

APPENDIX E5

CONSULTING PARTY AND PUBLIC INVITATIONS, EMAILS, LETTERS, AND OTHER CORRESPONDENCE



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



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

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 13 2018

Chief Anne Richardson
Rappahannock Indian Tribe
5036 Indian Neck Road
Indian Neck, VA 23148

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Richardson,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Rappahannock Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Rappahannock Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



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

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 13 2018

Chief Stephen Adkins
Chickahominy Indian Tribe
8200 Lott Cary Road
Providence Forge, VA 23140

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Adkins,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Chickahominy Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Chickahominy Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,



Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



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

1200 New Jersey Ave. SE
Washington, DC 20590

FEB 13 2018

Chief Gene Pathfollower Adkins
Eastern Chickahominy Indian Tribe
2895 Mt. Pleasant Road
Providence Forge, VA 23140

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Adkins,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Eastern Chickahominy Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Eastern Chickahominy Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,



Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



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

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 13 2018

Chief Lee Lockamy
Nansemond Indian Tribe
1001 Pembroke Lane
Suffolk, VA 23434

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Lockamy,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Nansemond Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Nansemond Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



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

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 13 2018

Chief Dean Branham
Monacan Indian Tribe
104 Walnut Place
Lynchburg, VA 24502

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Branham,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Monacan Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Monacan Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



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

1200 New Jersey Ave. SE
Washington, DC 20590

FEB 13 2018

Chief W. Frank Adams
Upper Mattaponi Indian Tribe
PO Box 184
King William, VA 23086

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Adams,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

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In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Upper Mattaponi Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Upper Mattaponi Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 19, 2017

Chief Bob Gray
Pamunkey Indian Tribe
331 Pocket Road
Pamunkey Reservation
King William, VA 23086

RE: Invitation to Attend Section 106 Consulting Party Meetings
 Southeast High Speed Rail Corridor
 Tier II Environmental Impact Statement, Washington, DC to Richmond Segment

Dear Chief Gray,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing to conduct environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA project). The DC2RVA project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (MP CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County). A Draft Environmental Impact Statement (DEIS) was published in September 2017. A copy of this document along with additional information on the project in general may be found at the project website (www.DC2RVArail.com) .

As part of ensuring the project is compliant with Section 106 of the National Historic Preservation Act (Section 106), FRA invited the Pamunkey Tribe to be a consulting party in the Section 106 process. All technical reports produced to date were sent to you in April 2017, and the project team has distributed details associated with the Draft EIS to you via email. As noted above, the full Draft EIS is available on the project website, and we can also send you a digital copy upon request.

The project team is holding in-person meetings with the Section 106 consulting parties to discuss the DC2RVA project and answer any questions they may have on the EIS process. We invite you to participate in one or more of the following upcoming meetings:

October 20, 2017; 1:00pm Lloyd House
220 N Washington Street, Alexandria, VA 22314

October 24, 2017; 10:00am Parsons Transportation Group
100 M Street SE, Suite 1200, Washington, DC 20003

**October 27, 2017; 10:00am Fredericksburg City Hall/Second Floor
715 Princess Anne Street, 22401**

**October 30, 2017; 10:00am DC2RVA Office
801 East Main Street, Suite 1000, Richmond, VA 23219**

If you would prefer to meet in person with just FRA and DRPT, please respond accordingly and we will schedule a meeting. Please note that, if acceptable to you, such a meeting may also include representatives from the Catawba Tribe. Although the Catawba Tribe is not Federally recognized in Virginia, it has expressed a general interest in projects along the I-95 corridor and were invited to participate in this project as a consulting party.

If you have any questions regarding the meetings, the project, or the role of the Section 106 consulting parties, or if you'd like to request a meeting with just FRA and DRPT, please contact John Winkle, FRA Environmental Protection Specialist, at 202-493-6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is fluid and cursive, with a horizontal line extending from the end.

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy & Development

cc: John Winkle, FRA
Emily Stock, DRPT
John Morton, DC2RVA Project Team
Kerri Barile, Dovetail Cultural Resource Group



Kerri Barile <kbarile@dovetailcrg.com>

FW: southeast high speed rail

1 message

Winkle, John (FRA) <john.winkle@dot.gov>

Mon, Feb 26, 2018 at 10:52 AM

To: "Kerri Barile (kbarile@dovetailcrg.com)" <kbarile@dovetailcrg.com>

Cc: "Stock, Emily (DRPT) (Emily.Stock@drpt.virginia.gov)" <Emily.Stock@drpt.virginia.gov>

Hi Kerri –

See the message below from Frank Adams re: DC2RVA.

Thanks,

John

From: wfrankadams@verizon.net [mailto:wfrankadams@verizon.net]

Sent: Friday, February 23, 2018 1:19 PM

To: Winkle, John (FRA) <john.winkle@dot.gov>

Subject: southeast high speed rail

Hi, This is Frank Adams Chief of the Upper Mattaponi Tribe and we are interested in becoming a consulting party to coordinate the evaluation of historic properties effected by this project. Thanks



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

1200 New Jersey Ave, SE
Washington, DC 20590

October 19, 2017

Chief Donald Rogers
Catawba Indian Tribe
996 Avenue of the Nations
Rock Hill, SC 29730

RE: Invitation to Attend Section 106 Consulting Party Meetings
Southeast High Speed Rail Corridor
Tier II Environmental Impact Statement, Washington, DC to Richmond Segment

Dear Chief Rogers,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing to conduct environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA project). The DC2RVA project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (MP CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County). A Draft Environmental Impact Statement (DEIS) was published in September 2017. A copy of this document along with additional information on the project in general may be found at the project website (www.DC2RVArail.com).

As part of ensuring the project is compliant with Section 106 of the National Historic Preservation Act (Section 106), FRA invited the Catawba Tribe to be a consulting party in the Section 106 process. As noted above, the full Draft EIS is available on the project website, and we can also send you a digital copy upon request.

The project team is holding in-person meetings with the Section 106 consulting parties to discuss the DC2RVA project and answer any questions they may have on the EIS process. We invite you to participate in one or more of the following upcoming meetings:

October 20, 2017: 1:00pm Lloyd House
220 N Washington Street, Alexandria, VA 22314

October 24, 2017: 10:00am Parsons Transportation Group
100 M Street SE, Suite 1200, Washington, DC 20003

**October 27, 2017: 10:00am Fredericksburg City Hall/Second Floor
715 Princess Anne Street, 22401**

**October 30, 2017: 10:00am DC2RVA Office
801 East Main Street, Suite 1000, Richmond, VA 23219**

If you would prefer to meet in person with just FRA and DRPT, please respond accordingly and we will schedule a meeting. Please note that, if acceptable to you, such a meeting may also include representatives from the Pamunkey Tribe.

If you have any questions regarding the meetings, the project, or the role of the Section 106 consulting parties, or if you'd like to request a meeting with just FRA and DRPT, please contact John Winkle, FRA Environmental Protection Specialist, at 202-493-6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is fluid and cursive, with a horizontal line extending from the end.

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy & Development

CC: John Winkle, FRA
Emily Stock, DRPT
John Morton, DC2RVA Project Team
Kerri Barile, Dovetail Cultural Resource Group



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Project Consulting Parties Meeting Invitation Letter

1 message

Robert Gray <rgray58@hughes.net>

Thu, Oct 19, 2017 at 10:29 AM

To: "Winkle, John (FRA)" <john.winkle@dot.gov>

Cc: Kerri Barile <kbarile@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Thank you for the consultation invitation. At this point in time the Pamunkey Indian Tribe is not aware of any site of cultural or religious significance that would be affected by the project. We do ask to be notified in the event of inadvertent discovery.

Robert Gray

Chief / Tribal Administrator

Pamunkey Indian Tribe

Phone: (804) 572-1225

E-mail: rgray58@hughes.net

Mail Address

Pamunkey Indian Tribe

1054 Pocahontas Trail

King William, VA 23086

From: Winkle, John (FRA) [mailto:john.winkle@dot.gov]

Sent: Thursday, October 19, 2017 9:43 AM

To: rgray58@hughes.netCc: Kerri Barile (kbarile@dovetailcrg.com); DC2RVAdocumentcontrol (DC2RVAdocumentcontrol@hdrinc.com); Stock, Emily (DRPT) (Emily.Stock@drpt.virginia.gov)

Subject: DC2RVA Project Consulting Parties Meeting Invitation Letter

Chief Gray –

Attached is a copy of a letter from the Federal Railroad Administration inviting the Pamunkey Tribe to participate in a Section 106 Consulting Party meeting for the DC to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement. A hard copy will follow.

If you have any questions, please let me know. You can reach me at [202-493-6067](tel:202-493-6067) or John.Winkle@dot.gov.

Thank you,
John Winkle

Transportation Industry Analyst

Federal Railroad Administration



Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA

1 message

Lisa Bergstrom <lbergstrom@preservationvirginia.org>
To: kbarile@dovetailcrg.com

Thu, Jun 21, 2018 at 8:59 AM

Hi Kerrie,

We were just made aware of these meetings and would like to participate. Would it still be possible for us to be a consulting party?

Thank you!

Lisa Bergstrom

Lisa Bergstrom
Preservation Programs Manager

[PRESERVATION VIRGINIA](#)

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*Our mission is to make Virginia's communities and historic places of memory stronger, more vital
and economically sustainable through preservation, education and advocacy*



Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/DEIS, project update, and upcoming meetings

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Tue, Sep 19, 2017 at 9:10 AM

To: Paul Hawke <paul_hawke@nps.gov>, Kristen_mcmasters@nps.org, Eric Mink <eric_mink@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Paul Kenney <paul_kenney@nps.gov>, Robert Gray <rgray58@hughes.net>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebecca Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, Robert Campbell <bob_campbell@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov> Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, "ecalhour@dovetailcrg.com" <ecalhour@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "O'Reilly, Megan" <Megan.OReilly@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Hello consulting parties!

The DC2RVA team wanted to send you a quick update on a few items: the project DEIS, additional technical studies, and upcoming meetings.

As some of you have heard, the Draft Environmental Impact Statement (DEIS) for the DC to Richmond segment of the Southeast High Speed Rail project was released on September 8, 2017. This document includes a summary of technical studies to date along the project corridor as well as project purpose and need and recommendation on a preferred alternative. The document is over 900 pages long with thousands of pages of appended technical studies, project correspondence, and more- just a little light reading! We wanted to make you all aware that this document has been published if you are interested in taking a look. The draft EIS can be found here: <http://dc2rvavirail.com/draft/>

We also wanted to touch base to give you a brief summary of the cultural resource studies associated with the project. As you know, Phase I (identification)-level studies have been ongoing for the past two years. Copies of these reports and associated documents were sent to you earlier this year. Dovetail and the rest of the DC2RVA team are continuing to complete Phase I studies on areas that were recently added to the project area based on the selection of a preferred alternative (areas such as road improvements, etc). This work will be ongoing for the next three to six months. In addition, the team is completing Phase II (evaluation)-level studies on numerous above-ground resources to determine their National Register of Historic Places eligibility. This includes archival research, additional fieldwork, and producing more reports. As with the original suite of Phase I reports, all documents resulting from this new set of work will be sent to you all for review and comment as they are completed. All work is also being coordinated with the DHR and other cooperating agencies.

In addition to more technical studies, the DC2RVA team will also be reaching out to you all (if we have not already) to set up a meeting to go over the project in general, talk about the cultural resource studies, and discuss any concerns you may have. Emails and phone calls will be coming your way in the next few days to begin to set these meetings up.

In the meantime, if you have any questions on the DEIS or the ongoing technical studies, please let us know. We're happy to help!

Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA | President

Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137

kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Ashland and Hanover Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Oct 4, 2017 at 12:17 PM

To: Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hedgesgraphicdesign.com>, ashlandmuseum@comcast.net, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello Ashland/Hanover folks!

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We wanted to see if by chance you all are free at 1pm on October 11th? That is the date of our public hearing in Ashland so we thought maybe we can provide additional details prior to that event and then we would be in Ashland for the hearing that evening. Nora has graciously agreed to let us meet in Ashland Town Hall.

Additional details will be shared once we set a date.

