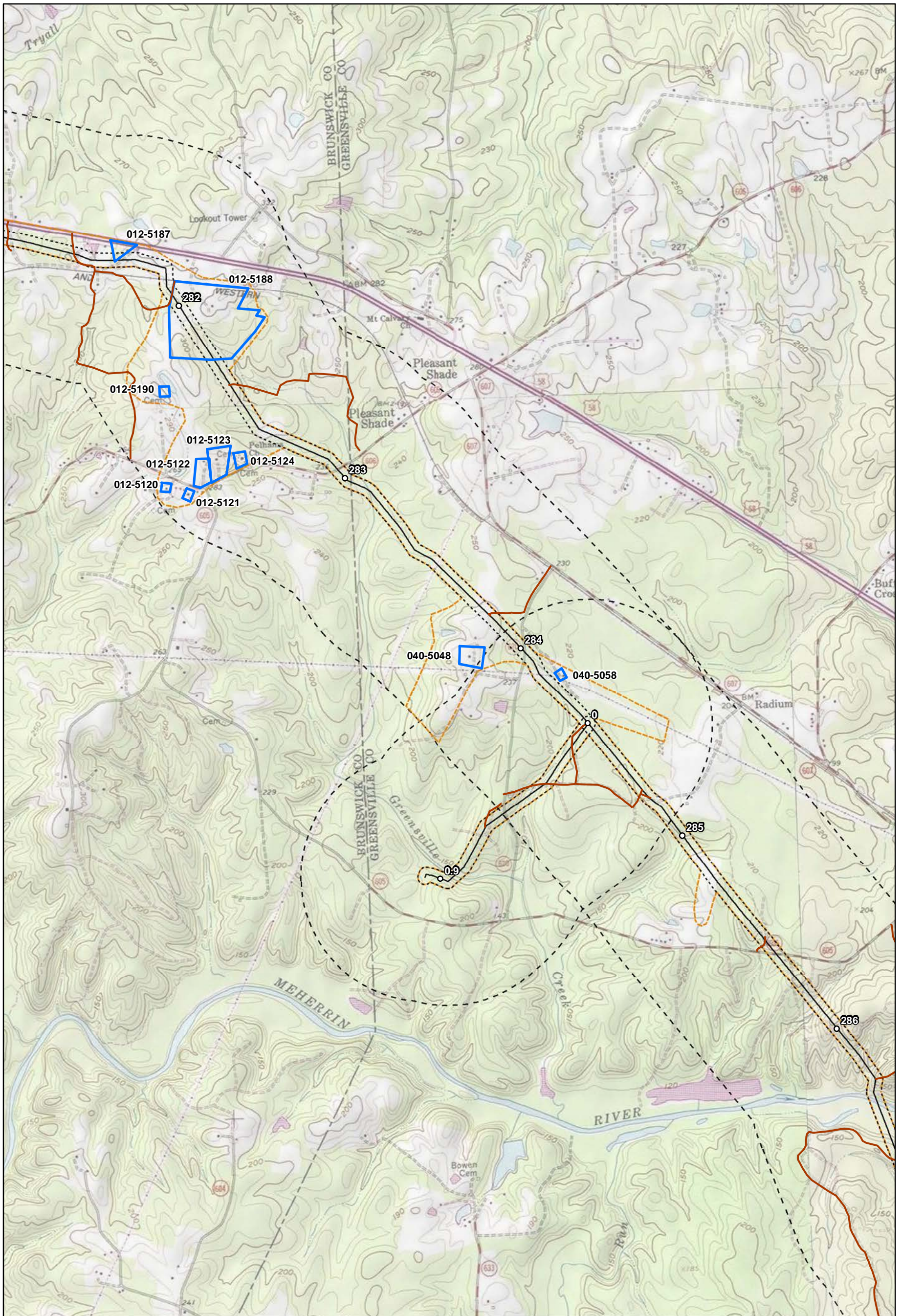
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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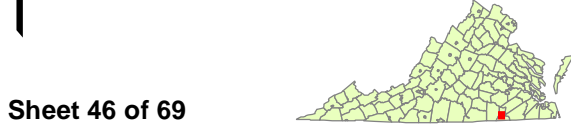
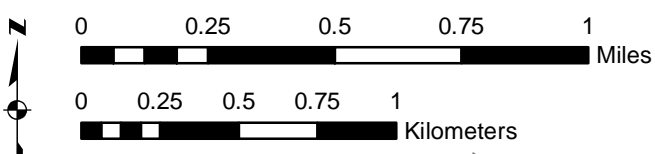
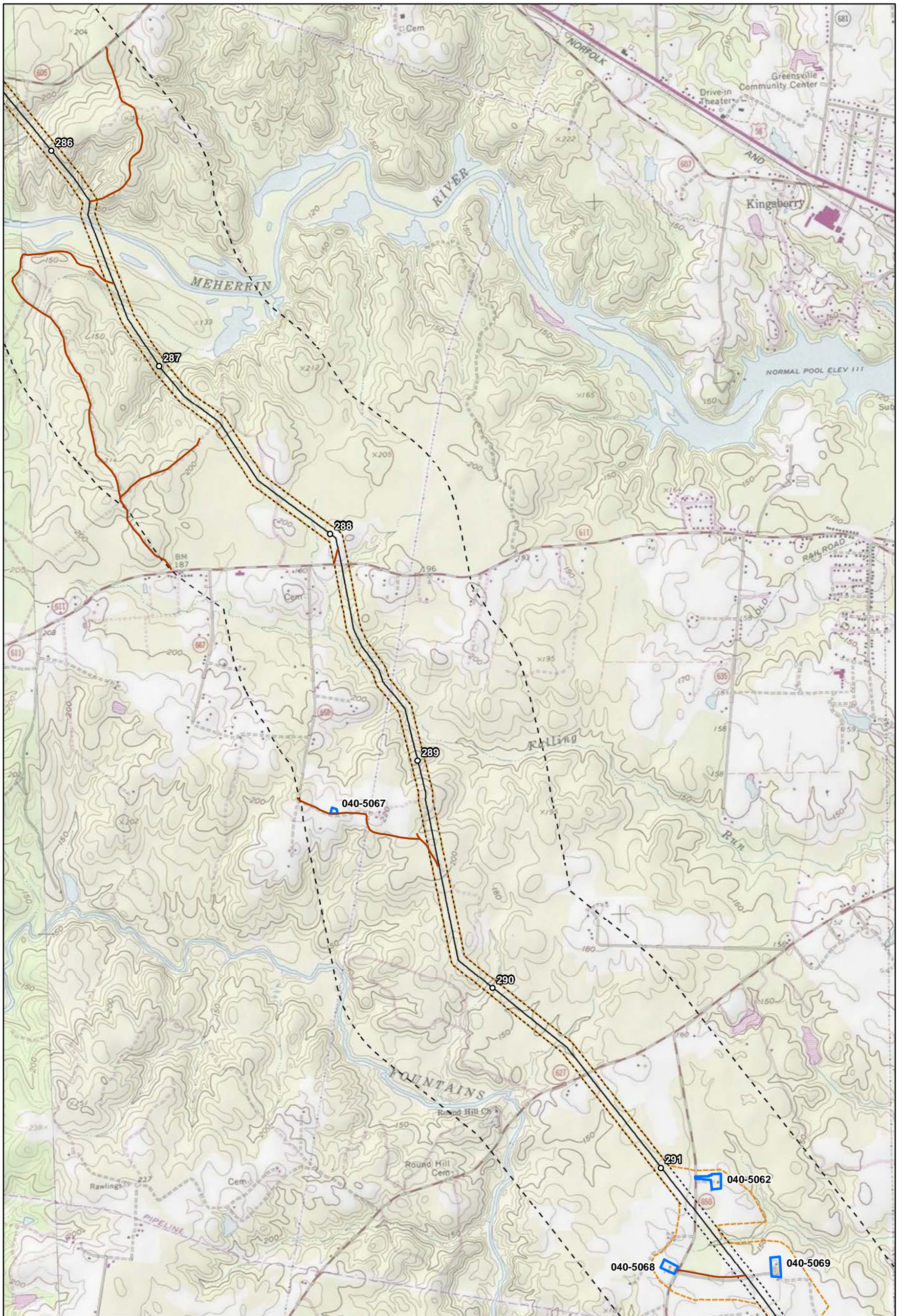
- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- ⋯ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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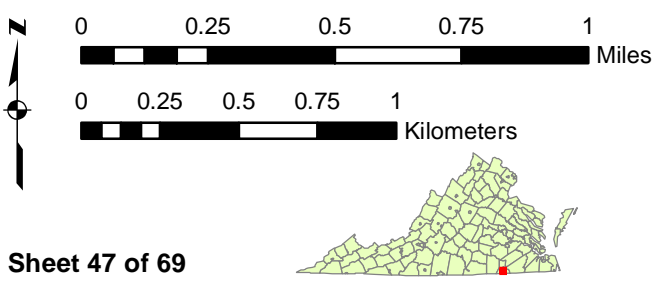
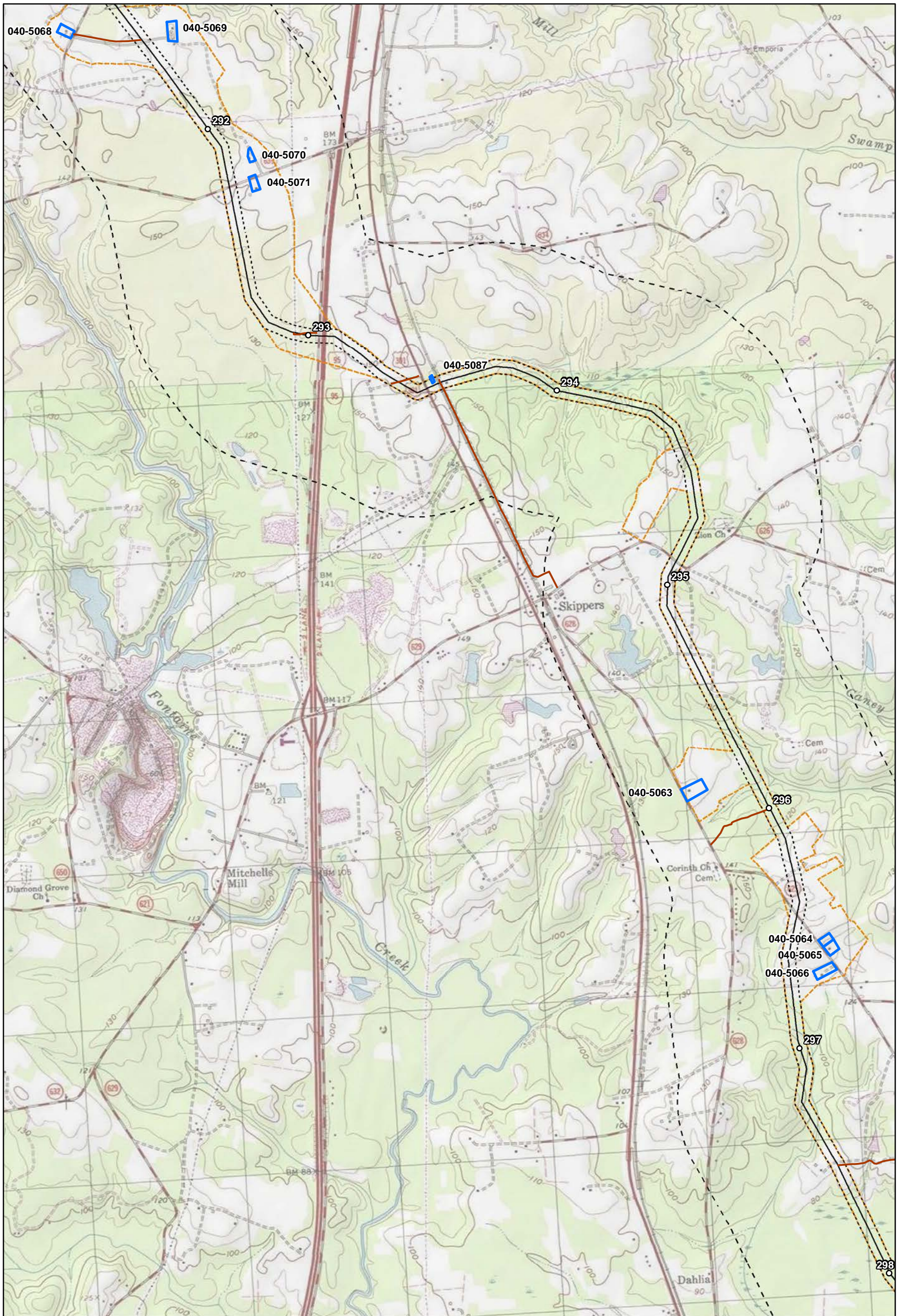
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▭ ABPP Core Areas
- ▭ ABPP Potential NR Areas
- ▭ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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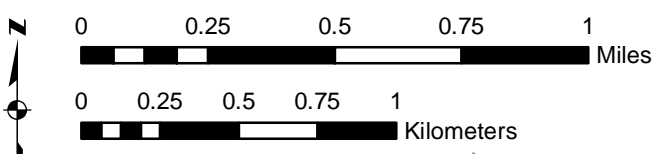
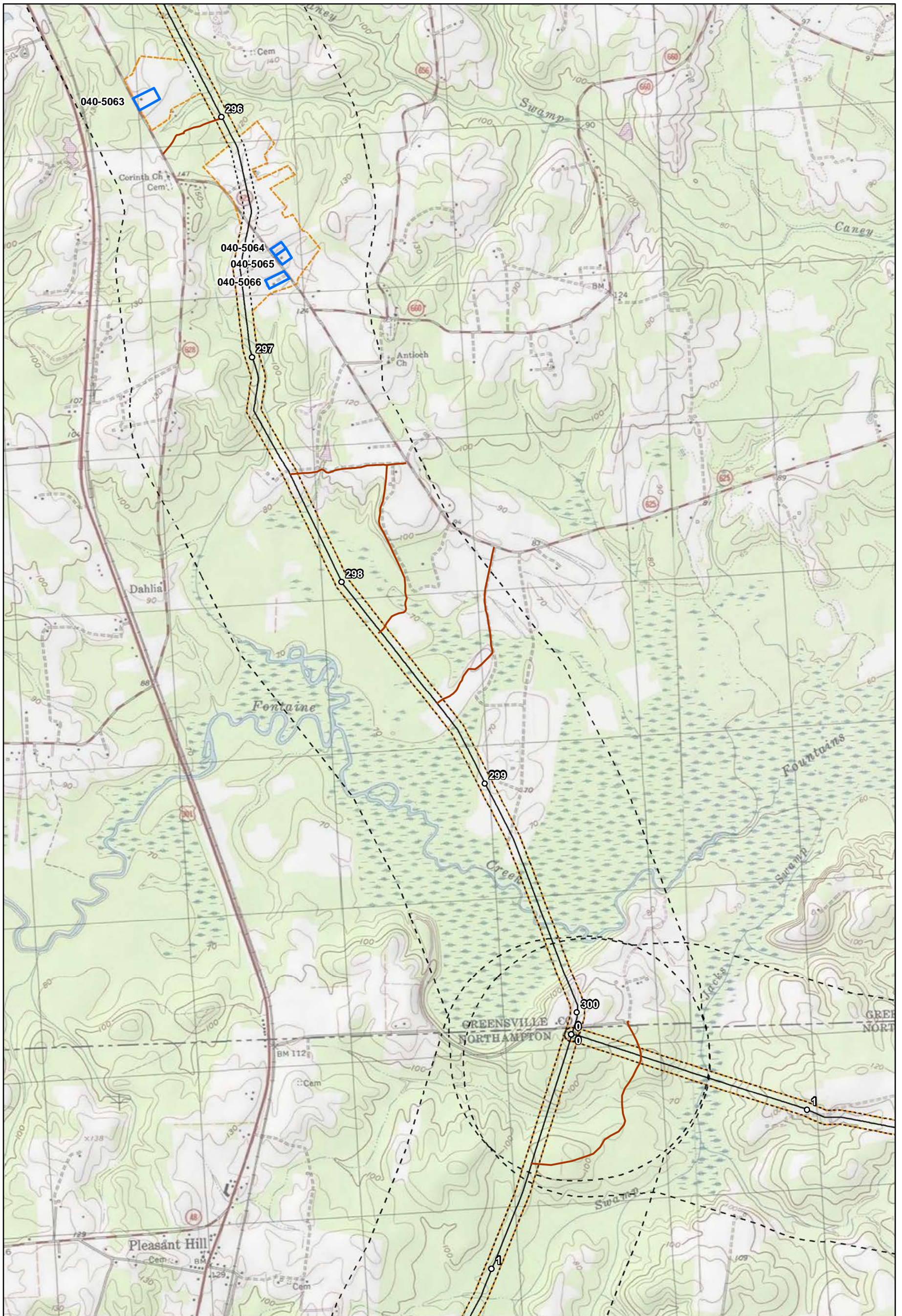
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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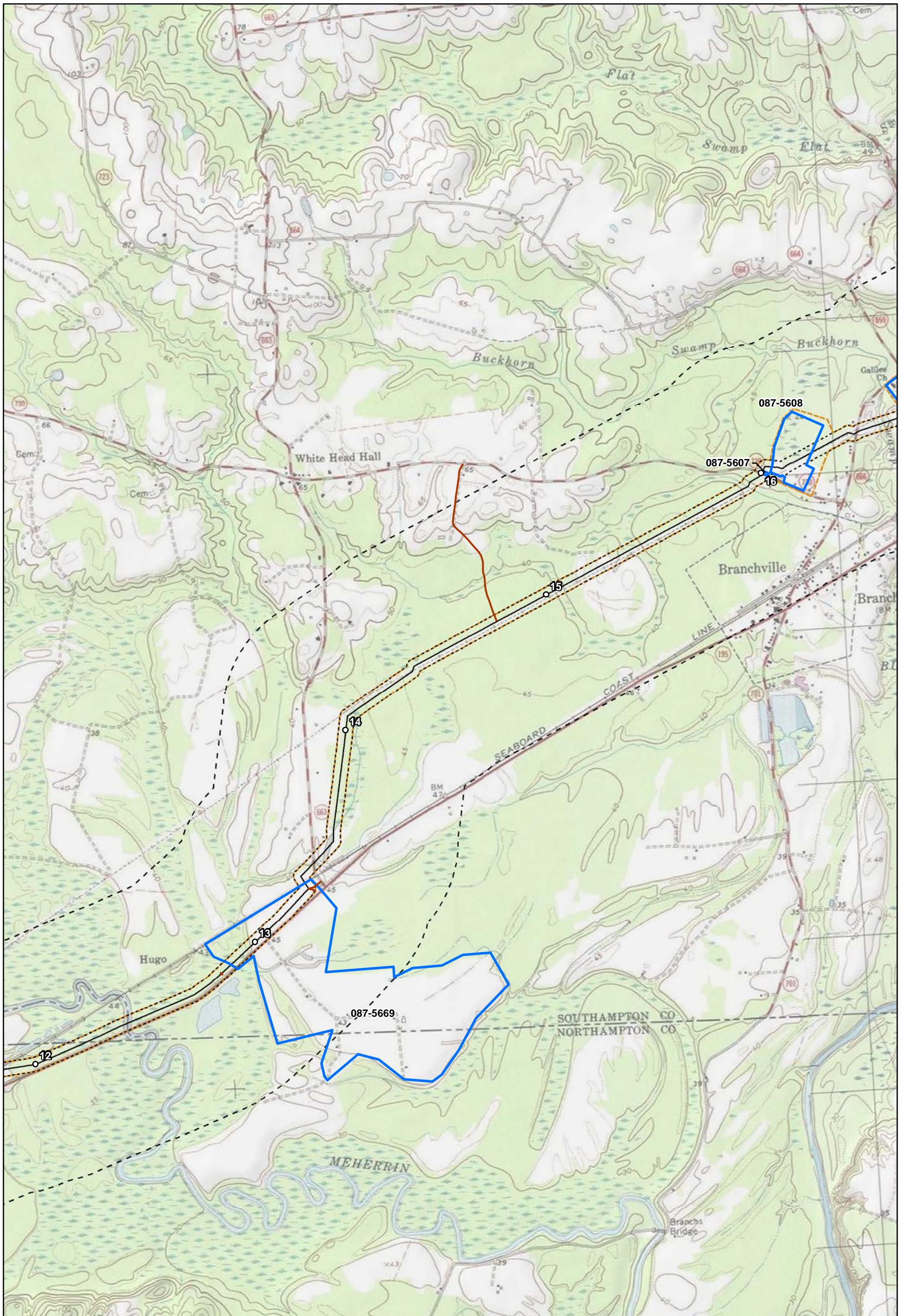
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