Thank you!
Kerri

--

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kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Update Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Oct 4, 2017 at 12:08 PM

To: Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, Paul Hawke <paul_hawke@nps.gov>, "McMasters, Kristen" <kristen_mcmasters@nps.gov>, Kristen_mcmasters@nps.org
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Morton, John" <John.Morton@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello ABPP and Civil War Trust folks!

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you both in DC at the Parsons office (100 M Street SE) so we can show images, maps, etc, as needed. Would you be free to meet with us at 10:00 am on one of the following dates:

October 23
October 24
October 25

Additional details will be shared once we set a date.

Thank you!
Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Northern Virginia Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Oct 4, 2017 at 12:13 PM

To: Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebecca Ballo <Rballo@arlingtonva.us>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello Rob, Sharee, Eleanor, and Rebecca,

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you at the Lloyd House at 220 N Washington St, Alexandria, VA 22314 (thanks Alexandria Archaeology!). Would you be free to meet with us on one of the following dates:

October 19 at 10:00am

October 20 at 10:00am or 1pm

Additional details will be shared once we set a date.

Thank you!

Kerri

--

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Prince William to Caroline Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Oct 4, 2017 at 12:23 PM

To: "Patton, Justin S." <jspatton@pwcgov.org>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Executive Director <bencvbt@verizon.net>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "G. Scott Walker" <gscottwalker@gmail.com>, Michael Finchum <mfinchum@co.caroline.va.us>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello!

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you at Fredericksburg City Hall in downtown Fredericksburg (thanks Erik!). Would you be free to meet with us on one of the following dates:

October 12 at 10:00am or 1:00pm

October 13 at 10:00am or 1:00pm

Additional details will be shared once we set a date.

Thank you!

Kerri

--

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Richmond Area Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Oct 4, 2017 at 12:26 PM

To: "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Danielle Worthing <DWorthing@historicrichmond.com>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello Richmond area folks,

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you at the DC2RVA project office on Main Street in Richmond so we can show images, maps, etc, as needed. Would you be free to meet with us on one of the following dates:

October 30 at 10am or 1pm

October 31 at 10am or 1pm

Additional details will be shared once we set a date.

Thank you!

--

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Kerri Barile <kbarile@dovetailcrg.com>

Public Hearings/DC2RVA project

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Mon, Oct 9, 2017 at 10:46 AM

To: Paul Hawke <paul_hawke@nps.gov>, Kristen mcmasters@nps.org, Eric Mink <eric_mink@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Paul Kenney <paul_kenney@nps.gov>, Robert Gray <rgray58@hughes.net>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebecca Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, Robert Campbell <bob_campbell@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historichrichmond.com, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov> Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, "ecalhour@dovetailcrg.com" <ecalhour@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "O'Reilly, Megan" <Megan.O'Reilly@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Hi all,

In addition to setting up individual consulting party meetings, I wanted to make sure you are all aware of the upcoming public hearings for the DC2RVA project. There are two this week and three next week. See this link for additional details: <http://dc2rvavairail.com/index.phpcid162/>

If you need any additional details, just let me know.

Thanks!

Kerri and team

On Tue, Sep 19, 2017 at 9:10 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello consulting parties!

The DC2RVA team wanted to send you a quick update on a few items: the project DEIS, additional technical studies, and upcoming meetings.

As some of you have heard, the Draft Environmental Impact Statement (DEIS) for the DC to Richmond segment of the Southeast High Speed Rail project was released on September 8, 2017. This document includes a summary of technical studies to date along the project corridor as well as project purpose and need and recommendation on a preferred alternative. The document is over 900 pages long with thousands of pages of appended technical studies, project correspondence, and more- just a little light reading! We wanted to make you all aware that this document has been published if you are interested in taking a look. The draft EIS can be found here: <http://dc2rvavairail.com/draft/>

We also wanted to touch base to give you a brief summary of the cultural resource studies associated with the project. As you know, Phase I (identification)-level studies have been ongoing for the past two years. Copies of these reports and associated documents were sent to you earlier this year. Dovetail and the rest of the DC2RVA team are continuing to complete Phase I studies on areas that were recently added to the project area based on the selection of a preferred alternative (areas such as road improvements, etc). This work will be ongoing for the next three to six months. In addition, the team is completing Phase II (evaluation)-level studies on numerous above-ground resources to determine their National Register of Historic Places eligibility. This includes archival research, additional fieldwork, and producing more reports. As with the original suite of Phase I reports, all documents resulting from this new set of work will be sent to you all for review and comment as they are completed. All work is also being coordinated with the DHR and other cooperating agencies.

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In the meantime, if you have any questions on the DEIS or the ongoing technical studies, please let us know. We're happy to help!

Best,

Kerri

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Kerri S. Barile, Ph.D., RPA | President

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11/16/2018

Dovetail Cultural Resource Group Mail - Public Hearings/DC2RVA project

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Kerri Barile <kbarile@dovetailcrg.com>

Update/DC2RVA Rail Cultural Resource Studies

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Fri, Feb 2, 2018 at 7:38 AM

To: Paul Hawke <paul_hawke@nps.gov>, Kristen_mcmasters@nps.org, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Ruth, David" <dave_ruth@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebecca Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net> Cc: "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, Heather Staton <hstaton@dovetailcrg.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>

Hello Consulting Parties,

Hope 2018 is treating you well so far!

We wanted to provide everyone with a brief update on the DC2RVA project and cultural resource studies. As you know, technical studies associated with the project commenced in 2015. The results of the first round of work were coordinated with the Virginia Department of Historic Resources (DHR) and culled together in the project Draft Environmental Impact Statement (DEIS), along with all comments that you all had submitted on the project. A link to this document was disseminated in the fall of 2017.

Since that time, the project team has continued to refine the engineering, thus reducing the limits of disturbance in many areas and slightly changing them in others. Cultural resource studies associated with these areas will commence next week. This includes additional archaeological Phase I survey, additional architectural reconnaissance survey, and intensive-level architectural survey. We anticipate that approximately five reports will come out of this work (one archaeological report, one reconnaissance architectural report, and three intensive-level architectural reports). Copies of these documents will be sent to you for your comments upon completion. It is our goal to have them to you by the end of May 2018.

All of these technical studies will be sent to the DHR for formal review of resource eligibility. Once this has been determined, coordination of project effect will commence. This step will occur this summer, likely in July. Information regarding effect recommendations will be sent to you all as it is available, and a second round of in-person consulting party meetings will be set to solicit your feedback on this second round of studies and ongoing coordination.

Concurrent with these cultural resource-specific tasks, the larger project team is continuing to coordinate with cooperating agencies and author the Final Environmental Impact Statement (FEIS). This document will be done this fall. As with the DEIS, information on the FEIS will be sent to you as it is available.

We will be in touch with more information as reports are completed and information is ready for dissemination. In the meantime, as always, if you have any questions, just ask! Cultural resource inquiries can be sent to me, and Emily Stock with the DRPT can answer the larger project queries. My contact info is below, and Emily can be reached at Emily.Stock@drpt.virginia.gov / 804-786-1052.

Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - [540.899.9170](tel:540.899.9170) | Cell- [540.623.5106](tel:540.623.5106) | Fax- [540.899.9137](tel:540.899.9137)
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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/project update and upcoming meetings

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Tue, May 8, 2018 at 5:25 PM

To: Sarah Stokely <sstokely@achp.gov>, Paul Hawke <paul_hawke@nps.gov>, kristen_mcmasters@nps.org, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Ruth, David" <dave_ruth@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwccgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, uppermattaponipowwow@gmail.com, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com

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Hello DC2RVA rail consulting parties,

I hope you are having a great spring! Lots going on over the past few months with the DC2RVA project, so I wanted to provide an update.

- We commenced technical studies on areas in the limits of disturbance and associated area of potential effect that had not been previously investigated in January. Since then, we have done additional archaeological Phase I survey, architectural Phase I/identification-level survey, and intensive architectural documentation. The work resulted in the recordation of an additional 350+ architectural properties and over a dozen archaeological sites at the Phase I level and studies on 52 architectural properties at the Phase II/intensive level to determine NRHP eligibility. These studies have been summarized in five technical reports.

- All five reports have been (or will shortly be) submitted to the DHR for their review. As soon as the last report is finalized, which should be next week, I will get copies of all five reports to you for your files/review. An email on the transfer method will arrive next week with more information.

- These studies, combined with the work done over the past three years, have been culled together to create a list of "historic properties" (resources that are eligible for, assumed eligible for, or listed on the NRHP). We are finalizing this list, and I will send that your way once it is done and the DHR has concurred.

- This list of historic properties will be used to evaluate project effect. This will start in mid-June. MOA production will be underway once effect is determined.

- As I mentioned this winter, we'd like to have a series of meetings to discuss all of this, including the remaining technical studies, resource eligibility, project effect, and MOA stipulations. You are invited to attend any of these meetings in person or via telephone (dial-in information will be sent as the meetings get closer):

Thursday June 21, 1:00pm-3:00pm= Richmond area. DC2RVA project office. 801 E. Main Street Suite 1000, Richmond.

5/8/2018

Dovetail Cultural Resource Group Mail - DC2RVA/project update and upcoming meetings

Tuesday June 26, 10:00am-12:00pm= Fredericksburg area. Dovetail office. 11905 Bowman Drive, Suite 502. Fredericksburg (note: Dovetail just moved a few weeks ago so use this new address!)

Thursday June 28, 10:00am-12:00pm= DC area. Parsons office. 100 M Street SE, Suite 1200, Washington, DC

Additional information will be arriving as the meetings get closer, but pencil a meeting in for now if you are interested and free. Let me know if I can answer any questions in the meantime.

Thanks so much!
Kerri

--

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DC2RVA/2018 Cultural Resource Technical Reports

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, May 17, 2018 at 9:59 AM

To: Sarah Stokely <sstokely@achp.gov>, Paul Hawke <paul_hawke@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebecca Ballo <rball@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, Reggie Tupponce <uppermattaponipowwow@gmail.com>, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, "McMasters, Kristen" <kristen_mcmasters@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>
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Hello Consulting Parties!

The five 2018 DC2RVA technical reports are ready for your download. They can be found here: <https://www.dropbox.com/sh/ml2a80op238ock1/AADkvZL8ggJN9-485pl0uYIXa?dl=0>

A couple of notes:

- Per regulations set forth in the Archaeological Resources Protection Act (ARPA), the archaeological report cannot be disseminated to anyone who is not a consulting party as this report contains site data that is not for public distribution. If you know of someone who is not a consulting party and has questions on archaeological sites, please feel free to pass on my name and contact info and I'm happy to help!

- These five reports include information that was not included in the previous 17 reports that you reviewed last year. This includes areas that were not part of the limits of disturbance at that time, areas associated with the preferred alternative, and intensive-level architectural studies on some of the resources along the alignment to render National Register determinations where needed. If you have any questions on why a resource was/was not included, just ask.

- Please have your comments to me by July 2, 2018. We are extending this deadline past 30 days so that you can attend one of the consulting party meetings and ask any questions you may have, if you have not asked them in advance via telephone or email. You are more than welcome to submit comments any time before July 2, but we would like to present a cut-off date to help things along.

- Lastly, I've heard from one group that they cannot access Dropbox. I can definitely accommodate any others who may need the documents transferred in another way.

I am absolutely available to talk any time about these reports or the cultural resource process in general. Email or call me (kbarile@dovetailcrg.com/540-899-9170). Have questions about the project? Emily Stock is your gal! She is cc'd here.

Thanks and happy reading!
Kerri and the DC2RVA team

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DC2RVA/Reminder of Consulting Party Meetings

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Jun 13, 2018 at 5:55 PM

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Hello DC2RVA Consulting Parties!

A reminder that the three consulting party meetings are coming up soon; our meeting in Richmond is next week and meetings in Fredericksburg and DC are the following week. Details on the dates, times, and locations of all three meetings are at the bottom of this email. Agendas for all three meetings are attached.

For those who cannot attend in person, we have set up a call-in number and a web link should we need to show some maps:

https://meet66663673.adobeconnect.com/dc2rva_section_106_consulting_party/

Call-In Number: 866-583-7984

Conference Code: 9894625

Please let me know if you will be attending, and, if so, which meeting and if you will be there in person or by phone.

One note: We are having a meeting on historic properties and effect with the DHR on Tuesday, June 19th. As such, I will be sending you their determinations later that evening for you to peruse prior to the consulting party meetings. Just a heads up that the data will be heading your way.

If you have any questions, just let me know.

Looking forward to seeing you!

Kerri

MEETING DETAILS

Thursday June 21, 1:00pm-3:00pm= Richmond area. DC2RVA project office. 801 E. Main Street Suite 1000, Richmond.

Tuesday June 26, 10:00am-12:00pm= Fredericksburg area. Dovetail office. 11905 Bowman Drive, Suite 502. Fredericksburg (note: Dovetail just moved recently so use this new address!)

Thursday June 28, 10:00am-12:00pm= DC area. Parsons office. 100 M Street SE, Suite 1200, Washington, DC

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3 attachments

DC2RVARail_Richmond Area CP Mtg Agenda_6.21.18.pdf
291K

DC2RVARail_Fburg Area CP Mtg Agenda_6.26.18.pdf
291K

DC2RVARail_DC Area CP Mtg Agenda_6.28.18.pdf
290K



Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Project/Project Effect on Historic Properties and Meeting Reminder!!

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Wed, Jun 20, 2018 at 5:32 PM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebecca Ballo <rball@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwccgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvtb.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mccoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Cynthia Liccese-Torres <Liccese@arlingtonva.us>
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Hello all,

First, don't forget to let me know if you will be attending one of the **upcoming consulting party meetings**. The first one is tomorrow in Richmond, followed by meetings in Fredericksburg and DC. Details on times and locations are below. I've heard from very few of you, so I want to make sure you can attend in person or via phone if you have the opportunity.

Second, yesterday, the DRPT and project team met with the Virginia Department of Historic Resources to provide a project update and go over the list of historic properties. As a reminder, a "historic property" in the Section 106 world is any resource that is eligible for or listed in the National Register of Historic Places. After four years of cultural resource studies, the final list of historic properties for the DC2RVA project corridor contains 118 resources.

Using this list, the DHR provided their determinations on project effect (if the project would diminish the characteristics that render these 118 resources eligible for the NRHP). The three categories of determination were no effect, no adverse effect, and adverse effect. In sum, it was determined that the project would have no effect on 30 resources, no adverse effect on 65 resources, and an adverse effect on 23 resources (nine archaeological sites and 14 above-ground resources).

Please take a look at the attached **project effect letter and table** that were sent to the DHR to confirm their determinations. We are soliciting your feedback on this list and the effect determinations as rendered. Please have your comments to me by **July 20th (30 days)**. We can talk more about effects and historic properties at our upcoming meetings. I'm also always free for email or telephone exchanges with any of you!

Thank you so much and again, let me know if you will be coming to one of the three upcoming meetings. Hoping to see you!

Best,
Kerri

MEETING DETAILS

Thursday June 21, 1:00pm-3:00pm= Richmond area. DC2RVA project office. 801 E. Main Street Suite 1000, Richmond.

Tuesday June 26, 10:00am-12:00pm= Fredericksburg area. Dovetail office. 11905 Bowman Drive, Suite 502. Fredericksburg (note: Dovetail just moved recently so use this new address!)

Thursday June 28, 10:00am-12:00pm= DC area. Parsons office. 100 M Street SE, Suite 1200, Washington, DC

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DC2RVARail_ProjectEffect_Final.pdf

2668K

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	


N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, woodframed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkletown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	








N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resource is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	


N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	
92	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
93	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
94	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
95	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
96	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
97	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
98	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
99	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	
101	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
102	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
103	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
104	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
105	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
106	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	
107	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	
108	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
110	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
111	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
112	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
113	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
114	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
115	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
116	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
117	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	



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DC2RVA/update on historic properties

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Mon, Jul 9, 2018 at 1:31 PM

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Hey all!

Thank you so very much to everyone who participated in our consulting party meetings over the past few weeks for the DC2RVA rail project. We are extraordinarily thankful for your continued feedback. I wanted to pass around a few things that have occurred since our meeting.

- FRA, DRPT, and the team held a call with the DHR on Monday, July 2 to provide them with an update of the consulting party meetings and to address several key items that came up. I've shared the info with the pertinent parties but in sum, a more robust dialogue was held on why this project and the Long Bridge rail project to the north are separate undertakings; Masons' Hall in Richmond has been added to the list of historic properties; and Devil's Half Acre/Lumpkins Jail and the Burial Ground in Shockoe have not been added to the list as individual resources but are being mitigated through adverse effects in the 106 process to the surrounding Shockoe Valley and Tobacco Row Historic District.

- Given this dialogue, the list of historic properties has expanded by one to include Masons' Hall. See the revised attached list.

- Also attached is the MOA for the Virginia segment of the Richmond to Raleigh (R2R) SEHSR project. I wanted to provide this to you so you can see some of the mitigations that were proposed for adverse effects on the sister project to the south. This may help you in thinking about mitigation strategies for the adverse effects from this project. Note, though, that the current project corridor and the R2R corridor overlap between Richmond and Centralia but project plans have slightly changed. Use the effect determinations for DC2RVA rather than R2R in these cases, such as the Williams Bridge Company.

- As a reminder, comments on the technical reports, list of historic properties and project effect are due by **July 20th**.

Again, we are so deeply appreciative of your feedback on this project and look forward to our next set of calls to chat mitigation.

Thanks!

Kerri and team

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2 attachments

List of DC2RVA HPs & Effect_final revised.pdf
709K

SEHSR R2R VA MOA Final Signed_compressed.pdf
6571K


N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resource is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	



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73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
92	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	
93	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
94	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
95	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
96	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
97	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
98	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
99	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	

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100	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
101	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars.	Eligible under Criteria A, C, and D	No Adverse	
102	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
103	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
104	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
105	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
106	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
107	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	
108	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
110	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
111	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
112	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
113	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
114	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
115	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
116	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
117	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	

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118	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
119	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	



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DC2RVA/Reminder! Consulting Party comments due tomorrow

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Jul 19, 2018 at 2:41 PM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebecca Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichrichmond.com>, Cyane Crump <ccrump@historichrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hello Consulting Parties!

Just a quick reminder that comments on the five 2018 technical reports, list of historic properties, and project effect are due tomorrow, July 20, 2018, by COB eastern time. I've already received comments from several of you but I know that others are planning on submitting materials. Emailed replies are just fine. Once I receive everyone's feedback, it will be disseminated to the FRA, DRPT, DHR, and project team.

Also, I'll be initiating conversations on mitigation of the 23 resources that have received an adverse effect determination in the next few weeks so there absolutely will be more opportunities to comment!

Thanks so much,
Kerri

Kerri S. Barile, Ph.D., RPA | President

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DC2RVA/August 2018 Consulting Party Update

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Aug 23, 2018 at 4:32 PM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Liccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwccgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichrichmond.com>, Cyane Crump <ccrump@historichrichmond.com>, Jessica Russo <jrusso@historichrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
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Hello all,

Hope you are having a good summer!

First, we want to extend our deepest appreciation to everyone who submitted comments on the five 2018 technical reports, list of historic properties, and project effect. We have spent the past month pouring over them to assure that your comments are understood and we are processing data associated with your materials. Individual replies, as appropriate, will be arriving soon.

Second, as discussed during our meetings in June, the next step will be to hold calls/meetings regarding mitigation to adversely effected resources and continue our discussion as warranted on historic properties and effects based on your feedback. As of now, we would like to have three calls/meetings: one to discuss resources in Northern Virginia and Fredericksburg, one to discuss resources in Central Virginia and Ashland, and one to discuss resources in Richmond. You are welcome to listen to/attend any or all of these meetings. Our goal is to hold them in the latter half of September. Additional information on time and date will be coming shortly.

Thanks again for your participation!

Kerri

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DC2RVA/Upcoming consulting party meetings on project effect and mitigation

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Fri, Sep 21, 2018 at 4:06 PM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Liccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwccgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichmond.com>, Cyane Crump <ccrump@historichmond.com>, Jessica Russo <jrusso@historichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, ekostelny@preservationvirginia.org, jsarafin@preservationvirginia.org, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
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Hello ConsulÃng ParÃes,

Thank you for your con. nued input on the DC2RVA rail project. As we men oned a few weeks ago, we have set three consul ng party mee ngs in October to con nue our dialogue on cultural resources along the project corridor. These mee ngs will include a general project update, discussion on historic proper es and project effects, and dialogues on ways that any adverse effects can be mi gated. The focus of each mee ng will be the general region where the mee ng is held but all historic proper es within the corridor are open for discussion.

October 4, 1:30pm-3:00pm= In-person mee ng at Dovetail Cultural Resource Group in Fredericksburg (11905 Bowman Drive, Suite 502). A call-in number will also be available for those who cannot a end and distributed prior to the mee ng.

October 5, 10:00am-11:30am= In-person mee ng at Parsons in Washington, DC (100 M Street SE, Suite 1200). A call-in number will also be available for those who cannot a end and distributed prior to the mee ng.

October 12, 10:00am-12:00pm= On-site mee ng at Main Street Sta on in Shockoe Bo om, Richmond (1500 E. Main Street). Gather in the lobby. Since this is an on-site mee ng and tour, no call-in number will be established. Note that addi onal groups outside of the formal consul ng party roster have been invited to this mee ng to assure par cipat on from all vested par es.

We hope you are able to join us for one or more of these mee ngs. Please let me know if you can a end. If you are unable to par cipate, we also encourage wri en comments, which can be sent to me via email or standard mail at the Dovetail office. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project ques ons as well.

Hope to see you soon!

Kerri

--

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA rail meeting on Shockoe Bottom

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Fri, Sep 21, 2018 at 4:10 PM

To: thecitybar@yahoo.com, BWhite@mainstreetrva.com, DelMcQuinn@house.virginia.gov, Jeannie.welliver@richmondgov.com, "Douglas C. - ECD Dunlap" <Douglas.Dunlap@richmondgov.com>, Susan.Kennedy@richmondgov.com, Sherri.Tinsley@richmondgov.com, Saporah.Carter@rmtaonline.org, story1@efsinc.org, ourrosewood@gmail.com, ajohnson@blackhistorymuseum.org, free@untoldrva.com, justinreid@virginia.edu, tpollard@selcva.org
 Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, Sarah Stokely <sstokely@achp.gov>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Homer, Pierce" <PHomer@moffattnichol.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Greetings all,

As an introduction, my name is Kerri Barile and I am the cultural resource lead for the Washington, DC to Richmond, Virginia (DC2RVA) rail project. The Virginia Department of Rail and Public Transportation (DRPT), the Federal Railroad Administration (FRA), and the project consultant team have been working on various studies associated with the rail expansion project since 2014. Cultural resource work has included archaeological and architectural reconnaissance studies and in-depth research to examine all facets of prehistory and history within the project impact area. All studies have been coordinated with the Virginia Department of Historic Resources, the Advisory Council on Historic Preservation, and more than 30 consulting groups and agencies who have a vested interest in this corridor.

As many of you know, studies in Richmond have focused on the potential use of Main Street Station as part of the expanded service. Shockoe Bottom has notable cultural significance for many reasons, including its association with the slave trade and the African-American experience in this area. Although discussions on this area have been ongoing since the project began, we would like to expand the dialogue through an on-site meeting to inform interested parties on current project plans and the status of cultural resource studies to date, and to garner feedback on aspects of this area that are most important to the community. Your organization has been identified as a potential participant in this meeting, and we would like to invite you or another representative of your organization to attend. The meeting will be held on Friday, October 12 from 10:00am–12:00pm at Main Street Station (meet in the lobby at 1500 E. Main Street, Richmond). The agenda will include updates from the project team as well as a tour of proposed modifications to the rail system in this area.

Please let me know if you can attend. If you are unable to participate, we also encourage written comments, which can be sent to me via this email address or through standard mail at the address listed below. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project questions as well.