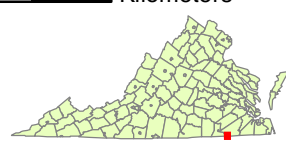
- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

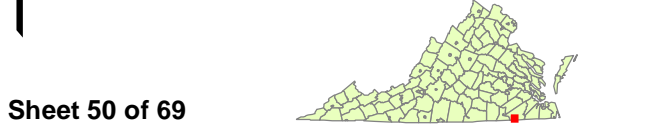
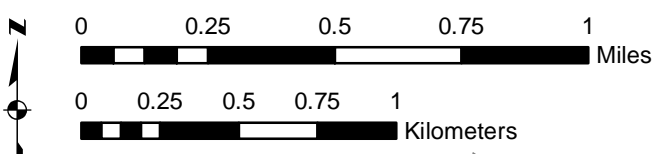
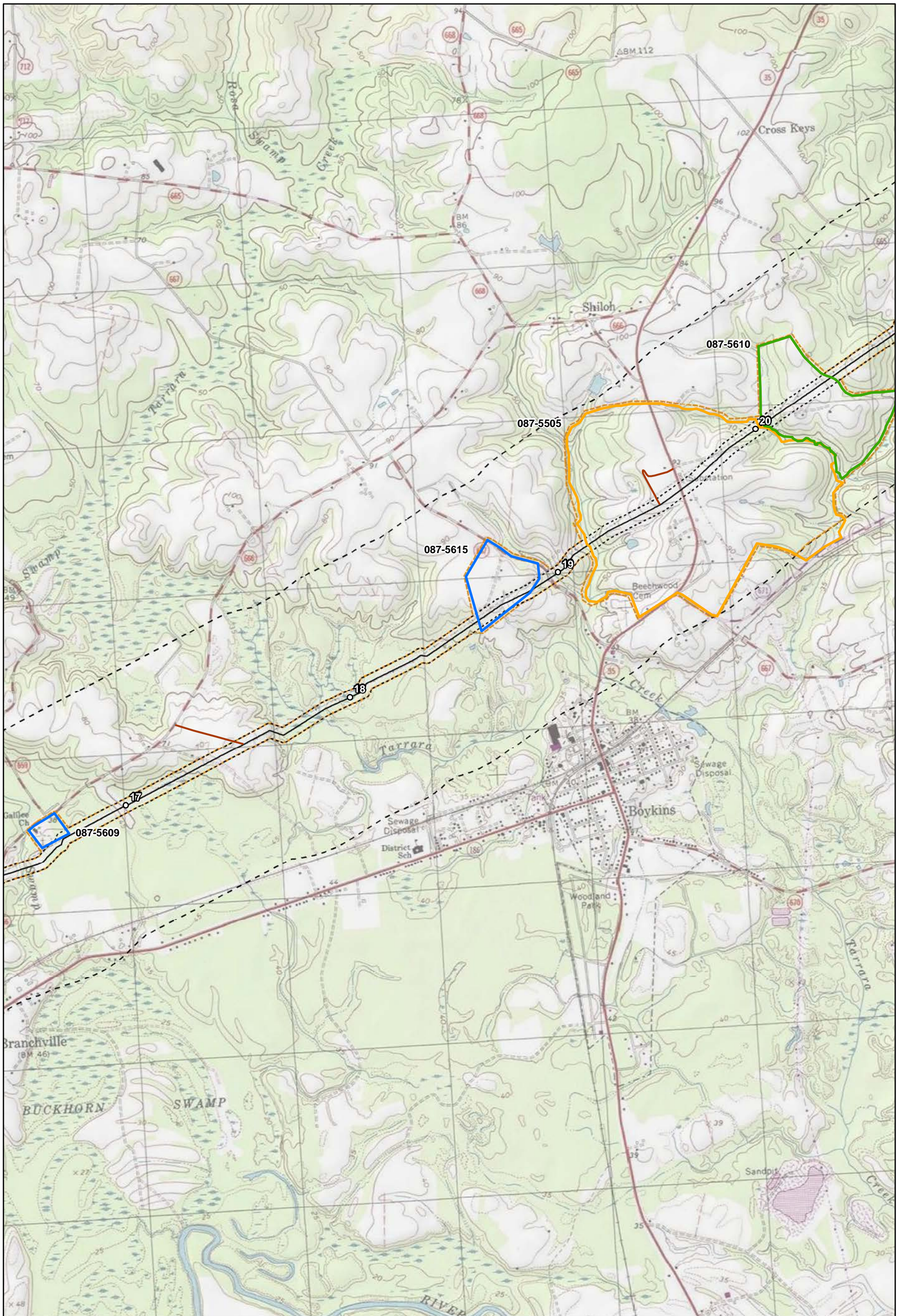
Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



		Corridor Centerline Mileposts 150 foot buffer Access Roads Visual APE M&R Stations Contractor Yards ABPP Core Areas ABPP Potential NR Areas ABPP Study Areas	Resources Inside APE - NRHP Status: Listed Eligible Assumed Eligible Contributing Potentially Eligible Ineligible Not Extant	Resources Outside APE - NRHP Status: Eligible Potentially Eligible Unassessed Ineligible Not Extant