We hope you are able to join us!
 Kerri

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA rail meeting on Shockoe Bottom

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Fri, Sep 21, 2018 at 5:09 PM

To: lthompsonvasa@yahoo.com, rmhpreach@aol.com, soutsey@vcu.edu, martyj957@gmail.com, La_Toute@verizon.net, joseph.s.h.rogers@outlook.com, nmtturner@vcu.edu
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Greetings all,

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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Mon, Oct 1, 2018 at 10:36 AM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Liccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwccgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgegraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, ekostelny@preservationvirginia.org, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
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Good morning everyone,

A reminder to RSVP if you can attend one of the upcoming consulting party meetings in person or via telephone. See email below for more info. Fredericksburg is this Thursday, October 4th, and DC is this Friday, October 5th. Both of these will have both in-person and call-in options.

Call In: 866-583-7984
Conference Code: 9894625

Richmond will be next Friday, October 12th. Because this is a tour-based meeting, there is no call-in number.

If you have any questions, just let me know.
Thanks!
Kerri

On Fri, Sep 21, 2018 at 4:06 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Consul ng Par es,

Thank you for your con nued input on the DC2RVA rail project. As we men oned a few weeks ago, we have set three consul ng party mee ngs in October to con nue our dialogue on cultural resources along the project corridor. These mee ngs will include a general project update, discussion on historic proper es and project effects, and dialogues on ways that any adverse effects can be mi gated. The focus of each mee ng will be the general region where the mee ng is held but all historic proper es within the corridor are open for discussion.

October 4, 1:30pm-3:00pm= In-person mee ng at Dovetail Cultural Resource Group in Fredericksburg (11905 Bowman Drive, Suite 502). A call-in number will also be available for those who cannot a end and distributed prior to the mee ng.

October 5, 10:00am-11:30am= In-person mee ng at Parsons in Washington, DC (100 M Street SE, Suite 1200). A call-in number will also be available for those who cannot a end and distributed prior to the mee ng.

October 12, 10:00am-12:00pm= On-site mee ng at Main Street Sta on in Shockoe Bo om, Richmond (1500 E. Main Street). Gather in the lobby. Since this is an on-site mee ng and tour, no call-in number will be established. Note that addi onal groups outside of the formal consul ng party roster have been invited to this mee ng to assure par cipa on from all vested par es.

We hope you are able to join us for one or more of these mee ngs. Please let me know if you can a end. If you are unable to par cipate, we also encourage wri en comments, which can be sent to me via email or standard mail at the Dovetail office. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project ques ons as well.

Hope to see you soon!

Kerri

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Kerri S. Barile, Ph.D., RPA | President

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10/1/2018

Dovetail Cultural Resource Group Mail - Re: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA rail meeting on Shockoe Bottom

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Mon, Oct 1, 2018 at 10:42 AM

To: thecitybar@yahoo.com, Brian White <BWhite@mainstreetva.com>, DelMcQuinn@house.virginia.gov, "Welliver, Jeannie A. - DED" <Jeannie.welliver@richmondgov.com>, "Douglas C. - ECD Dunlap" <Douglas.Dunlap@richmondgov.com>, Susan.Kennedy@richmondgov.com, Sherri.Tinsley@richmondgov.com, Saporah.Carter@rmtaonline.org, story1@efsinc.org, Ana Edwards <ourrosewood@gmail.com>, ajohnson@blackhistorymuseum.org, Free Egunfemi <free@untoldrva.com>, justinreid@virginia.edu, Trip Pollard <tpollard@selcva.org>, Lynetta Thompson <lthompsonvasa@yahoo.com>, rmhpreach@aol.com, Shawn O Utsey <soutsey@vcu.edu>, martyj957@gmail.com, Anita Lee <La_Toute@principle2.org>, joseph.s.h.rogers@outlook.com, nmturner@vcu.edu

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Good morning,

Quickly touching base on the Shockoe DC2RVA meeting in Richmond. Just a heads up that we will not have a call-in option due to the tour-based nature of the meeting. If you haven't already, shoot me an email if you can attend or if you have questions.

Thanks so much!
Kerri

On Fri, Sep 21, 2018 at 5:09 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Greetings all,

As an introduction, my name is Kerri Barile and I am the cultural resource lead for the Washington, DC to Richmond, Virginia (DC2RVA) rail project. The Virginia Department of Rail and Public Transportation (DRPT), the Federal Railroad Administration (FRA), and the project consultant team have been working on various studies associated with the rail expansion project since 2014. Cultural resource work has included archaeological and architectural reconnaissance studies and in-depth research to examine all facets of prehistory and history within the project impact area. All studies have been coordinated with the Virginia Department of Historic Resources, the Advisory Council on Historic Preservation, and more than 30 consulting groups and agencies who have a vested interest in this corridor.

As many of you know, studies in Richmond have focused on the potential use of Main Street Station as part of the expanded service. Shockoe Bottom has notable cultural significance for many reasons, including its association with the slave trade and the African-American experience in this area. Although discussions on this area have been ongoing since the project began, we would like to expand the dialogue through an on-site meeting to inform interested parties on current project plans and the status of cultural resource studies to date, and to garner feedback on aspects of this area that are most important to the community.

Your organization has been identified as a potential participant in this meeting, and we would like to invite you or another representative of your organization to attend. The meeting will be held on Friday, October 12 from 10:00am–12:00pm at Main Street Station (meet in the lobby at 1500 E. Main Street, Richmond). The agenda will include updates from the project team as well as a tour of proposed modifications to the rail system in this area.

Please let me know if you can attend. If you are unable to participate, we also encourage written comments, which can be sent to me via this email address or through standard mail at the address listed below. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project questions as well.

We hope you are able to join us!
Kerri

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10/2/2018

Dovetail Cultural Resource Group Mail - Re: DC2RVA rail meeting on Shockoe Bottom

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Historic Property list update

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Tue, Nov 27, 2018 at 12:31 PM

To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Clliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cddcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <rshalf@gmail.com>, Betsy Hodges <betsy@hodesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hello consulting parties,

Thank you again for your continued participation in the cultural resource coordination process for the DC2RVA rail project. Your feedback over the past four years (ack!) has been invaluable. Through our many meetings, calls, letters, and emails, we have continued to refine the cultural resource studies, determination on APE, and resource eligibility, with project effect and MOA mitigation stipulations still ongoing.

Based on feedback received from you all since June and through extensive consultation with the DHR and ACHP, FRA has finalized the list of historic properties in the APE. See attached. The list was augmented to include several resources at your request, including Rippon Lodge, Mason's Hall, Lumpkin's Jail/Devil's Half Acre site, and the Graveyard for Free People of Color and Negroes. Take a look and let us know if you have any additional comments.

We are also continuing to work with the DHR and ACHP on project effect, and the results of that dialogue are also included in the attached table. We welcome your comments! In the end, it appears that the project will have an adverse effect on 21 resources, and that the project will have an overall adverse effect on historic properties. I have reached out to all of you to discuss effect and ensuing mitigation for the MOA, and you have provided some incredible ideas. If you have additional thoughts, send them our way! We want to assure that this process is inclusive of all voices and thoughts.

Our next step is to acquire a final effects determination from the DHR and to work on the MOA. Additional details will be disseminated as they are available. In the meantime, please know I am available to chat about any of this! If you have questions on the project in general, I will definitely find the right person to answer any inquiries you have.

Thanks again!

Kerri

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Knowing the Past — Building the Futurewww.dovetailcrg.com**List of DC2RVA HPs & Effect_Revised Nov 2018.pdf**

1324K

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	 111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	 111-0009
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	 088-5181
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	 088-5364
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	 111-0145
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	 088-0254
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	 44SP0468

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	




N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negroes" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	 127-0457
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	 127-6193
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	 127-6245
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	 127-6248
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	 127-6213
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	 127-5818
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	 020-5474
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	 043-0307
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	 020-0063

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	



July 11, 2018

Dr. Kerri Barile
President
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Dear Dr. Barile,

This letter serves as Alexandria Archaeology's (Office of Historic Alexandria, City of Alexandria) response to the Cultural Resource Identification-Level Reports Southeast High Speed Rail Tier II Environmental Impact Statement Washington, DC to Richmond Segment. Alexandria Archaeology elected to participate in the Section 106 process as a consulting party.

We concur with the No Effect and No Adverse Effect recommendations for the seven City of Alexandria cultural resources located within the Area of Potential Effect of the DC2RVA project.

Thank you for the opportunity to comment on this project and we will continue to participate as a consulting party.

Sincerely,

Garrett Fesler
Deputy City Archaeologist
Garrett.fesler@alexandriava.gov



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New York, New York

Don Barrett
Lexington, Mississippi

Edwin C. Bearss
Arlington, Virginia

Terry Beaty, Jr.
Bethesda, Maryland

Kirk J. Bradley*
Sanford, North Carolina

John Campbell
Scottsdale, Arizona

Carlton B. Crenshaw
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Jeff Dahlgren
Huntington Beach, California

Robert C. Daum
New York, New York

Vince Dooley
Athens, Georgia

Lester G. "Ruff" Fant, III*
Washington, D.C.

William J. Hupp
Glen Ellyn, Illinois

Steve Israel
Oyster Bay, New York

Kate Kelly
Los Angeles, California

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J. Dennis Sexton
St. Petersburg, Florida

Madhu Tadikonda
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Niwot, Colorado

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Alexandria, Virginia

Susan Whitaker
Franklin, Tennessee

*Chairman Emeritus

June 28, 2018

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group
11905 Bowman Drive
Suite 502
Fredericksburg, VA 22408

Dear Dr. Barile:

I am writing on behalf of the American Battlefield Trust ("the Trust"), a nonprofit, nonpartisan organization dedicated to preserving America's hallowed battlegrounds and educating the public about what happened there and why it matters today. To date, the Trust has protected more than 50,000 acres associated with the Revolutionary War, War of 1812 and Civil War in 24 states, including 25,652 acres in the Commonwealth of Virginia.

With this letter, the Trust seeks to follow up on the "Project Update & Effect Discussion with Consulting Parties" hosted by the Washington, D.C., to Richmond Southeast High Speed Rail (DC2RVA) project team in Richmond on June 21, 2018. We appreciate your continued consultation with the Trust and our partners in preservation as the DC2RVA project has advanced; this letter is the third in a series of comments that the Trust has provided since the project's commencement (with previous letters dated June 22, 2015, and November 3, 2017).

The project team's ongoing evaluation of potential impacts to battlefields and related resources — as well as the proactive way in which the team has conducted its outreach to consulting parties and stakeholders — have been welcomed by the Trust. During our most recent meeting with the DC2RVA team in Richmond, the Trust took advantage of the opportunity to ask the team a number of questions, with none more important than our inquiry confirming whether or not the primary, battlefields-centered finding of the project's Tier II Draft Environmental Impact Statement (Draft EIS) continues to hold true.

Pg. 4-155 of the Draft EIS, which was received by the Trust in 2017, asserts the following: "Based on preliminary dialogues with DHR [the Virginia Department of Historic Resources], the Project would have No Adverse Effect on any of the 11 battlefields within the APE [Area of Potential Effects]." We are grateful to the project team for its assurance at this month's gathering that it remains the case that no battlefield in the APE is to be adversely affected, as well as for efforts taken by the project team — and subsequently described to the Trust — to successfully ensure that desired rail improvements in the vicinity of the Trust's Slaughter Pen Farm property in Spotsylvania County will not exceed existing right-of-way onto land previously preserved by the Trust or the National Park Service (NPS).

The Trust was likewise pleased to receive confirmation from the DC2RVA team that it remains in close contact regarding this project with NPS — in particular, with NPS personnel

Letter from the American Battlefield Trust (continued)

Page 2 of 2

June 28, 2018

both at the American Battlefield Protection Program as well as at individual parks throughout the project area, such as Fredericksburg and Spotsylvania National Military Park. It is appropriate to reiterate here a request which the Trust has made previously: If the determination that neither the Slaughter Pen Farm nor any of the battlefields within the project's APE will be subject to adverse effect as a result of the project is revised or otherwise revisited at any point, the Trust requests immediate notification of this fact as well as the opportunity to consult with the DC2RVA team at the earliest possible time thereafter.

We appreciate your notification regarding the pair of historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect: the "Civil War Campsite" in Stafford County (DHR ID 44ST1223) and the "Earthwork" in Spotsylvania County (DHR ID 44SP0468). The Trust encourages the DC2RVA team to collaborate jointly with NPS, DHR, Civil War Trails as well as the Trust's own historians at the appropriate time to determine an ideal approach to interpreting these sites which could serve to mitigate the project's expected impacts. Particularly given the earthwork's location — as well as what the DC2RVA team notes is its "notable connection to military actions during the war" — we believe that both it and the Stafford campsite ("one of many Union army winter encampments in the area ... during the winter of 1862-1863") hold important stories that such mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike.

Once again, the Trust looks forward to receiving and reviewing continued project updates from the DC2RVA team in the months ahead. Please do not hesitate to contact us directly with any questions at (202) 367-1861, and thank you for the opportunity to provide these updated comments on DC2RVA's progress to date.

Sincerely,

A handwritten signature in black ink, appearing to read "O. James Lighthizer". The signature is fluid and cursive, with a large initial "O" and a long, sweeping underline.

O. James Lighthizer, President

CC: Emily Stock — Manager of Rail Planning, Virginia Department of Rail and Public Transportation

Angelina Jones — Landscape Preservation Planner, American Battlefield Protection Program

Kirsten Talken-Spaulling — Superintendent, Fredericksburg and Spotsylvania National Military Park

Julie Langan — Director, Virginia Department of Historic Resources



Town of Ashland

Center of the Universe

101 THOMPSON STREET
P.O. BOX 1600
ASHLAND, VIRGINIA 23005-4600

TELEPHONE (804) 798-9219
FAX (804) 798-4892

July 20, 2018

Kerri S. Barile, Ph.D., RPA
President
300 Central Road, Suite 200
Fredericksburg, Virginia 22401

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COLLINS
CLERK OF COUNCIL

Dear Kerri,

These comments are being provided jointly by the consulting parties of the Town of Ashland and the Ashland Museum. We appreciate the opportunity to comment on the impacts that the DC2RVA project may have on significant historic resources within and just outside of the Town of Ashland.

At this time, it is the understanding of the Town of Ashland and the Ashland Museum that a third rail will not be built through Ashland's Historic District. While no properties in the historic district are impacted by this option, the properties along Vaughan Road/Archie Cannon Drive and Ashcake Road/S. Center Street where new overpasses are planned must be reviewed. The adverse impact of construction at both the north and the south ends of the Ashland Historic District cannot be overstated.

To the north of the historic district, the home at 804 N. Henry St., located within the proposed Berkleytown Historic District, will be adversely affected by the Vaughan's Crossing overpass. (Report C, Table 4-1, 166-5073.) We agree with your assessment of the importance of Berkleytown, an historic African-American community, and urge the planners to take into consideration both the individual historic properties and the district in general. We believe adjusting the overpass to the north of this area warrants review.

The historic homes at 1014 S. Center St. (DHR 166-0039; 166-0001- 0082) and 1017 S. Center St. (DHR 166-0001-0083) are located close to the proposed Ashcake Road/Center Street road overpass. They are contributing properties of the Ashland Historic District, but DHR has not listed them as *potentially eligible* individually. We disagree and are working with the DHR to change their listing for these homes. Please note that their status may change. We urge the planners to take into consideration these historic structures as they plan the construction of the overpass and the third rail.

In addition, we are concerned about the historic home at 11247 Gwathmey Church Road. It is in neither the Ashland Historic District nor the Town of Ashland, but it is an important historic structure. As your Architectural Report indicates, this house would be impacted if a third rail were to come through this area. We encourage you to start the third rail south of Gwathmey Church Road to avoid adversely impacting this house and also the two homes on S. Center Street.

Finally, we feel compelled to restate our reasons for adamantly objecting to any option that would include a third rail through the Town of Ashland as it relates to the impact on the historic assets in the town.

The NRHP report recommended that the RF&P road bed itself between Richmond and Washington, D.C., (D.C. to Richmond Southeast High Speed Rail 3-166 Architectural Intensive Survey, Report A) should be designated as the RF&P Railroad Historic District for its contribution to the country's transportation history. With that in mind, we point out that one of the few original beds of the 1837 track actually runs through the middle of Ashland. A significant portion of the rest of the original beds along the DC2RVA route have been altered over the years in order to straighten or level out the rails. In many cases, the original residential and business neighborhoods surrounding the tracks have evolved into industrial neighborhoods. Not so in Ashland.

There are potentially three historic districts in Ashland that are in the path of the original third rail option.

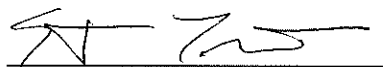
The former Ashland Hotel and Mineral Water Company, developed by the RF&P in the 1840s and 1850s, was sold to Randolph-Macon College in 1868. Today the College is still located on that historic property and their three oldest buildings built in the 1870s are a separate historic district unto themselves. Several of the other college buildings built in the late 19th and early 20th century are a part of the larger Ashland National Historic District.

After the Civil War, an important parallel residential and business development occurred just north of Ashland along the tracks. Berkleytown, as it is now known, was a thriving African-American community developed by former slaves and other African Americans of Hanover County. The Town is in the process of creating a historic district around that development. We are researching the homes and businesses in that area, including the former Coleman's Colored Hotel, F.E. Dabney Funeral Home, and John M. Gandy School discussed in the Section 106 Studies.

Unlike other areas along the DC2RVA route, Railroad Avenue/Center Street remains Ashland's premier historic residential and business center as it was in the 19th century. Today that neighborhood encompasses the major portion of the Ashland National Historic District # DHR166-0001. Moreover, DHR has listed several of the homes as potentially eligible for individual listing on the National Register of Historic Places.

We maintain that the railroad bed itself as well as the structures alongside it and the streetscape of lawns and century-old trees are a significant historic part of the history of transportation in the United States, the Commonwealth of Virginia, and of the Town of Ashland. To disturb the layout by enlarging the right-of-way to add a third rail line through town would mean that some of the historic college buildings, the historic station, the old trees along the tracks, and a number of historic homes and businesses would be destroyed or rendered unusable. Without alleyways and with uneven lot sizes along the tracks, there is no way to mitigate the damage a third rail would do to the historic district by physically moving the houses back away from the new rail layout as one might in other areas of the corridor. The district would be irreparably damaged and the heart of historic Ashland would go into steep and immediate economic decline as soon as such a rail plan was announced by the FRA. This decline would not wait the 20 years that it would take the government to accumulate the funds and make the plans for construction. It would be immediate.

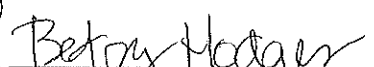
Fortunately, the NRHP studies have agreed with the Town's governing body that a third rail will not fit in the Ashland right-of-way. We heartily agree, but we remain concerned nevertheless.



Town of Ashland Mayor
Steve Trivett



Ashland Museum
Rosanne Shalf



Ashland Museum
Betsy Hodges



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Reminder! Consulting Party comments due tomorrow

1 message

Erik Nelson <enelson@fredericksburgva.gov>
 To: Kerri Barile <kbarile@dovetailcrg.com>
 Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Fri, Jul 20, 2018 at 10:56 AM

Kerri,

Thanks for the opportunity to comment. We have reviewed the available materials and find the work satisfactory in all respects. We appreciate that the documentation has been exceptionally thorough and that we have had many opportunities to review it and ask questions. We have every confidence that this process will continue to unfold in a manner that is open and transparent. The City has no concerns at this point.

Erik F. Nelson

Transportation Administrator

City Records Manager/Archivist

540 937-0572

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]**Sent:** Thursday, July 19, 2018 2:41 PM

To: Sarah Stokely; abpp@nps.gov; Kambic, Emily; Cheryl Sams; Robert Campbell; Eric Mink; Monteleone, Simone; Ma Virta; Bradley Krueger; S. dham, Tammy; Hammig, Laurel; Briggs, Don; Krick, Robert; helen_mahan@nps.gov; Roberts CIV Catherine; Eleanor Breen; Rebecca Ballo; Michael Finchum; cpennington@co.caroline.va.us; Catherine Miliaras; Al Cox; Erik Nelson; Kate S. Schwartz; Chen, Kimberly M. - PDR; Amy.inman@richmondgov.com; Cheely, Claudia; Paon, Justin S.; Josh Farrar; Nora Amos; Rosie SHALF; Betsy Hodges; ashlandmuseum@comcast.net; PETER KOLAKOWSKI; executivedirector@cvbt.org; Jim Campi; Mark Coombs; Adam Gillenwater; G. Sco Walker; Danielle Worthing; Cyane Crump; Lisa Bergstrom; Robert Nieweg; Sharee Williamson; Robert Gray; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com

Cc: DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Holma, Marc (DHR); John Winkle; Burch, Carey; Estes, Michael; Walter, Stephen C; ecalhour@dovetailcrg.com; Heather Staton

Subject: DC2RVA/Reminder! Consulting Party comments due tomorrow

Hello Consulting Parties!

Just a quick reminder that comments on the five 2018 technical reports, list of historic properties, and project effect are due tomorrow, July 20, 2018, by COB eastern time. I've already received comments from several of you but I know that others are planning on submitting materials. Emailed replies are just fine. Once I receive everyone's feedback, it will be disseminated to the FRA, DRPT, DHR, and project team.

Also, I'll be initiating conversations on mitigation of the 23 resources that have received an adverse effect determination in the next few weeks so there absolutely will be more opportunities to comment!

Thanks so much,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Reminder! Consulting Party comments due tomorrow

1 message

Chen, Kimberly M. - PDR <Kimberly.Chen@richmondgov.com>
To: Kerri Barile <kbarile@dovetailcrg.com>

Mon, Jul 30, 2018 at 1:23 PM

Kerri,

I have go en through all of the documenta on for Richmond. My concerns s ll remain, monitoring the archaeological impact in the Bo om and now that the 1818 cemetery has been iden fied to avoid that area completely and if there is any peripheral disturbance that it should be monitored. I am not concerned about architectural impacts since for the most part systems are being augmented in Richmond. Do you need a formal le er from me or will this email suffice?

Thanks for all the hard work and excellent documenta on.

Kim

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]**Sent:** Monday, July 23, 2018 12:31 PM**To:** Chen, Kimberly M. - PDR**Cc:** Inman, Amy - DED; DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Burch, Carey; Walter, Stephen C; Estes, Michael**Subject:** Re: DC2RVA/Reminder! Consul ng Party comments due tomorrow

Terrific! No rush at all. I just wanted to make sure you got them given the email issues. Let me know if you have questions!

Thanks again,

Kerri

On Mon, Jul 23, 2018 at 12:28 PM, Chen, Kimberly M. - PDR <Kimberly.Chen@richmondgov.com> wrote:

I did receive the overlays, thank you. I have had a bit of me today and I am star ng to review the other documents as well.

Kim

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]**Sent:** Monday, July 23, 2018 12:27 PM**To:** Chen, Kimberly M. - PDR**Cc:** Inman, Amy - DED; DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Burch, Carey; Walter, Stephen C; Estes, Michael**Subject:** Re: DC2RVA/Reminder! Consul ng Party comments due tomorrow

Hey Amy and Kim,

Making sure you got the two documents I sent?

If I don't hear from either of you by COB, I'll be sure to give you a call.... :) Just making sure!

Kerri

On Thu, Jul 19, 2018 at 5:15 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

And now document two.

Kerri

On Thu, Jul 19, 2018 at 5:09 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Thank you so much for the call!



United States Department of the Interior

NATIONAL PARK SERVICE
Fredericksburg and Spotsylvania
National Military Park
120 Chatham Lane
Fredericksburg, Virginia 22405



IN REPLY REFER TO:

June 20, 2018

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
11905 Bowman Drive
Suite 502
Fredericksburg, VA 22408

Dear Dr. Barile:

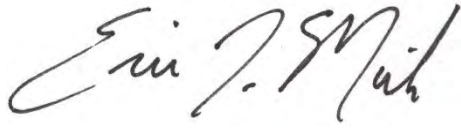
Thank you for your continued consultation with the Fredericksburg and Spotsylvania National Military Park (FRSP) as the DC2RVA planning progresses. We acknowledge the receipt of the 2018 technical reports, list of historic properties, and the project effect.