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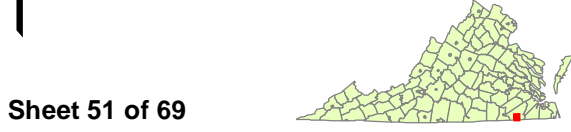
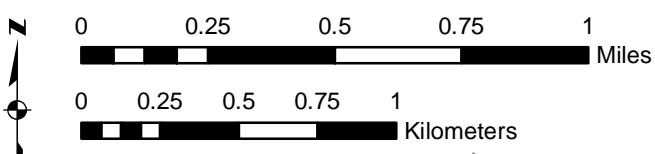
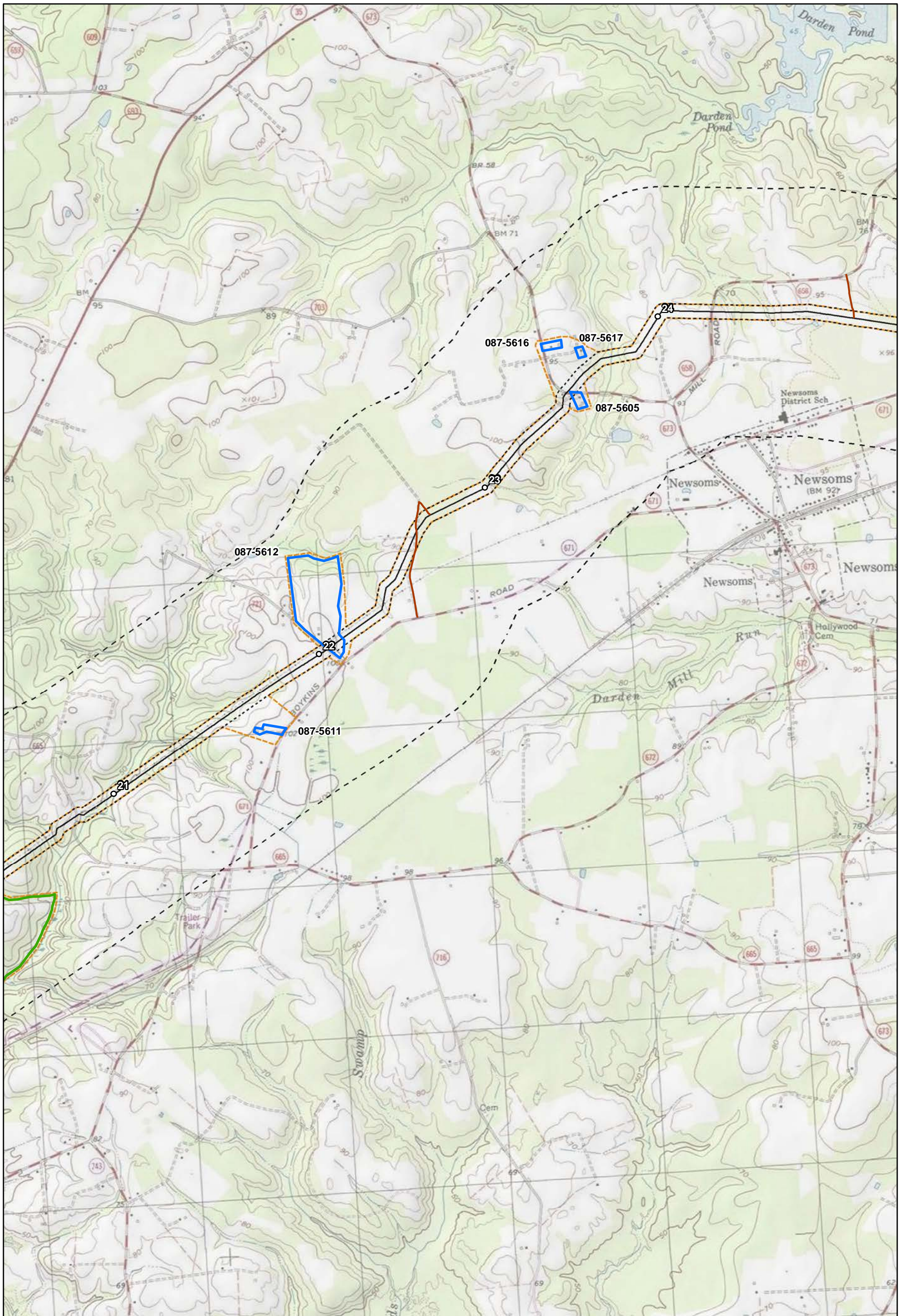
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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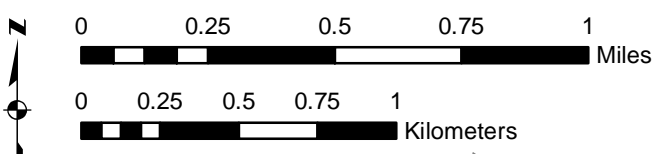
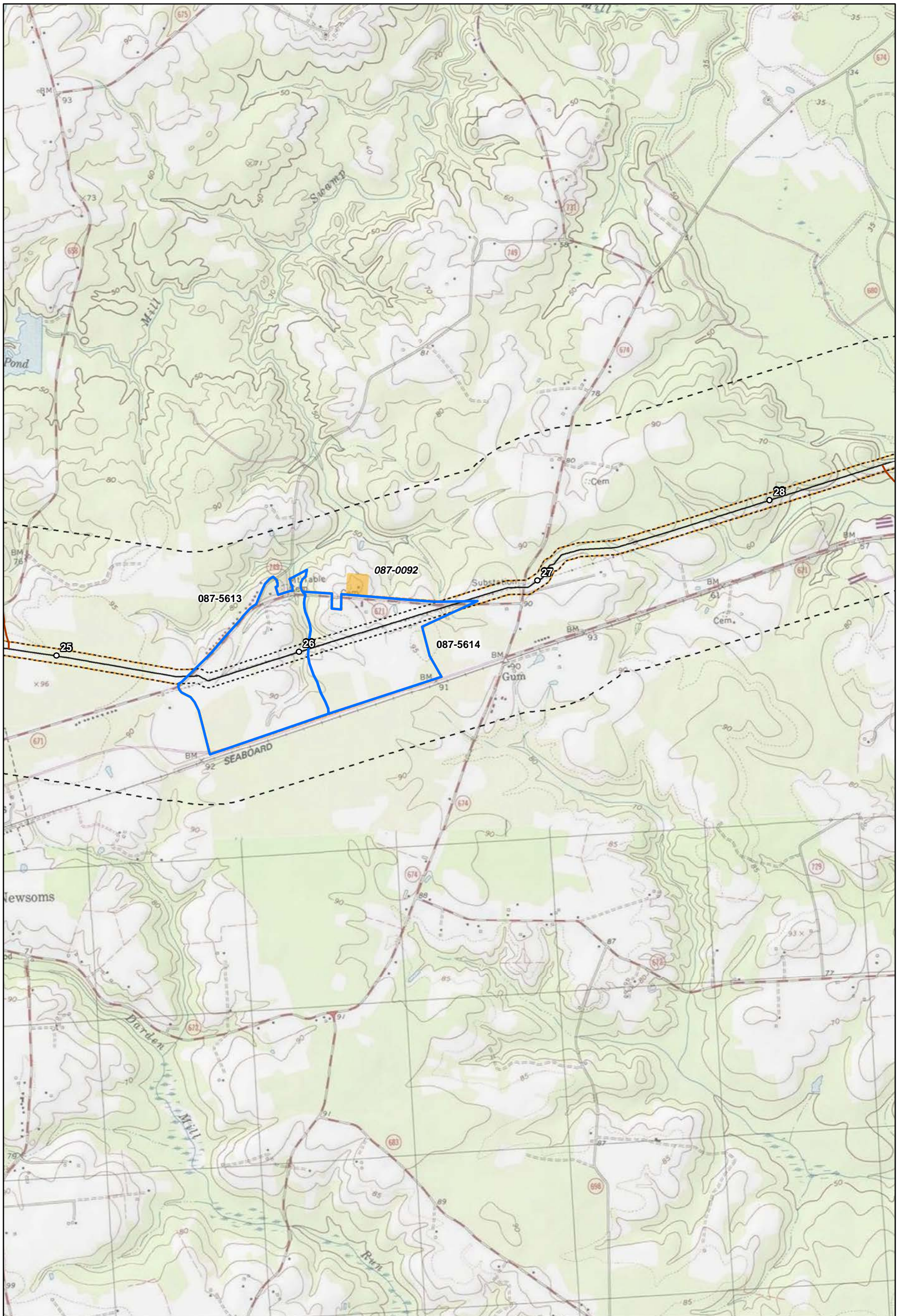
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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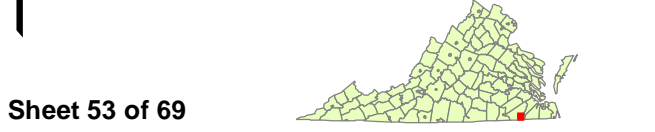
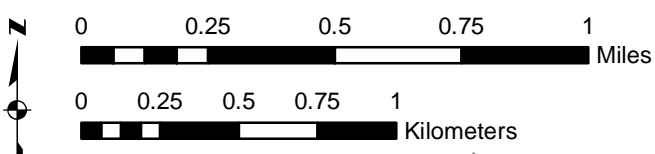
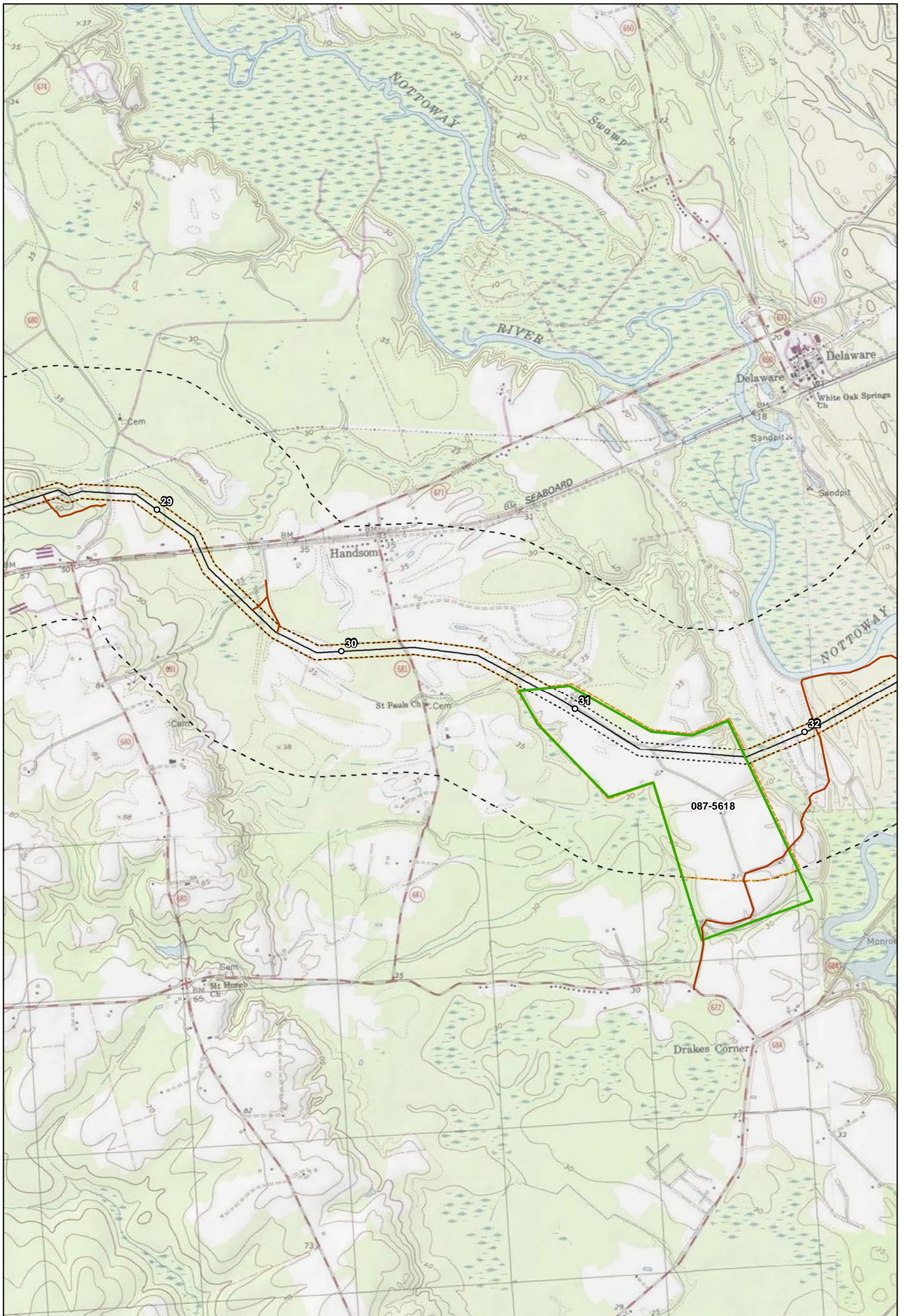
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- ▭ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▭ Listed
- ▭ Eligible
- ▭ Assumed Eligible
- ▭ Contributing
- ▭ Potentially Eligible
- ▭ Ineligible
- ▭ Not Extant

Resources Outside APE - NRHP Status:

- ▭ Eligible
- ▭ Potentially Eligible
- ▭ Unassessed
- ▭ Ineligible
- ▭ Not Extant