We have read through the reports and have a couple comments with regard to the identification and assessment of effects on historic properties, as they relate to FRSP. The park unit known as the Stonewall Jackson Shrine, located in Caroline County, is identified in the Architectural Intensive Survey (Report B). We appreciate that while the survey focused on architecture, it also looked at the larger surrounding property. We feel it is important to note, however, that the NPS owns additional property within the survey area that was not discussed in either the report or its assessment. The NPS owns a tract of 20 acres on the west side of the railroad. This tract is bordered by the railroad to the east, Stonewall Jackson Road (Route 606) to the south, Guinea Station Road (Route 607) to the west, and an unnamed stream to the north. It is our opinion that this additional property should be taken into consideration as part of the larger historic landscape of the Stonewall Jackson Shrine.

While the technical reports address archaeological and architectural resources, some discussion of the larger historic landscapes would be helpful. Our previous comments, included as part of the NPS response dated November 7, 2017, referenced a concern about trains queuing up in the Fredericksburg Battlefield viewshed. While we understand from the meeting we attended on June 26, 2018 that parked trains are not an expected result of the project, the project's potential visual impact on our historic landscapes remains a concern that we feel should be discussed and assessed.

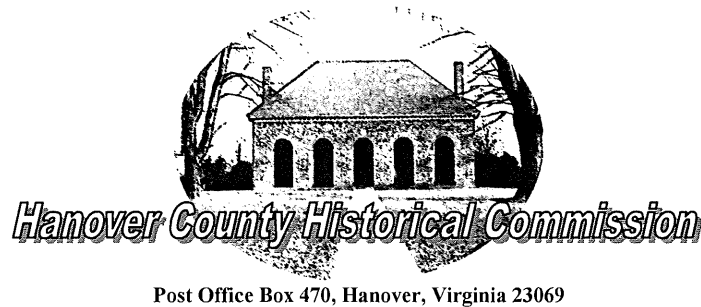
Thank you for consulting with us and for the opportunity to review and comment on the project.

Sincerely,

A handwritten signature in black ink, reading "Eric J. Mink". The signature is written in a cursive style with a large, sweeping "E" and a stylized "M".

Eric J. Mink

Historian and Cultural Resource Specialist



July 18, 2018

Dr. Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group/DC2RVA Project Team
11905 Bowman Drive, Suite 502
Fredericksburg, VA 22408

Re: DC2RVA Project through Hanover County, VA

Dear Dr. Barile:

The Hanover County Historical Commission has reviewed the most recent intensive investigations for the DC to Richmond Southeast High Speed Rail Project, which chart the properties in Hanover County that are adjacent to or through which the rail is proposed. The investigations provided conclude that the Doswell Historic District, VDHR #42-5448, and the Doswell Depot and Tower, 10577 Doswell Road, VDHR #42-0093, will be adversely effected. In addition, these resources are eligible under Criteria A and C for the listing on the National Register of Historic Places. Therefore, the Commission requests the following remediation measures for the adversely effected sites:

1. Because the Doswell Depot and Tower is recommended eligible for listing in the NRHP under Criteria A and C, and considered a contributing element to the Doswell Historic District and the RF&P Railroad Historic District (#500-0001), the Commission requests that the application for listing on the NRHP be completed for both the Doswell Depot and Tower and the Doswell Historic District, and submitted to the National Register of Historic Places for their consideration and possible approval;
2. The Commission agrees with the recommendation that the Depot Tower be located to a point southeast of its current location so that it represents its original location and purpose. Prior to its relocation and in case the structure does not survive the relocation work, document the current location and document the tower structure with measured drawings and photographs. Then provide copies of that work to the Virginia Department of Historic Resources and to Hanover County, VA, for their copies of the local surveillance survey file;

Dr. Kerri S. Barile, Ph.D.
July 18, 2018
Page Two

3. If any noise attenuation or vibration reduction measures are possible, those measures should be installed between the proposed third rail and the historic resources; and,
4. Any historic artifacts discovered and collected from the performance of associated historic architectural or archaeological studies in Hanover County or the actual installation of the D.C. to Richmond Southeast High Speed Rail Project through Hanover County should be donated to the Hanover County Historical Society for the future Hanover County museum, which will be located at Hanover Courthouse, Virginia.

If you have any questions, please let me know.

Sincerely,



Claudia D. Cheely
Senior Planner II
Staff Liaison to the Hanover County Historical Commission

cc: Frank Harksen, Deputy County Administrator
Marc Holma, Virginia Department of Historic Resources



4 East Main Street, Suite 1C
Richmond, Virginia 23219

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Fax: 804.788.4244

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July 20, 2018

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Emily Stock, AICP
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

RE: Washington, D.C. to Richmond Southeast High Speed Rail Project
Comments on Cultural Resource Technical Reports and Project Effects

Dear Ms. Stock,

Historic Richmond is a consulting party for the Washington, DC to Richmond Southeast High Speed Rail (DC2RVA Project). We thank you for providing the five 2018 DC2RVA technical reports, project effect letter and for hosting a consulting party meeting in Richmond on June 21, 2018. We are following up to provide our comments regarding the technical reports and project effects.

Historic Richmond shared concerns and questions regarding several properties within the expanded LOD Expansion Area at the June 21, 2018 consulting parties meeting in Richmond. We appreciate the consideration and further investigation that was given to these properties.

Masons' Hall (DHR ID# 127-0019) located in Shockoe Bottom at 1807 E. Franklin Street is a National Historic Landmark. Built in 1785, it is the oldest building in the country erected for Masonic purposes and continuously used for that purpose. The building was outside the original Area of Potential Effect (APE) and due to a mapping error, inadvertently excluded from the Architectural Reconnaissance Survey of the LOD Expansion Area for the DC2RVA Project in May 2018. We appreciate that the resource has been added to the revised list of historic properties and evaluated for potential effects.

The **Reco Biotechnology** buildings (DHR ID# 127-6658), located at 710 Hospital Street has potentially been in use since the late nineteenth century as part of Richmond Locomotive Works, and at least one of the buildings was constructed in 1908 (much earlier than the 1946 and 1976 dates previously listed in the VCRIS). Historic Richmond requested that additional research was conducted to evaluate eligibility for listing on the National Register before the route is finalized. Dovetail resurveyed and determined that the resource was not

eligible, and the recommendation was concurred by DHR. We continue to have questions regarding the potential eligibility of the structures on this site, but we appreciate the subsequent revisions to the route and the resulting removal of the building from the Right-of-Way.

The Graveyard for Free People of Color and Slaves (DHR ID# 44HE1203) is an African American cemetery located at the northeast corner of 5th and Hospital Street. This cemetery has been identified through documentary evidence, not physical evidence. All efforts should be made to avoid disturbing this site. Currently above ground on this site is Talley's Auto Service Center (DHR ID#127-6660), which is not eligible for listing on the National Register. The cemetery is included as a secondary resource but is not evaluated as an archaeological resource under the surveyor's assessment. Consideration should be given to recording this cemetery as a potentially eligible architectural resource under Criterion D and providing interpretive signage. In addition, in the event that any human skeletal remains and associated funerary objects are encountered during the course of the project, such items shall be treated with respect and in accordance with applicable law, and appropriate permits obtained from DHR.

The **Shockoe Valley & Tobacco Row Historic District** (DHR ID# 127-0344) is the oldest historic district in Richmond and contains several buildings (individually eligible and contributing resources) that will be adversely effected by this project. In addition, there are three **archaeological resources in Shockoe Bottom** (DHR ID# 44HE1098, 44HE1097, and 44HE1094) may be adversely effected by subsurface disturbance. In the event that a new structure is built on top of a site that would make data recovery unfeasible, data recovery should be performed prior to construction. While we support bringing full service to Main Street Station, we do have concerns regarding the impact of this project on historic resources.

In particular, we recommend:

- i. **Minimize impacts to the existing fabric of nearby historic properties and districts.**
This should include minimizing the scale and massing of any proposed structures, material selection for any new structures that reflects the characteristics of the extant structures, and landscaping or vegetative screening of new structural elements, where appropriate.
- ii. **Designs for any new structures, including any potential platform extensions and/or parking structures, shall be compatible with the architectural and historic character of nearby historic properties and districts.** Draft design plans for any such new structures shall be submitted at the schematic, 30%, 65%, and 90% stages concurrently to the Federal Railroad Administration, DHR, property owner, and Consulting Parties for review and comment. The design packet shall include a set of plans and elevations for each structure, as well as a schematic showing the proposed design from various perspectives to show proposed visual impacts on historic properties and districts.

In addition, our letter dated November 7, 2017 recommended several suggestions for mitigation, which we reiterate and incorporate below:

1. **Extra care should be taken to preserve historic structures in Shockoe Bottom.**
Shockoe Bottom is the oldest historic district in Richmond and we do not support demolishing the Loving's Produce Company building. The Loving's Produce Company, located at the corner of E. Grace and Ambler Streets overlaps with the footprint of the proposed garage. This commercial building was constructed circa 1870, and is a contributing resource to the Shockoe Valley and Tobacco Row Historic District. We

encourage the rehabilitation and reuse of this historic structure in accordance with the Secretary of the Interior's *Standards for Rehabilitation*.

2. **Commission a thorough study of the archaeological, historical, and cultural resources in Shockoe Bottom.** Expand the National Register Nomination to include the history of the slave trade and its role in shaping Richmond's cultural and architectural landscape. *The Cultural Context and Thematic Study for the Proposed Revitalize RVA Project*, prepared by Dutton + Associates in 2013, identified a number of areas with potential for significant archaeological deposits within the APE and should be further explored.
3. **Conduct a comprehensive archaeological survey.** A comprehensive archaeological survey should be completed for all areas with ground disturbance with the expectation that discovered historic resources be preserved and publicly interpreted. Shockoe Bottom contains significant archaeological remains and provides an opportunity to learn from our unexplored history. The African Burial Ground, Devil's Half Acre / Lumpkin's Jail Site, and other buried remains throughout Shockoe Bottom are extraordinarily significant archaeological, historical, and cultural resources because of their association with the nation's enslavement history. Particular care should be taken to protect these sites from harm.
4. **Create a Devil's Half Acre / African Burial Ground / Shockoe Bottom Memorial Park.** Donate funds to design and build an architecturally significant and inspiring heritage site in Shockoe Bottom commemorating the history of the slave trade and the lives, contributions and sacrifices of enslaved persons. Coordinate the donation of City of Richmond-owned property towards a memorial park. Archaeological remains should be commemorated in place.
5. **Encourage the City to adopt a form-based code or design overlay in Shockoe Bottom.** We encourage the adoption of a form-based code or creation of a design overlay district for new development in Shockoe to be based on the district's existing historic architectural character. Any new parking garage or associated resources should reflect and respect the historic character of the Shockoe Valley and Tobacco Row Historic District in location, height, scale, massing and, most importantly, design.
6. **Conduct additional research of Resources 127-6657 and 127-6658 before the route is finalized.** The Reco Biotechnology buildings, located at 710 Hospital Street, are located within the Right-of-Way of the proposed wye track near Hospital Street to turn passenger trains and related Hospital Street improvements. One of the current buildings was constructed in 1908 (much earlier than the 1946 and 1976 dates listed in the V-CRIS files) and our understanding is that the site has been in use since the late nineteenth century as part of Richmond Locomotive Works, later known as the American Locomotive Works. We believe that this building is potentially eligible for listing on the National Register of Historic Places.
7. **Coordinate with other projects.** The Virginia Department of Transportation is working on I95/Broad Street interchange upgrades in the Shockoe Valley. The combined impact on historic resources in Shockoe Bottom of these projects should be evaluated.

We appreciate the opportunity to consult on this project and hope you will take our comments into consideration.

Please do not hesitate to contact us with any questions.

Sincerely,



Cyane Crump

Executive Director
Historic Richmond

cc: Dave Meyers, President, Historic Richmond Board of Trustees





**National Trust for
Historic Preservation**
Save the past. Enrich the future.

July 20, 2018

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Kerri S. Barile
Dovetail Cultural Resource Group
11905 Bowman Dr. #502, Fredericksburg, VA 22408

**Re: Washington, D.C. to Richmond High Speed Rail Project
Project Effect Recommendation dated June 20, 2018**

Dear Ms. Stock and Ms. Barile:

The National Trust for Historic Preservation appreciated the recent opportunity for an in-person consultation meeting with the Federal Railroad Administration (FRA) regarding the Washington, D.C. to Richmond High Speed Rail Project (Project). As we discussed during the meeting, the National Trust appreciates the need for and generally supports the addition of more passenger rail capacity that this Project is intended to provide. As expressed in our comments on the Draft Environmental Impact Statement (DEIS) for the Project, as well as in-person during the recent consultation meeting, the National Trust's goal in participating as a consulting party for this Project is to ensure that adverse effects to the historic and archaeological resources in Richmond's Shockoe Bottom -- including but not limited to Lumpkin's Slave Jail (44HE1053) and the African Burial Ground (44HE1089) -- are taken into account in the Section 106 consultation for this undertaking. In light of this, FRA's continued failure to individually include these two highly significant resources in its evaluation of the Project's effects is troubling.

This letter is a formal objection to the Project Effect Determinations for the Project included in your correspondence dated June 20, 2018 (Effects Determination Letter). This objection to the determinations of adverse effects triggers the regulatory requirement for the FRA to consult further with the National Trust in an effort to reach a resolution. See 36 C.F.R. § 800.5(c)(2)(i). This letter briefly summarizes the National Trust's concerns.

Background

Since 2014, the National Trust has been advocating with our local allies for greater public awareness, commemoration, and protection of the Shockoe Bottom area in Richmond. Shockoe Bottom was the center of Richmond's slave trade and was one of the largest trading hubs for the purchase and sale of enslaved people in the United States. Slave-trade auction houses, offices, slave jails, and residences of the most prominent slave traders were located throughout Shockoe Bottom, which was then a creek valley flowing into the James River.

Following the conclusion of the Civil War, Shockoe Bottom was systematically razed, filled and ultimately paved over. Decades of re-development and highway construction have obscured above-ground visual evidence of the history that occurred at Shockoe Bottom. Nevertheless, archaeological resources survive and the area draws visitors to commemorate Shockoe's history of oppression, cruelty, endurance, and courage.

In recent years, members of Richmond's African American community have developed a proposal to commemorate Shockoe Bottom as sacred ground associated with the suffering, injustice, and resistance to slavery. The community-generated proposal would construct a Memorial Park on nine acres of land in Shockoe Bottom. The Memorial Park would serve as a Site of Conscience, where the public can remember and learn about past struggles for freedom, and be inspired to work to address the continuing legacies of slavery. The Memorial Park would include public interpretation of Lumpkin's Slave Jail (also known as the Devil's Half-Acre), the African Burial Ground, and other historic resources; plans for interpreting these resources would be impacted by this Project.

The APE is Inconsistent with Section 106 Regulations

The consulting parties were not consulted regarding the determination of the Area of Potential Effects (APE) for the Project. We understand from the Effects Determination Letter that staff from the Virginia Department of Historic Resources generally concurred with the APE via correspondence dated February 2, 2015. However, there was no effort to involve consulting parties in that decision. While the National Trust has not received a copy of that 2015 letter, we assume that it conforms with the APE as described in the DEIS for this Project.

The DEIS considered an APE for archaeological resources that extends from 50-100 feet on either side of the proposed rail alignment, and 50 feet beyond the limits of disturbance for new overpasses or where there will be construction and/or earthwork. DEIS at 3-120. For aboveground resources, the APE extends 500 feet on either side of the center line of the Project's corridor along most of the route, but the APE is limited to a single city block in denser urban settings. The APE was also expanded in some areas "to capture viewshed and any potential visual impacts (areas where alterations to a resource's setting and feeling could occur)." DEIS at 3-131. For the vast majority of the Project route, the National Trust has no concerns with the approach to identifying the APE outlined in the DEIS. However, this approach is overly narrow when considering impacts to historic resources in Shockoe Bottom.

The APE should be expanded to include Lumpkin's Slave Jail and the African Burial Ground. While these are archaeological sites, they are also cultural sites that are interpreted and regularly visited by the public. These resources are likely eligible for inclusion in the National Register as part of a Traditional Cultural Property, as part of a larger archaeological district that includes much of Shockoe Bottom, and/or as a historic site eligible under Criterion A where setting and feeling is important to the resource's integrity. The proposed adverse effect determinations for the Project are incomplete and inaccurate unless they include a detailed evaluation of these resources.

The National Trust welcomes the opportunity to further discuss our concerns about how the APE should be applied to Shockoe Bottom and to better understand the analytical process used by the FRA to make the determination to exclude these resources. We also respectfully request a copy of the February 2, 2015 correspondence regarding this issue.

The Adverse Effect Determinations are Inaccurate and Inadequate

In reaching determinations of effect, the FRA must consider the direct, indirect and cumulative adverse effects that the Project will have on historic resources. FRA's current adverse effect determinations are premature, based on insufficient information about the types of resources impacted, and are not adequately informed by the involvement of consulting parties and the public.

- **The Currently Identified Historic Sites in Shockoe Bottom are Not Solely Limited to Significance as Archaeological Sites under National Register Criterion D for Data Recovery.**

Lumpkin's Slave Jail and the African Burial Ground are not National Register-eligible solely as archaeological sites. These resources also are potentially eligible for listing as above-ground historic sites under National Register Criterion A, for their association with historical events. These two known sites have *in-place* significance that make their setting, feeling and association important aspects to maintaining their integrity. Lumpkin's Slave Jail and the African Burial Ground are marked and include interpretative signage for the public. They are included as stops along Richmond's Slave Trail and they are regularly visited by the public and descendant community. The Project has the potential to adversely affect the setting and feeling of these sites, and those potential effects have, to date, been unevaluated. Lumpkin's Slave Jail and the African Burial Ground should be fully evaluated for their National Register eligibility for listing individually under Criterion A.¹

Additional archaeological research must be conducted, which should evaluate whether these resources are part of a potential archaeological district that would include much of the area of Shockoe Bottom. A full archaeological survey in Shockoe Bottom should be conducted to supplement existing, incomplete archaeological research. There is a very high potential for discovery of additional nationally significant historic resources associated with Shockoe Bottom's difficult history. The boundaries of an archaeological district could very likely fall within the APE boundaries for this Project. This would require consideration of potential adverse effects to the district.

Shockoe Bottom should also be evaluated for National Register eligibility as a Traditional Cultural Property (TCP). The Lumpkin's Slave Jail and African Burial Ground sites hold particular cultural importance for the African American community and for descendants of enslaved people who were imprisoned, sold, and buried in Shockoe Bottom. A TCP is a site associated "with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural

¹ The National Trust acknowledges that recent email correspondence on July 9, 2018 related to the Project stated that the Lumpkin's Slave Jail and the African Burial Ground sites will not be included in the APE as individual resources, because "they fall outside of the limits of disturbance and this is how the archaeological APE has been applied throughout the corridor." The email went on to note that "the two sites are in the APE and will be mitigated as contributing elements to the Shockoe Valley and Tobacco Row Historic District (the project will have an adverse effect on the district)." While we appreciate that this is an incremental step towards acknowledging and assessing adverse effects to these resources, the National Trust continues to believe that the APE should be expanded to include these resources as individual resources that will suffer an adverse effect.

identity of the community.” *National Register Bulletin* 38.² To the descendant community, especially, Shockoe Bottom is hallowed ground and a sacred place, despite its current blighted condition. This is a spiritual place where members of the descendant community visit to honor their ancestors, and for other people the area is a site of contemplation and reconciliation. The preservation and interpretation of Shockoe Bottom is important in maintaining the cultural identity of a community whose history has been systematically erased and literally buried.

Because the significance of the Lumpkin’s Slave Jail and African Burial Ground sites have been viewed solely through the lens of Criterion D, the sites have been omitted from the APE, and no effort has been made to consider their significance under Criterion A, identify a larger archaeological district, or evaluate the area as a TCP. This renders the adverse effect determinations for the Project incomplete, because the Project’s effects on these resources, including effects to the associated cultural values and practices, have not been considered.

Moving forward, the two existing known sites of Lumpkin’s Slave Jail and the African Burial Ground should be evaluated for eligibility under Criterion A, the area should be evaluated for TCP-eligibility, and the concept of an archaeological district should be further explored. Consideration of the Project’s adverse effect should take into account the full nature and significance of Shockoe Bottom. This will require additional consultation with the descendant community that ascribes profound spiritual and cultural significance to the area.

- **The Project’s Effects Determinations Fail to Adequately Consider Indirect and Cumulative Effects.**

The African Burial Ground already serves as an informal memorial for local descendant communities and attracts visitors as a place of prayerful reflection. The fact that no ground disturbance will occur within the boundaries of Lumpkin’s Slave Jail and the African Burial Ground, or that the area also suffers from some noise pollution, does not mean that they will not be negatively impacted by the Project. On the contrary, impacts to the site, including noise, vibration, visual impacts, and the cumulative impacts of reasonably foreseeable induced development, are likely to be significant and must be fully considered as part of the Section 106 consultation process. Following the recent in-person consultation meeting and a review of the Effects Determination Letter (where there is no discussion of cumulative adverse effects), the National Trust is seriously concerned that the FRA is not adequately considering the Project’s indirect and cumulative effects.

Section 106 of the NHPA requires agencies to consider the range of effects that a federal undertaking may have on historic resources. Agencies must consider indirect effects including the “visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” 36 C.F.R. § 800.5(a)(2)(v). Agencies must also

² While Traditional Cultural Property designation has been commonly used for Native American cultural sites, *National Register Bulletin* 38 is clear that its applicability is much broader. *National Register Bulletin* 38 recognizes the First African Baptist Church Cemetery in Philadelphia as an example of a TCP for its cultural significance for the congregation that traces descent from those interred in the Cemetery, as well as “Philadelphia’s African American community in general,” and *Bulletin* coauthor Thomas King has used the African Burial Ground in New York City as a paradigmatic example of a TCP.

consider “reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.” *Id.* § 800.5(a)(1).

The National Environmental Policy Act (NEPA) contains similar guidance and direction to agencies regarding consideration of indirect and cumulative effects. NEPA regulations direct federal agencies to consider indirect effects that “are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate” 40 C.F.R. § 1508.8(b). Cumulative effects include those that result “from the incremental impact of the action when added to other past, present, and *reasonably foreseeable* future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” *Id.* § 1508.7 (emphasis added).³

FRA’s current review of indirect and cumulative effects for the Project is overly narrow. The DEIS considers only effects to resources located within the narrow limits of the archaeological and aboveground APE. This narrow review within an overly circumscribed geographic area is not supported by CEQ guidance, which provides that:

When analyzing the contribution of this proposed action to cumulative effects, . . . the geographic boundaries of the analysis almost always should be expanded. These expanded boundaries can be thought of as differences in hierarchy or scale. Project-specific analyses are usually conducted on the scale of counties, forest management units, or installation boundaries, whereas cumulative effects analysis should be conducted on the scale of human communities, landscapes, watersheds or airsheds.⁴

This guidance makes it clear that cumulative effects review should not be limited to an APE established to consider direct effects. A more appropriate scale of review for indirect and cumulative effects of this project would include the entire Shockoe Bottom area, including several city blocks where development is likely to be induced as a result of the expanded access to passenger rail created by the Project.

At the recent consultation meeting, the FRA explained that the agency usually considers only development projects that are “planned and funded” when reviewing cumulative effects. This “planned-and-funded” approach is not supported by NEPA regulations or guidance documents. In fact, CEQ guidance explicitly warns agencies against this approach and states:

Commonly, analysts [evaluating reasonably foreseeable future actions] only include those plans for actions which are funded or for which other NEPA analysis is being prepared. This approach *does not meet the letter or*

³ The Council on Environmental Equality (CEQ) has also developed useful guidance for agencies in better understanding NEPA’s requirement to consider cumulative effects. See generally, CEQ, “Considering Cumulative Effects Under the Environmental Policy Act” (January 1997), available at http://energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/G-CEQ-ConsidCumulEffects.pdf.