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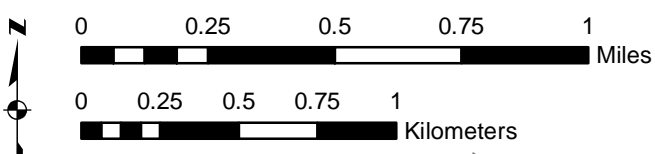
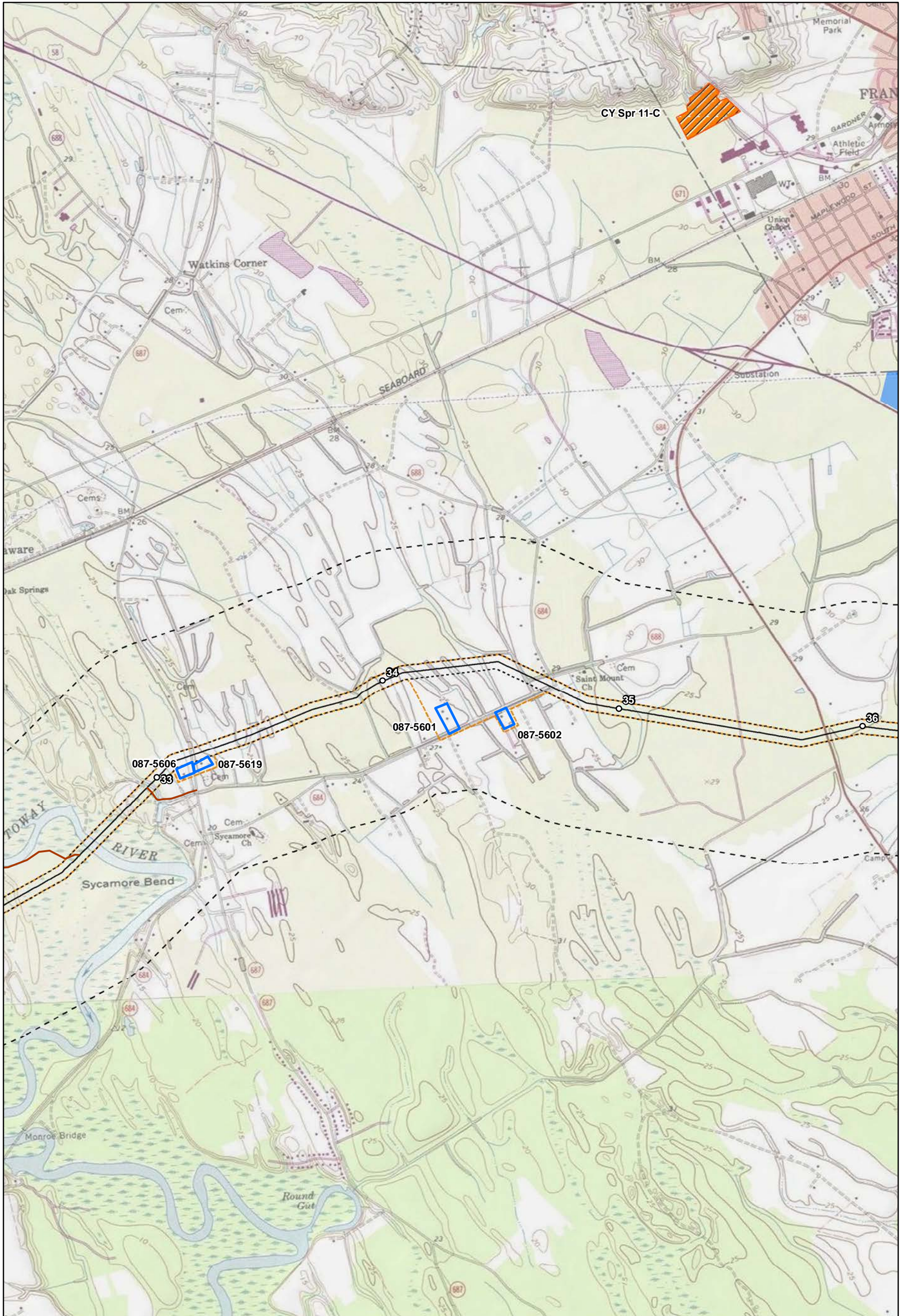
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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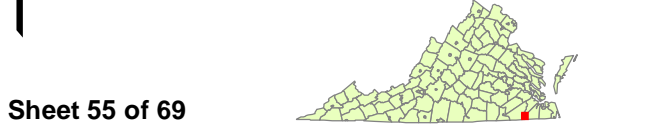
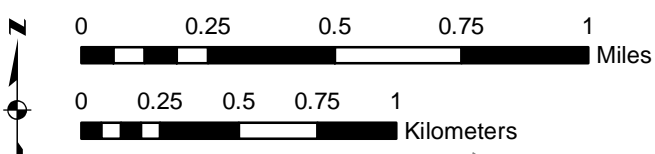
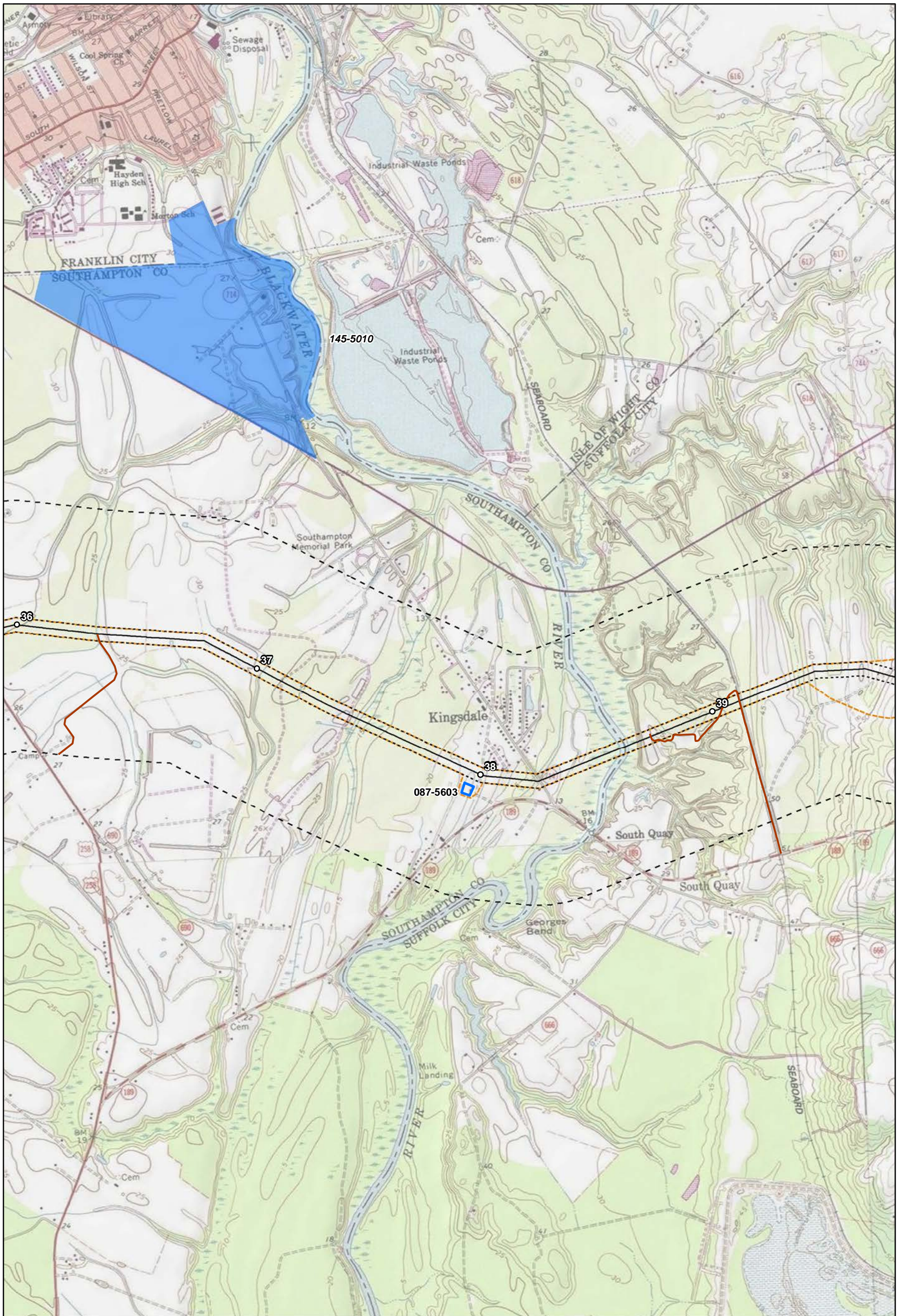
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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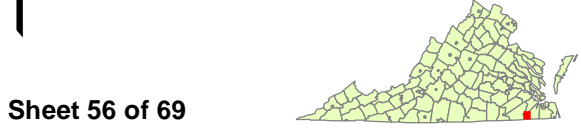
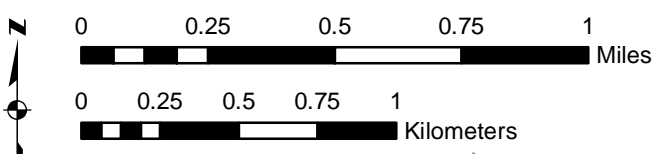
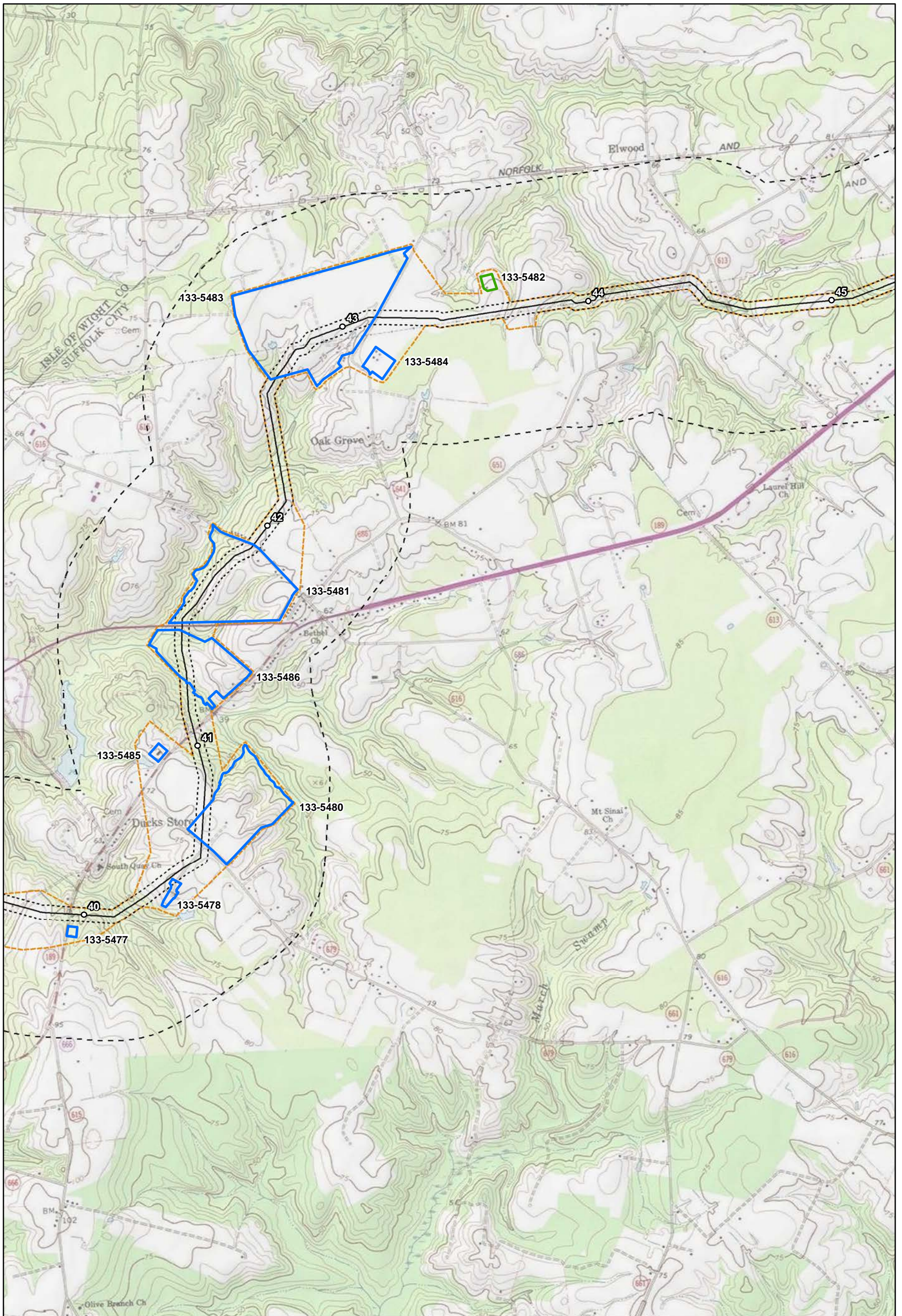
- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- ⋯ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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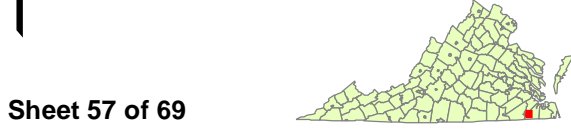
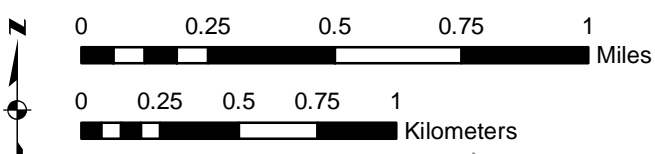
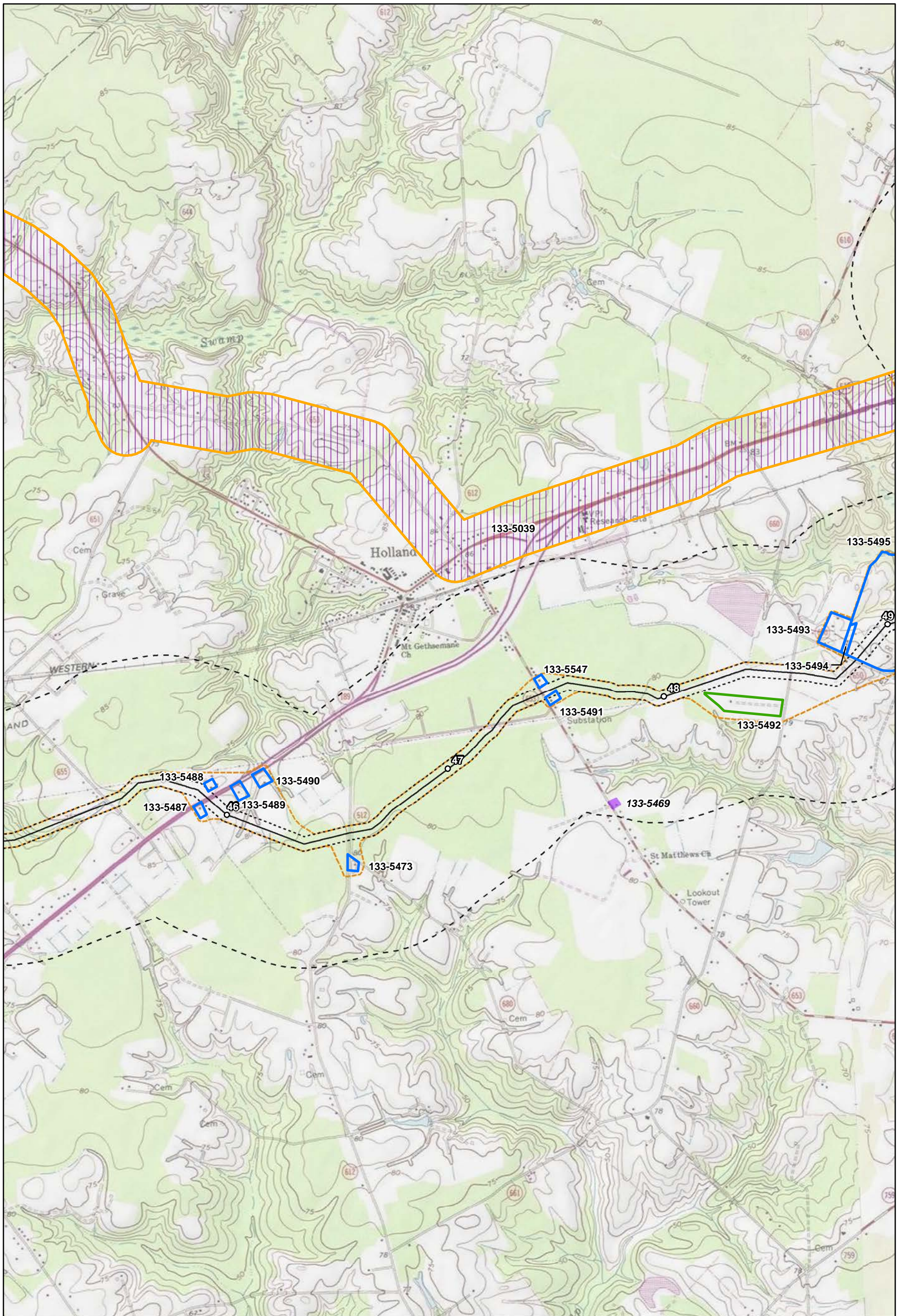
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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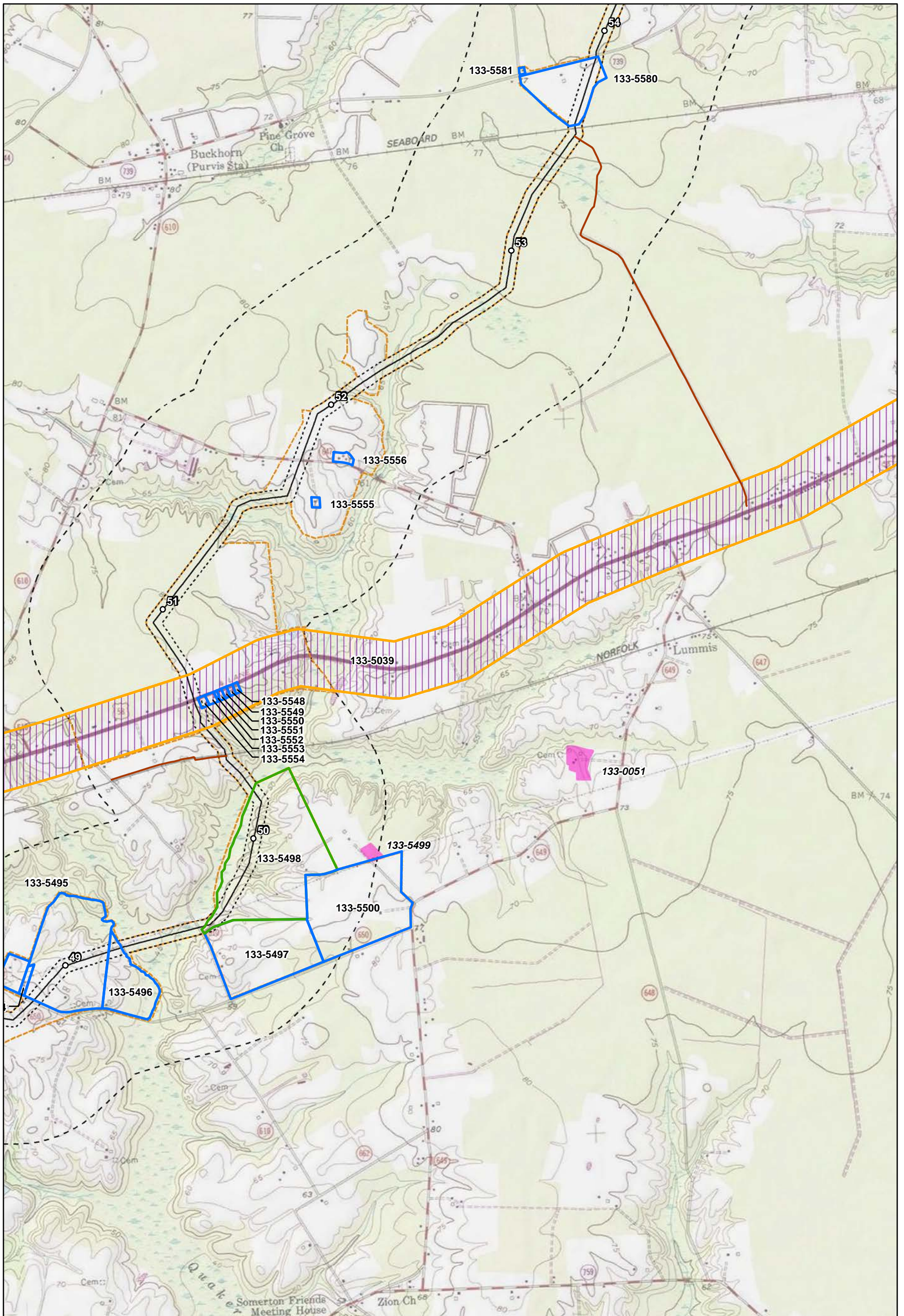
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers

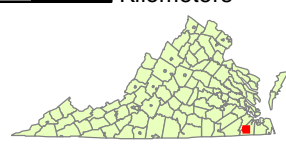
— Corridor Centerline
 ○ Mileposts
 - - - 150 foot buffer
 — Access Roads
 - - - Visual APE
 ▨ M&R Stations
 ▨ Contractor Yards
 ▨ ABPP Core Areas
 ▨ ABPP Potential NR Areas
 ▨ ABPP Study Areas

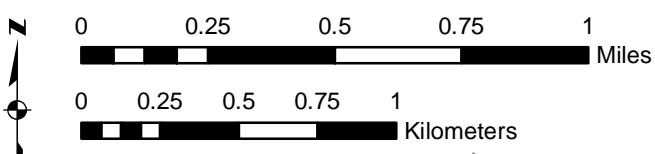
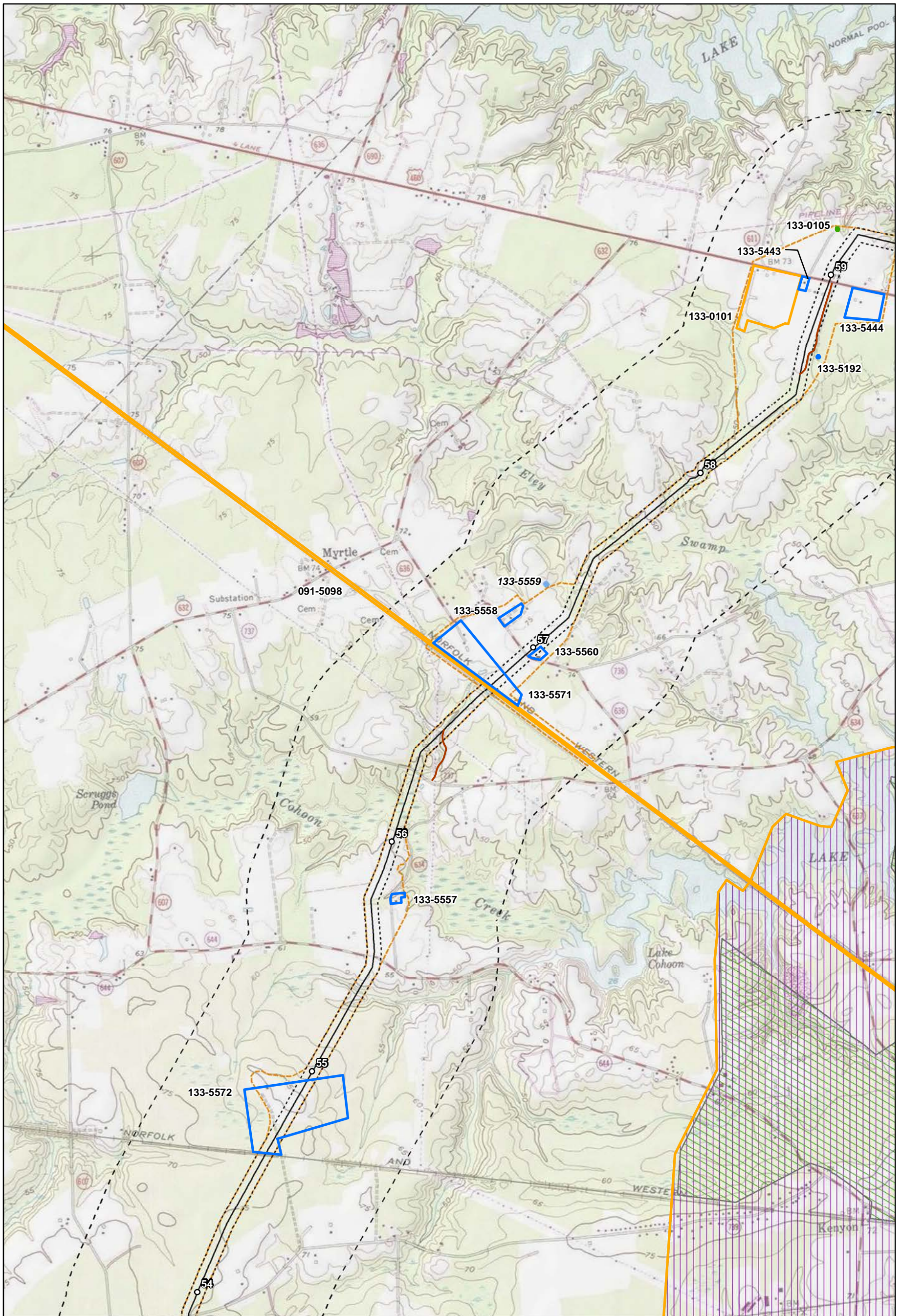
Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant





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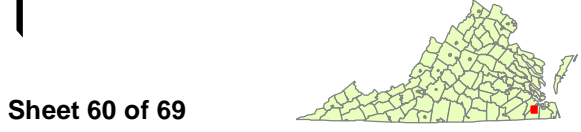
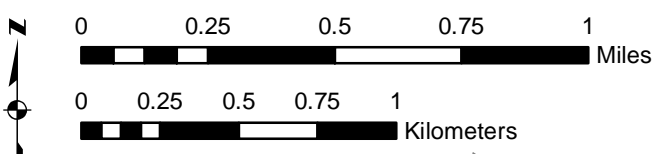
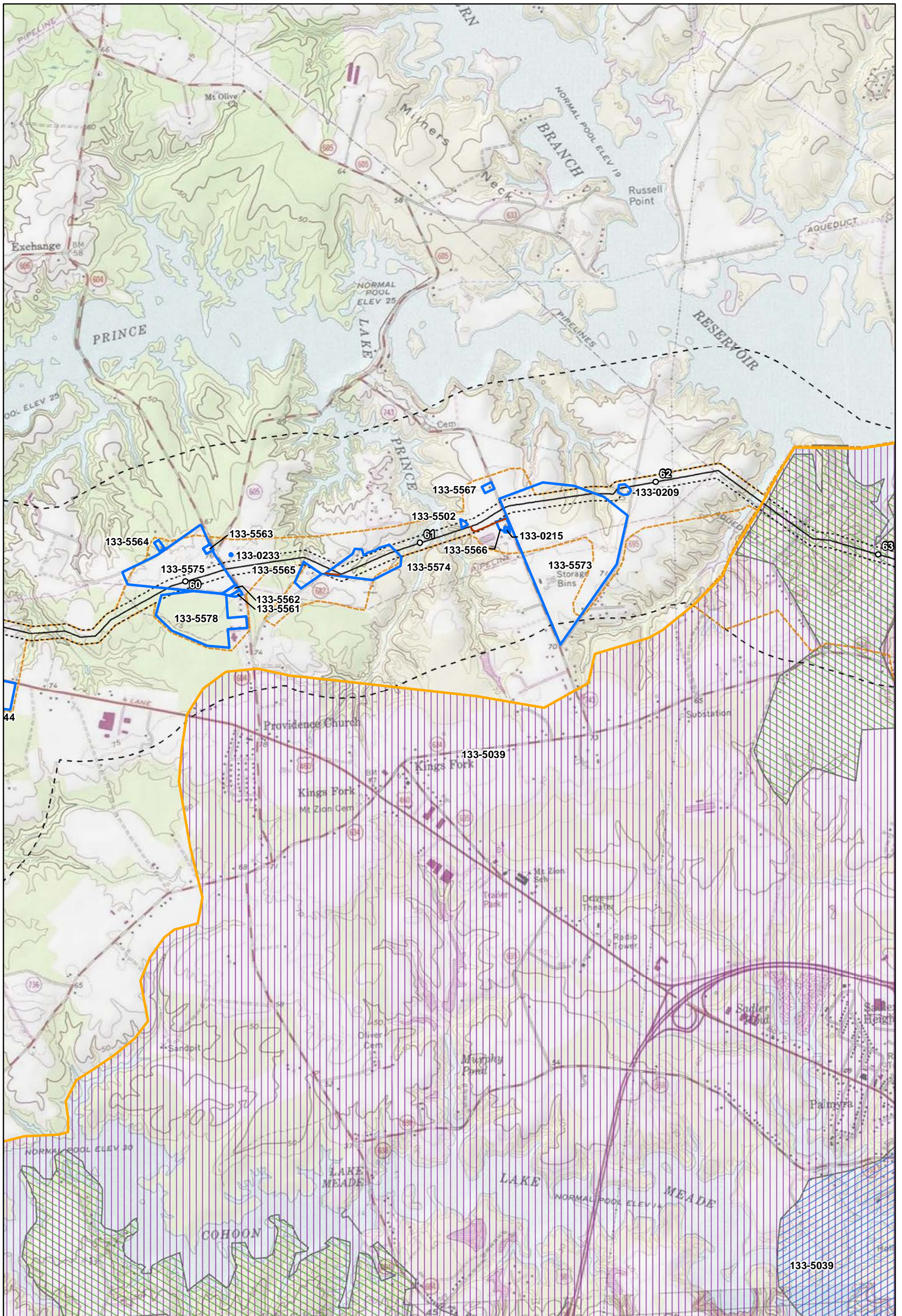
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
- ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:

- ▨ Listed
- ▨ Eligible
- ▨ Assumed Eligible
- ▨ Contributing
- ▨ Potentially Eligible
- ▨ Ineligible
- ▨ Not Extant

Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
- ▨ Not Extant



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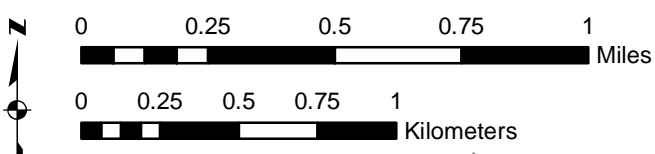
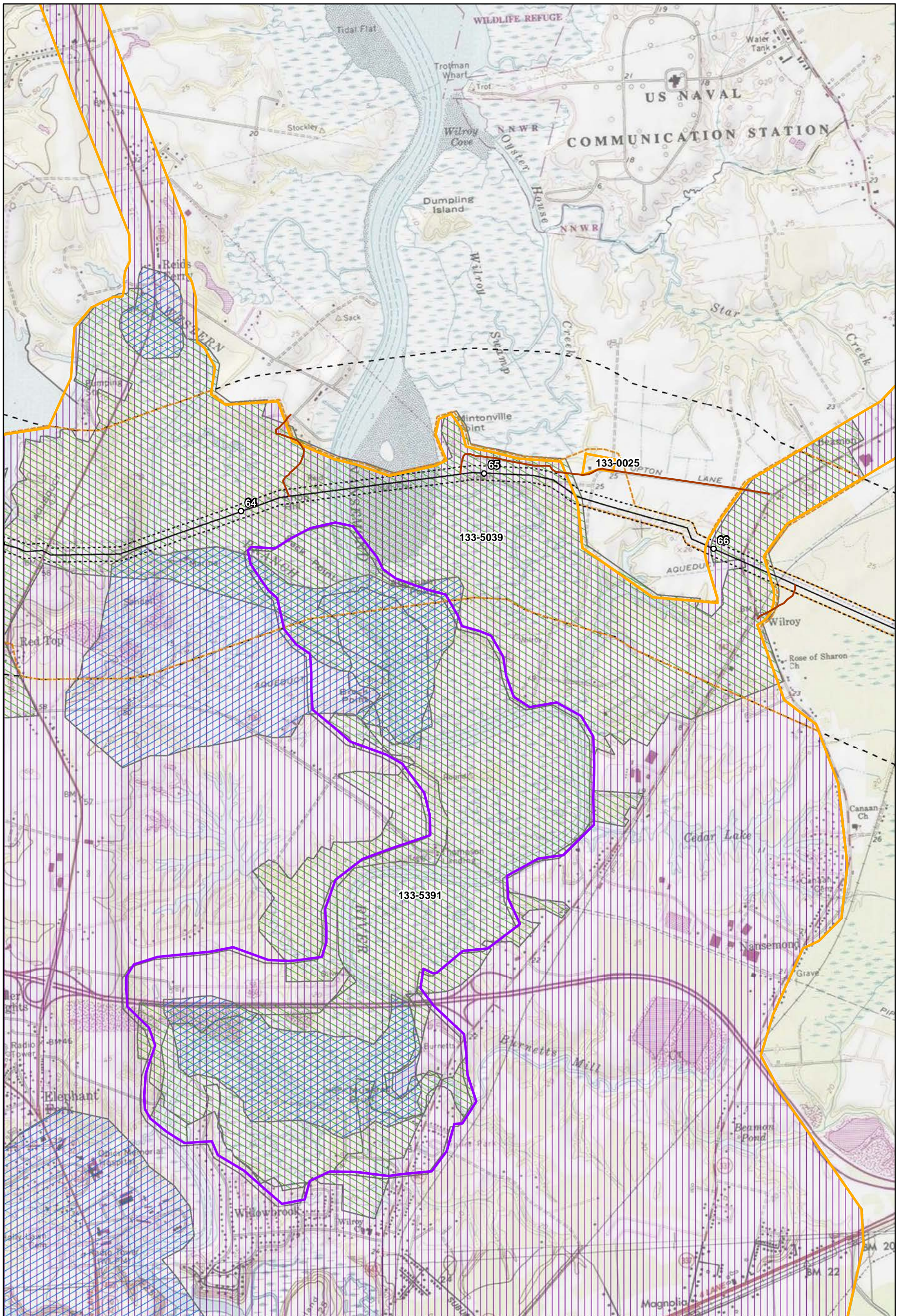
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- M&R Stations
- Contractor Yards
- ABPP Core Areas
- ABPP Potential NR Areas
- ABPP Study Areas

Resources Inside APE - NRHP Status:

- Listed
- Eligible
- Assumed Eligible
- Contributing
- Potentially Eligible
- Ineligible
- Not Extant

Resources Outside APE - NRHP Status:

- Eligible
- Potentially Eligible
- Unassessed
- Ineligible
- Not Extant



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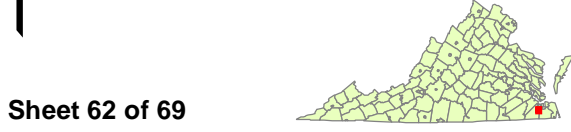
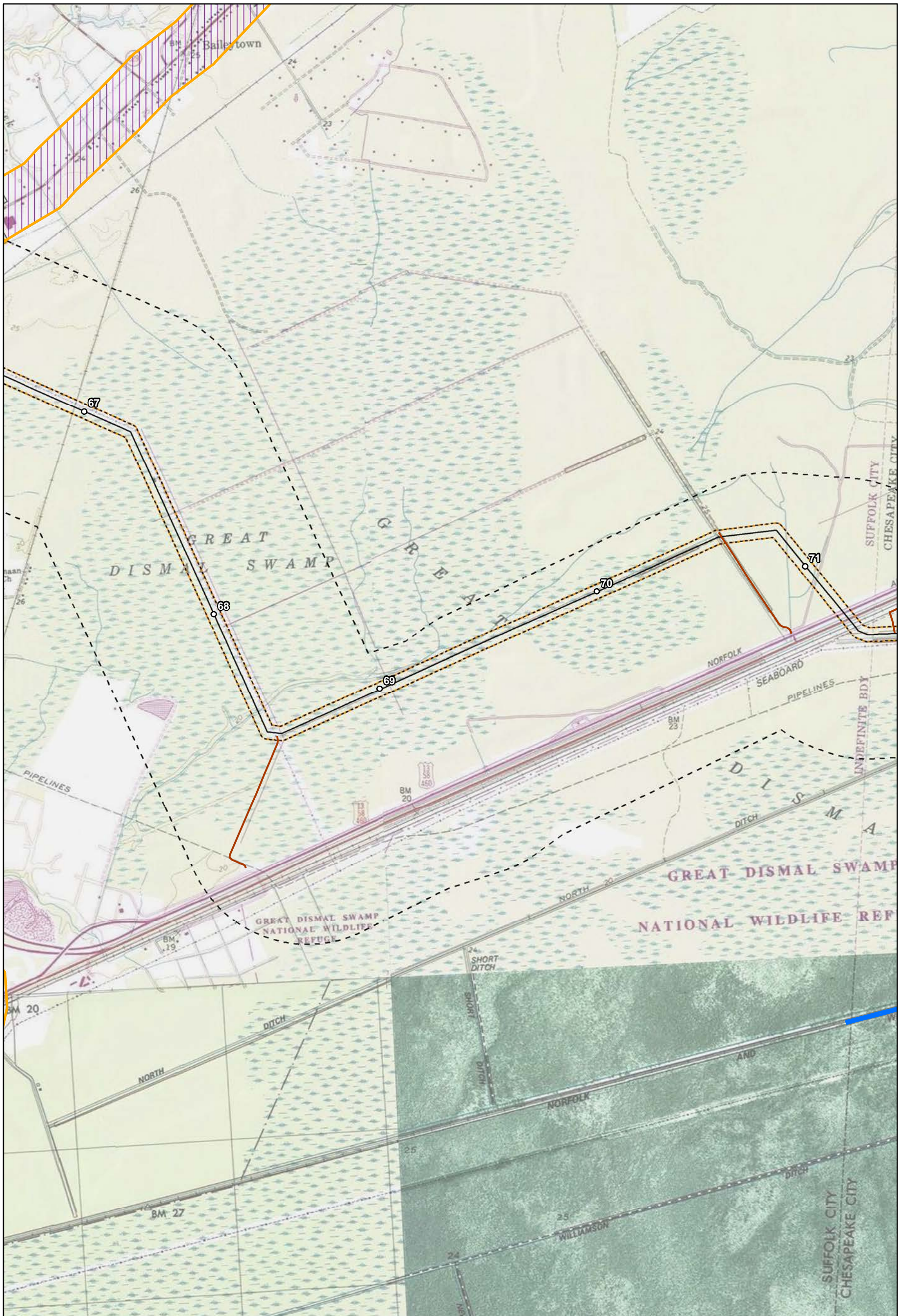
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
- ▨ ABPP Potential NR Areas
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Resources Inside APE - NRHP Status:

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Resources Outside APE - NRHP Status:

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- ▨ Ineligible
- ▨ Not Extant



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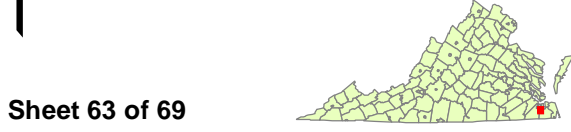
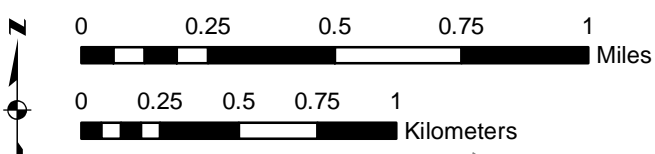
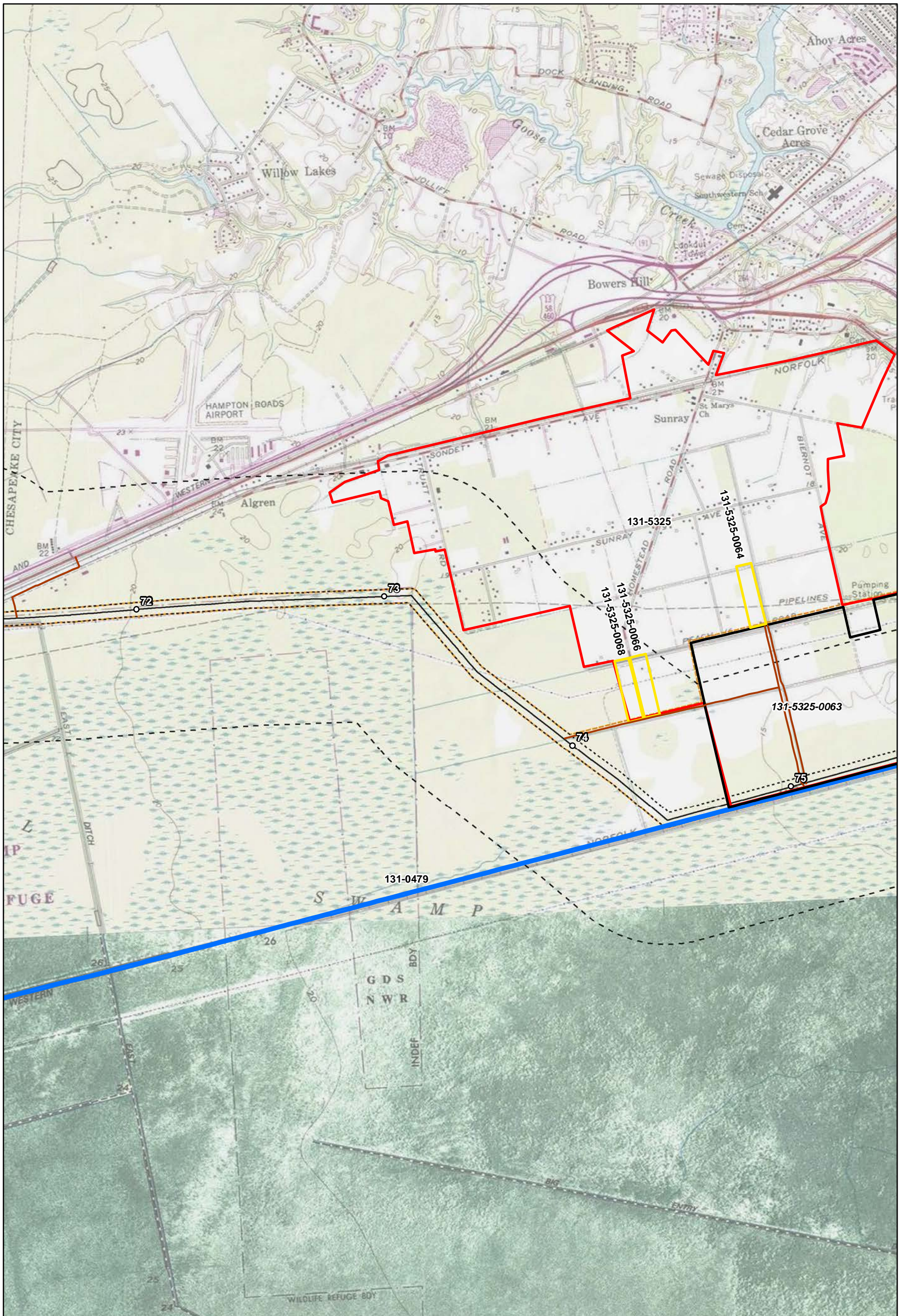
- Corridor Centerline
- Mileposts
- - - 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
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Resources Inside APE - NRHP Status:

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Resources Outside APE - NRHP Status:

- ▨ Eligible
- ▨ Potentially Eligible
- ▨ Unassessed
- ▨ Ineligible
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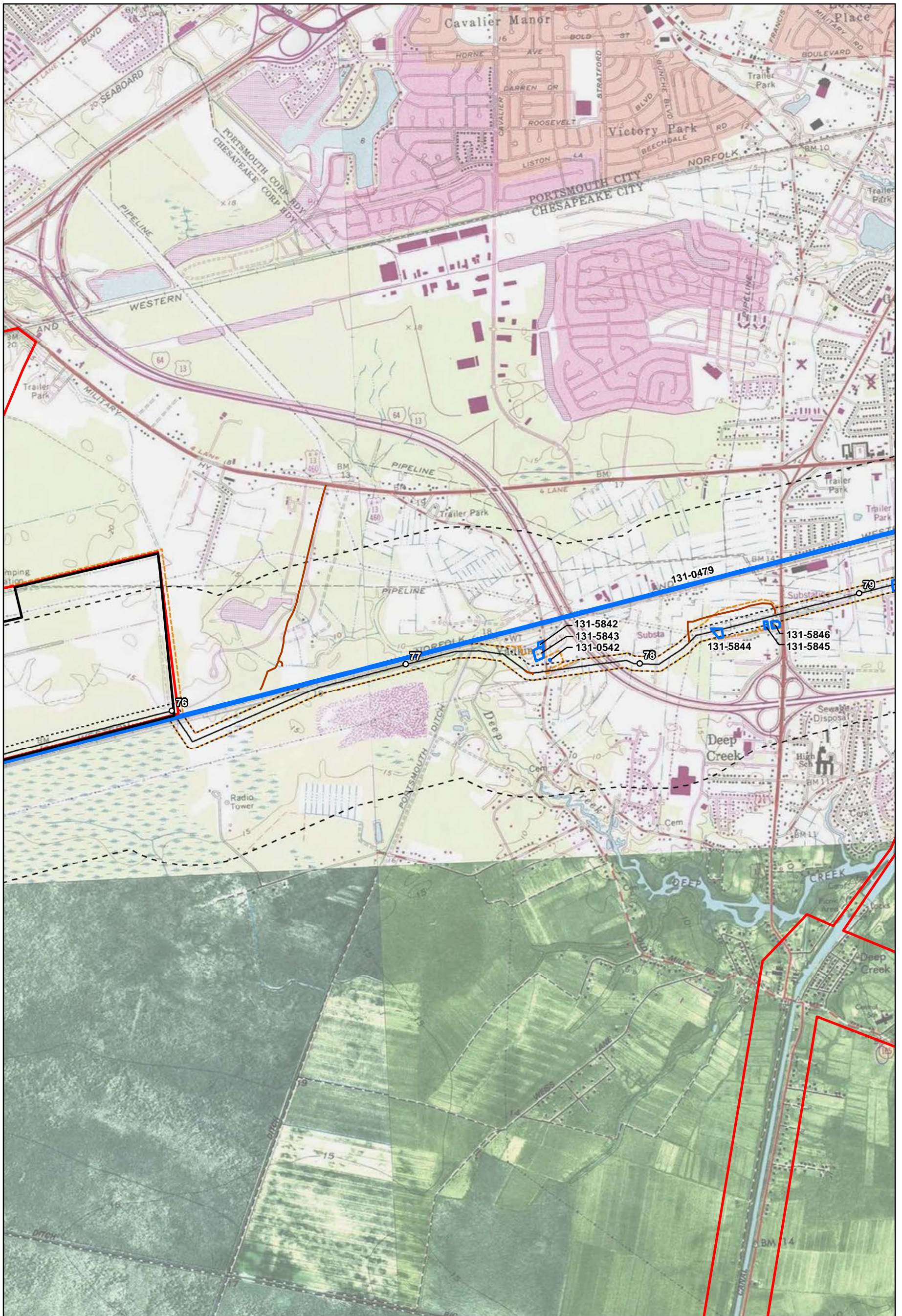
- Corridor Centerline
- Mileposts
- 150 foot buffer
- Access Roads
- Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
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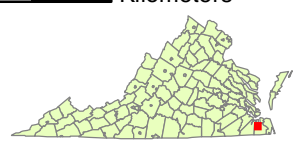


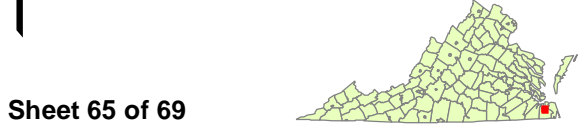
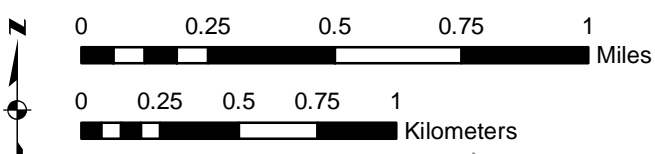
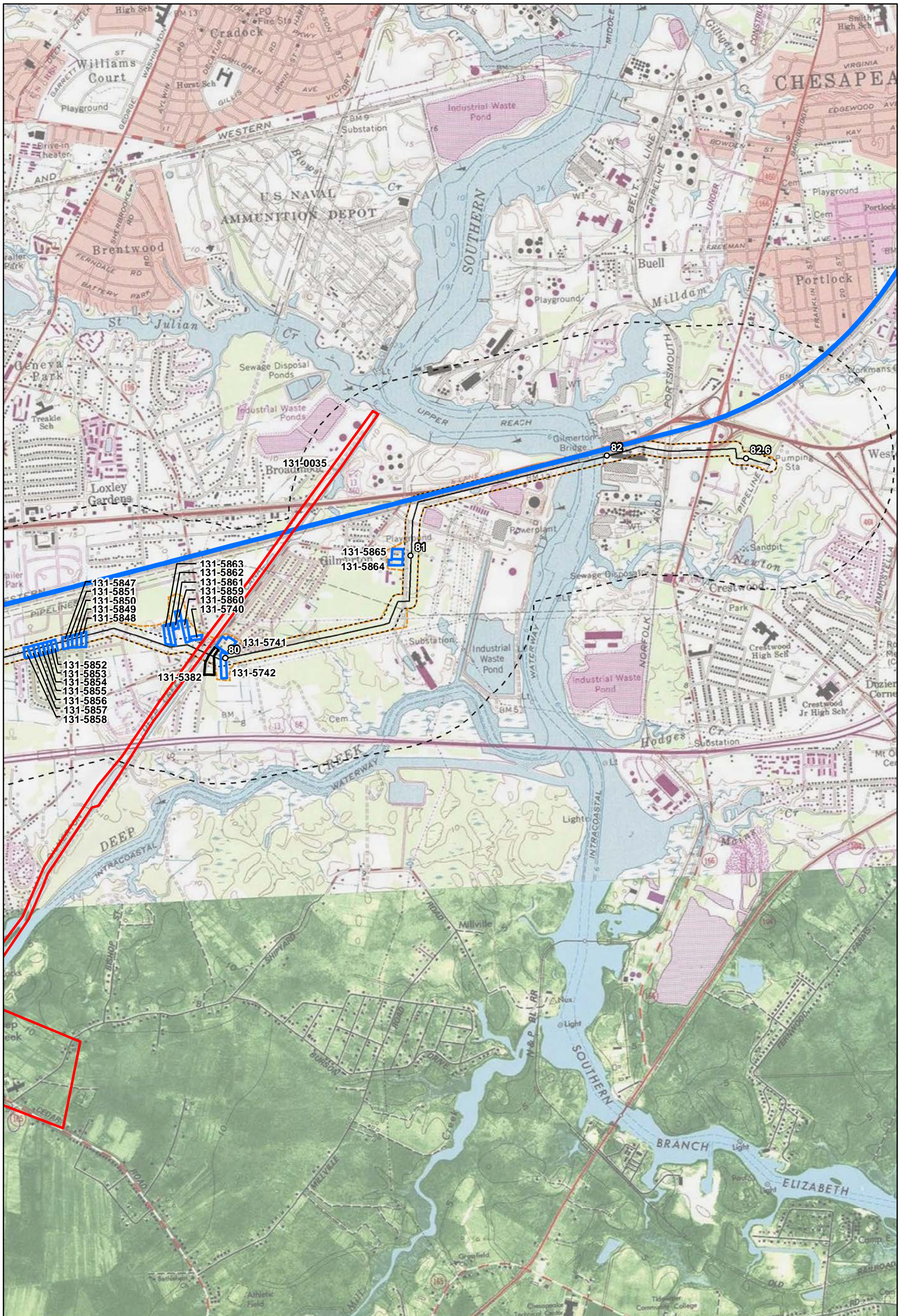
0 0.25 0.5 0.75 1 Miles
 0 0.25 0.5 0.75 1 Kilometers

— Corridor Centerline
 ○ Mileposts
 - - - 150 foot buffer
 — Access Roads
 - - - Visual APE
 ▨ M&R Stations
 ▨ Contractor Yards
 ▨ ABPP Core Areas
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 ▨ ABPP Study Areas

Resources Inside APE - NRHP Status:
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Resources Outside APE - NRHP Status:
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 ▨ Unassessed
 ▨ Ineligible
 ▨ Not Extant





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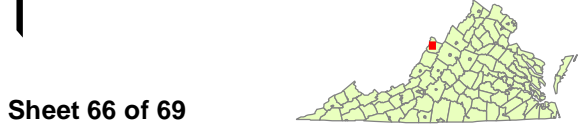
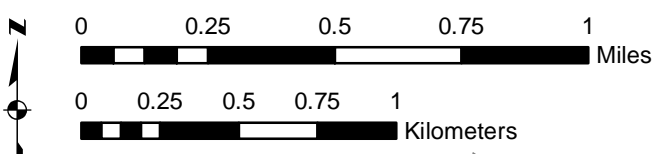
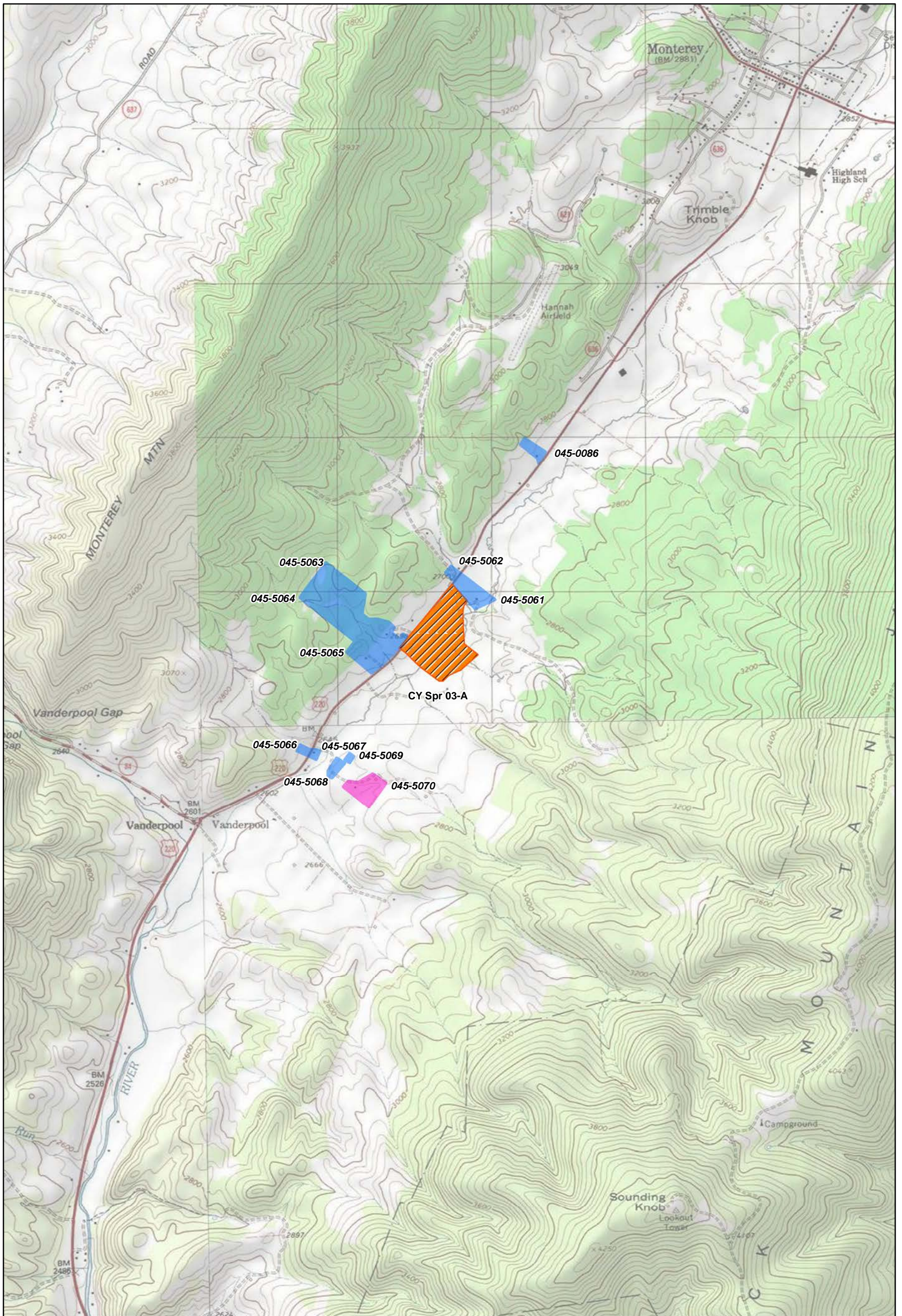
- Corridor Centerline
- Mileposts
- ⋯ 150 foot buffer
- Access Roads
- ⋯ Visual APE
- ▨ M&R Stations
- ▨ Contractor Yards
- ▨ ABPP Core Areas
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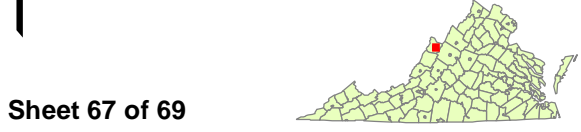
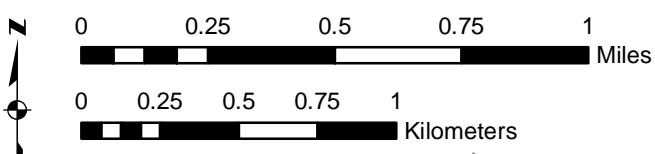
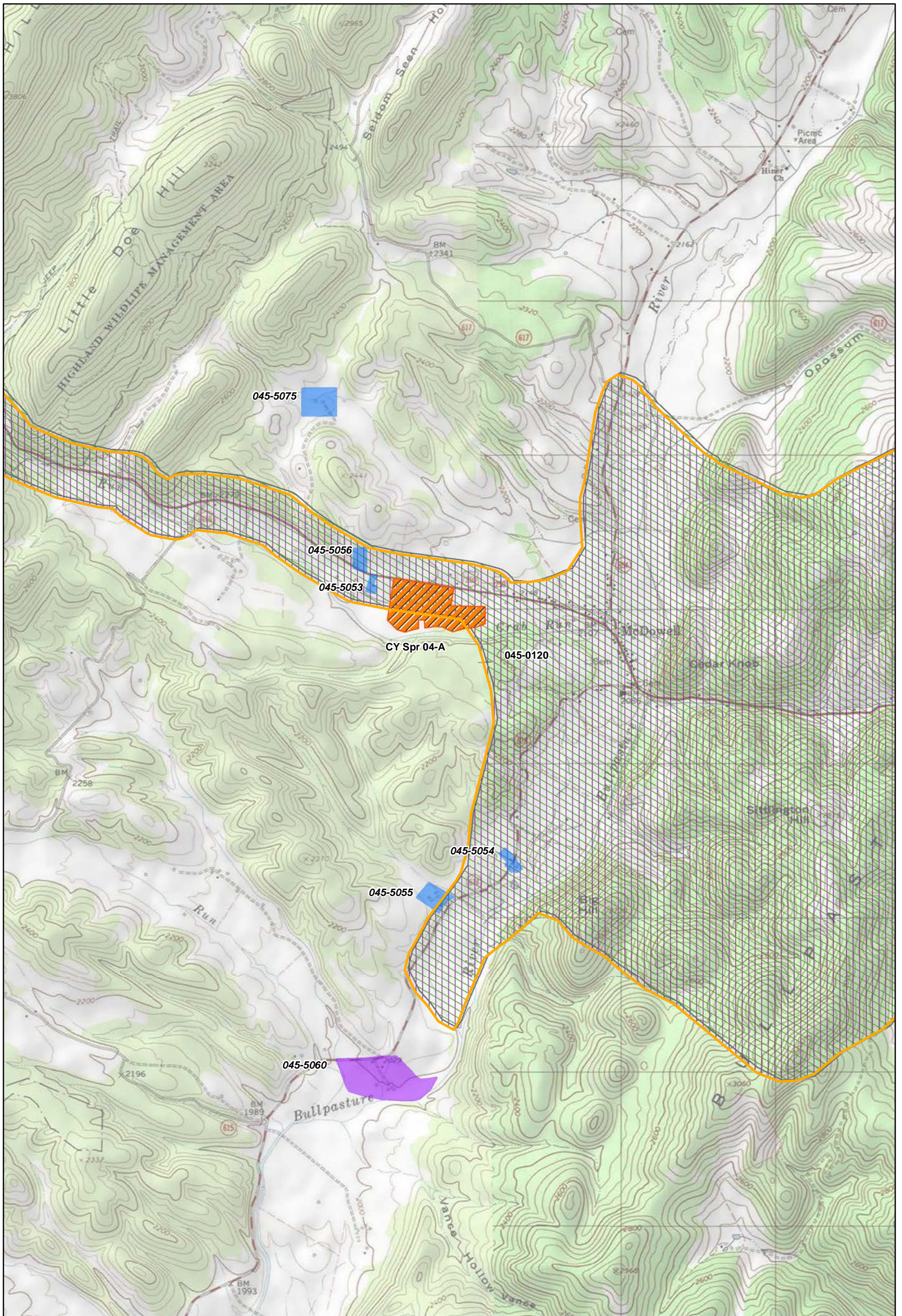
- Corridor Centerline
- Mileposts
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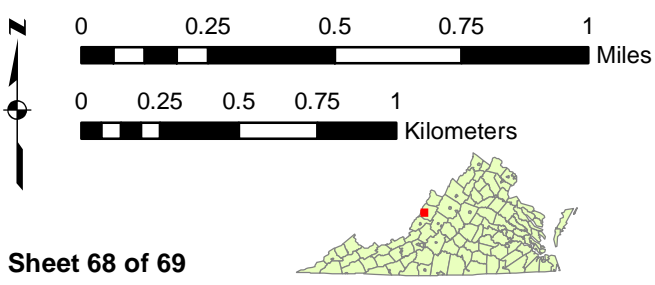
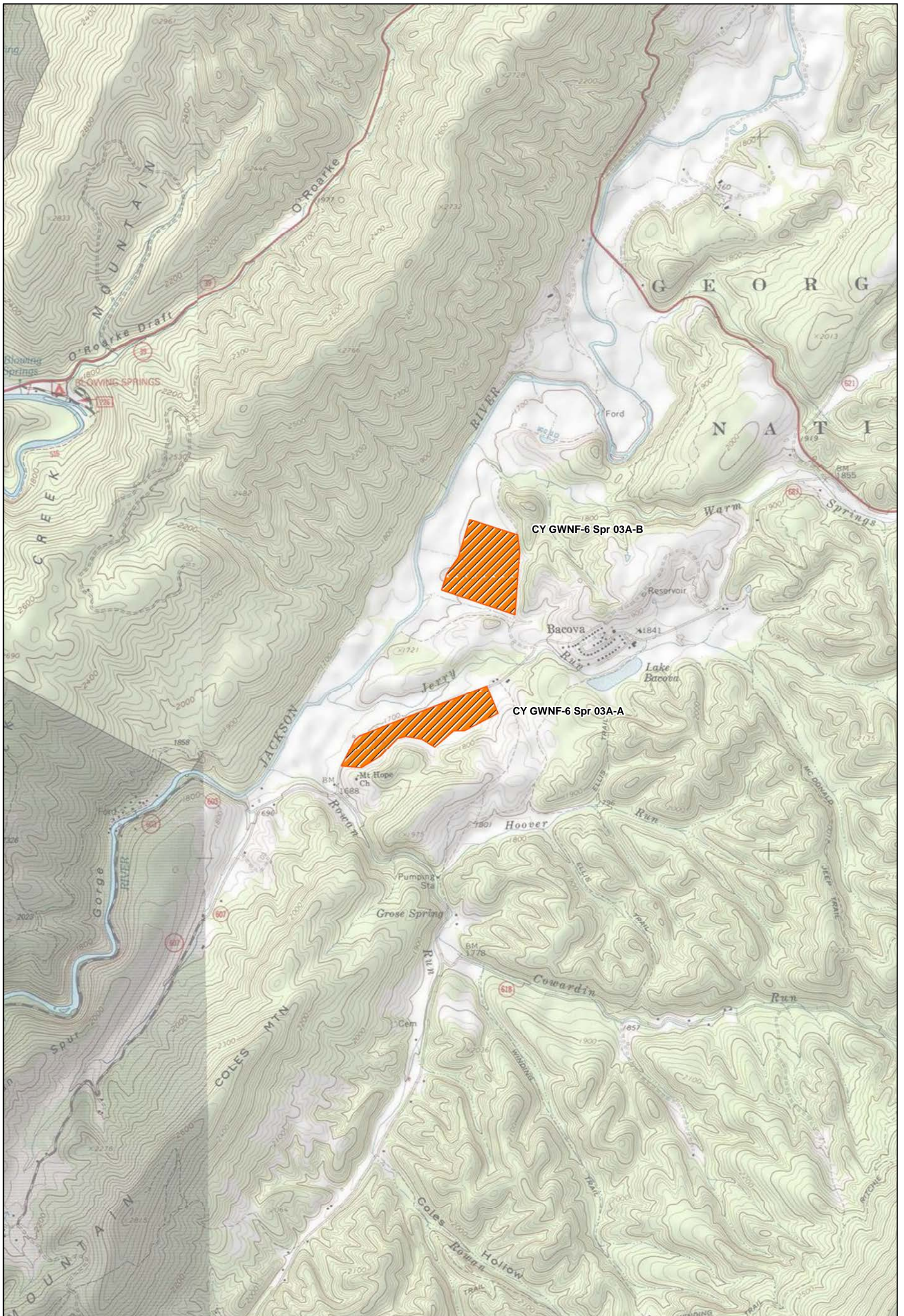
- Corridor Centerline
- Mileposts
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- Access Roads
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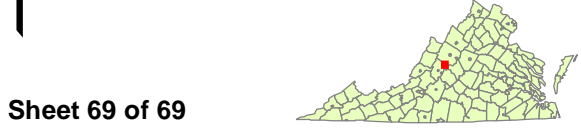
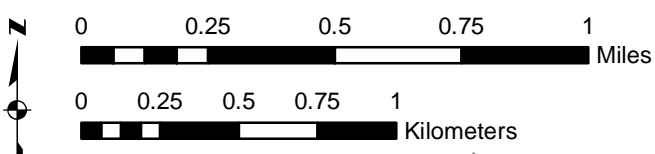
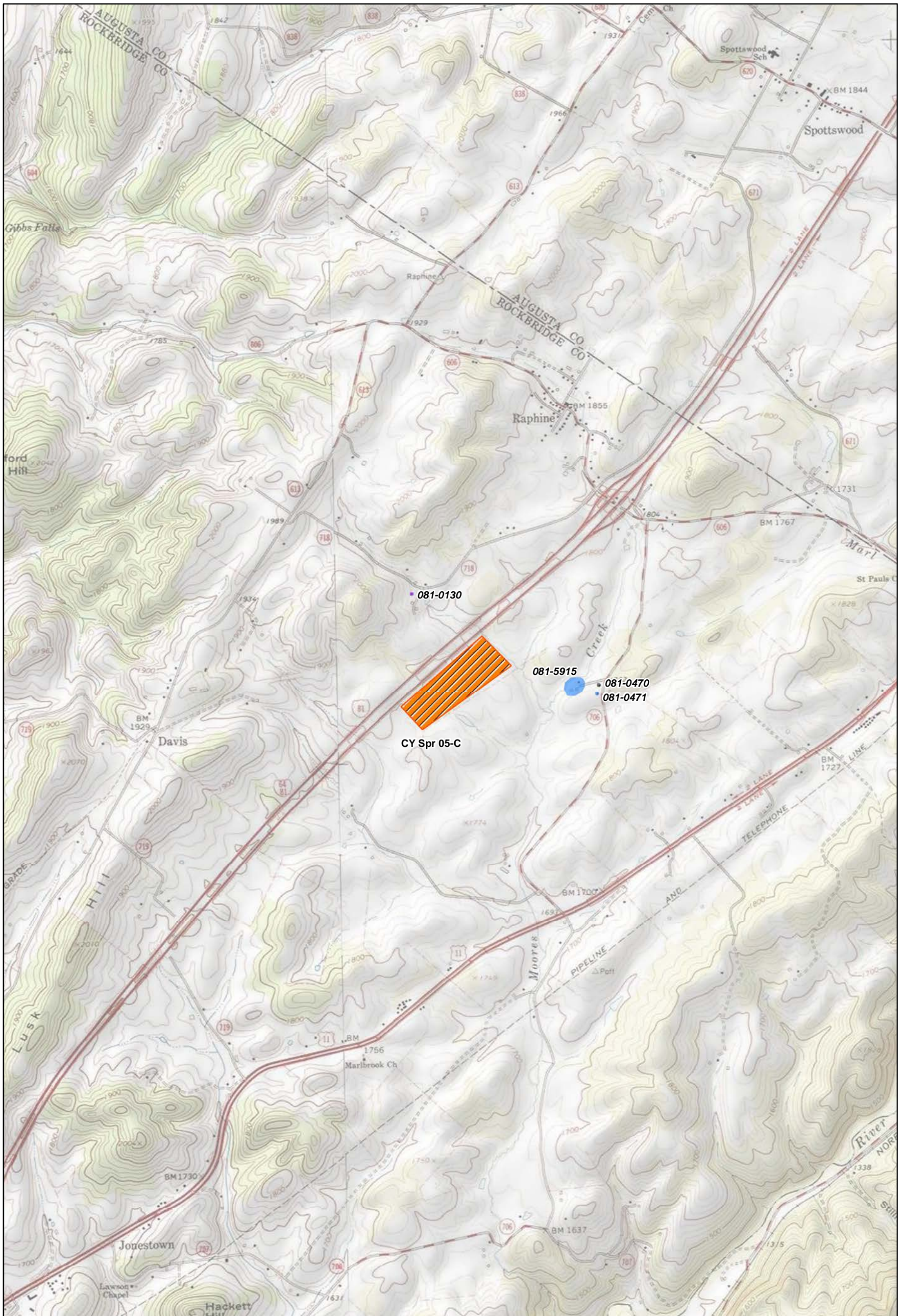
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- Mileposts
- ⋯ 150 foot buffer
- Access Roads
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