⁴ *Id.* at 12.

intent of CEQ's regulations. It underestimates the number of future projects, because many viable actions may be in the early planning stage.⁵

Court decisions addressing this issue have also generally concluded that reasonably foreseeable future actions need to be considered, even if they are not specific proposals. *See, e.g., Scientists' Inst. for Public Information, Inc. v. Atomic Energy Comm'n*, 481 F.2d 79, 1079 (D.C. Cir. 1973) (finding that "reasonable forecasting" is implicit in NEPA, and it is the responsibility of federal agencies to predict the environmental effects of proposed actions before they are fully known). A cumulative effects analysis should incorporate information from planning documents prepared by other federal agencies, state and local governments, private development proposals, and projected development trends in the appropriate geographic area. Guidance on transit-oriented development about what types and scale of development is induced around transit upgrades is widely available and should be consulted.⁶

For this Project, where the community-generated proposal for a Memorial Park is well known to the reviewing agency, the cumulative effects review should consider how the Project may impact these plans. Increasing the availability of passenger rail will draw increasing numbers of people to Main Street Station and Shockoe Bottom. That will tend to spur additional commercial development in or around Shockoe Bottom. This development has a high likelihood of causing cumulative adverse effects to the historic resources in Shockoe Bottom unless it is carefully considered and managed. A full consideration of indirect and cumulative effects for the Project is essential to ensure that efforts to avoid, minimize or mitigate harms are effective in protecting resources like Lumpkin's Slave Jail and the African Burial Ground in Shockoe Bottom.

Additional Consultation is Required

The National Trust is seriously concerned about the potential direct, indirect and cumulative adverse effects of the Project on the historic resources in Shockoe Bottom. As a result, the National Trust strongly disagrees with the absence of any effect determinations at all for Lumpkin's Slave Jail and the African Burial Ground. The National Trust also believes that the cumulative adverse effects on historic resources in Shockoe Bottom must be considered. Because of the deficiencies in the materials addressing adverse effects provided to date, the National Trust strenuously objects to each and every recommended determination of no adverse effect made by the FRA.

The National Trust respectfully requests that the FRA address in writing the concerns raised in this letter. We further request an opportunity to meet in person at Shockoe Bottom for a consulting party meeting that includes representatives from the City of Richmond, Virginia Department of Historic Resources, and, especially, from Richmond's African American and descendant community. We would be pleased to help make introductions to facilitate such a meeting.

⁵ CEQ, "Considering Cumulative Effects Under the Environmental Policy Act," at 19 (emphasis added).

⁶ See e.g., Institute for Transportation and Development Policy, "More Development for Your Transit Dollar," available at: https://www.itdp.org/wp-content/uploads/2013/11/More-Development-For-Your-Transit-Dollar_ITDP.pdf (last accessed 7/19/2018).

Thank you for considering the comments of the National Trust for Historic Preservation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Sharee Williamson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Sharee Williamson
Associate General Counsel

cc: John Winkle, Federal Railroad Administration
Sarah Stokely, Charlene Vaughn, and Reid Nelson,
Advisory Council on Historic Preservation
Marc Holma, Roger Kirchen and Julie Langan, Virginia Department of Historic
Resources
Elizabeth Kostelny, Preservation Virginia
Ana Edwards, Sacred Ground Project
Max Page, Center for Design Engagement, Univ. of Massachusetts, Amherst



Kerri Barile <kbarile@dovetailcrg.com>

Re: [EXTERNAL] DC2RVA/2018 Cultural Resource Technical Reports

1 message

Laurel Hammig <laurel_hammig@nps.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: "Stidham, Tammy" <tammy_stidham@nps.gov>

Mon, Jul 2, 2018 at 9:55 AM

Kerri,
Below are NPS comments on the technical reports. If you have any questions, please let me know.

Thank you,
Laurel

Phase IB Archeology Survey

- While Area 1 is highly developed, that does not eliminate the potential for archeological resources to exist. In fact, intact archeological resources have been discovered in the vicinity of Long Bridge on NPS land. For this reason, it would be helpful to confirm if the project corridor/APE is aligned with the existing right-of-way and determine if the limits of disturbance for the Preferred Alternative will stay within previously disturbed soils.
- No archeological testing occurred in Areas 1 and 2a, which are located adjacent to GWMP lands. The report states these locations have been previously disturbed and did not warrant testing. These conclusions for archeological potential were partly based off of 2015 Phase IA and 2016 Phase IB surveys, as well as a predictive model. I do not recall these materials being previously provided to the park. Would it be possible to request copies? It would be helpful to see what additional research and analysis was conducted that led the project team to these conclusions.

Architecture Addendum

- Tables 3-2 and 4-1: 'Mt. Vernon Parkway' should be changed to 'Mount Vernon Memorial Highway,' which is part of the George Washington Memorial Parkway.

Intensive Architecture Reports

- No comment

Laurel Hammig, AICP | National Park Service

Regional Planner
National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

O: 202-619-6347
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On Thu, May 17, 2018 at 9:59 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:
Hello Consulting Parties!

The five 2018 DC2RVA technical reports are ready for your download. They can be found here: <https://www.dropbox.com/sh/ml2a80op238ock1/AADkvZL8qgJN9-485pl0uYIXa?dl=0>

A couple of notes:

- Per regulations set forth in the Archaeological Resources Protection Act (ARPA), the archaeological report cannot be disseminated to anyone who is not a consulting party as this report contains site data that is not for public distribution. If you know of someone who is not a consulting party and has questions on archaeological sites, please feel free to pass on my name and contact info and I'm happy to help!

- These five reports include information that was not included in the previous 17 reports that you reviewed last year. This includes areas that were not part of the limits of disturbance at that time, areas associated with the preferred alternative, and intensive-level architectural studies on some of the resources along the alignment to render National Register determinations where needed. If you have any questions on why a resource was/was not included, just ask.

- Please have your comments to me by **July 2, 2018**. We are extending this deadline past 30 days so that you can attend one of the consulting party meetings and ask any questions you may have, if you have not asked them in advance via telephone or email. You are more than welcome to submit comments any time before July 2, but we would like to present a cut-off date to help things along.

- Lastly, I've heard from one group that they cannot access Dropbox. I can definitely accommodate any others who may need the documents transferred in another way.

I am absolutely available to talk any time about these reports or the cultural resource process in general. Email or call me (kbarile@dovetailcrg.com/540-899-9170). Have questions about the project? Emily Stock is your gal! She is cc'd here.

Thanks and happy reading!
Kerri and the DC2RVA team

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com



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7/2/2018

Dovetail Cultural Resource Group Mail - Re: [EXTERNAL] DC2RVA/2018 Cultural Resource Technical Reports

|



Kerri Barile <kbarile@dovetailcrg.com>

Re: Reminder! Consulting Party comments due tomorrow

1 message

Laurel Hammig <laurel_hammig@nps.gov>

Fri, Jul 20, 2018 at 3:49 PM

To: kbarile@dovetailcrg.com

Cc: Tammy Stidham <tammy_stidham@nps.gov>, emily_kambic@nps.gov

Kerri-

Below are comments from NPS staff (GWMP, NCR, and the American Battlefield Protection Program). The contact at ABPP is Emily Kambic, archeologist,

202-354-2035, emily_kambic@nps.gov. If you have any questions, please let me know.Thank you,
Laurel

-For the portion of the project area adjacent to GWMP lands, the DEIS states work will be confined to the existing right of way and include the addition of two new tracks (to match the Long Bridge project alignment), installation of new culverts under the rail alignments, new stormwater management facilities, and the installation of additional signal and communication facilities.

Regarding the last portion, we are curious to know if any of the new signal or communication facilities will be visible from NPS lands, as well as if any vegetation clearing is required for their installation. Additionally, any potential vegetation clearing has the potential to increase the visibility of railway related infrastructure. In order to maintain the character and feeling of the scenic parkway, we work closely with our neighbors to avoid and minimize any visual impacts to the greatest extent possible. While GWMP Resource Management staff is generally in agreement regarding the project's No Adverse Effect determination for the GWMP/MVMH, we also want to make sure any potential visual impacts are also identified and included in this assessment.

-The American Battlefield Protection Program (ABPP) notes that Dovetail's 2018 technical reports and list of historic properties incorporated all of the battlefields intersecting the APE that ABPP noted in November 2017, apart from ones outside of the limits of disturbance (LOD) for the preferred alternative. ABPP appreciates the consideration of all nine relevant battlefields.

-ABPP is concerned that none of the technical reports discuss individual battlefields as cultural resources holistically from a cultural landscape perspective, as recommended in *National Register Bulletin 40: Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields*. Specifically, there is no discussion of methodology for assessing indirect effects on battlefields (e.g. visual and auditory) or evaluation of the current integrity of setting and feeling of individual battlefields. Additionally, adverse effects to archeological resources within battlefield boundaries (such as Jackson's Earthwork [44SP0468]) should be considered in the overall determination of effect on the battlefields. ABPP feels that there is insufficient documentation supporting the proposed determination of no adverse effect on the nine battlefields within the LOD.

- In previous comments, ABPP has recommended that this documentation should consist of KOCO military terrain analysis and/or a cultural landscape report on the relationship between the historic railways of the Civil War and the battlefields in order to determine extant defining features. Documenting both historical and current conditions is necessary to determine whether the addition of a third track and increased rail service could substantially change the historic setting or eligibility of these battlefields under Criterion A. If already considered in discussions with VDHR, ABPP requests more information about how these questions were addressed in the determinations of effect.

-ABPP appreciates that metal detection was conducted as part of archeological survey in all parts of the APE for direct effects that intersected with battlefield Potential National Register (PotNR) boundaries, and considers this approach sufficient at this stage of the project. ABPP recommends that in future studies, the larger Battlefield Boundary (also available from VCRIS) be used instead of the PotNR. When using the PotNR for Section 106 compliance projects, "the PotNR cannot be assumed to be the equivalent to an area that has had adequate National Historic Preservation Act, Section 110 or Section 106 identification, assessment and evaluation... Appropriate use of the ABPP mapping resources should be limited to informing the research design and not limiting the boundaries to the narrows of what is seen by visual evaluation" (ABPP 2016 Battlefield Survey Manual, p. 33).

Laurel Hammig, AICP | National Park ServiceRegional Planner
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On Thu, Jul 19, 2018 at 4:22 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Consulting Parties!

Just a quick reminder that comments on the five 2018 technical reports, list of historic properties, and project effect are due tomorrow, July 20, 2018, by COB eastern time. I've already received comments from several of you but I know that others are planning on submitting materials. Emailed replies are just fine. Once I receive everyone's feedback, it will be disseminated to the FRA, DRPT, DHR, and project team.

Also, I'll be initiating conversations on mitigation of the 23 resources that have received an adverse effect determination in the next few weeks so there absolutely will be more opportunities to comment!

Thanks so much,
Kerri

--

Kerri S. Barile, Ph.D., RPA | PresidentOffice - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

7/22/2018

Dovetail Cultural Resource Group Mail - Re: Reminder! Consulting Party comments due tomorrow



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PLANNING
OFFICE

Rebecca Horner, AICP, CZA
Director of Planning

July 2, 2018

Kerri S. Barile, Ph.D.
Dovetail Cultural Resource Group
801 E. Main Street, Suite 1000
Richmond, VA 23219

RE: Southeast High Speed Rail Project, Washington D.C. to Richmond Segment
Section 106 Comments on Cultural Resource Technical Reports
DHR #2014-0666

Dear Ms. Barile:

We completed review of the architectural and archaeological reports focusing on project segments that affect Prince William County and we offer the following comments.

Report Title and Cultural Resource	Project Comment	PWC Comment
Phase IB Archaeological Survey for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Preferred Alternative Limits of Disturbance 44PW1008	The portion of site in APE is not eligible.	Concur
Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia 076-0023, Rippon Lodge/Blackburn House – Listed on NRHP/VLR	Remain Listed	Concur
Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Report A 500-0001 Richmond, Fredericksburg and Potomac Railroad Historic District	Eligible Under Criterion A	Concur

Report Title and Cultural Resource	Project Comment	PWC Comment
500-001-0022 RF&P Bridge Over Occoquan River	Eligible Under Criterion C; Contributing to the RF&P	Concur
Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Report B	No Resources in PWC	No Comment
Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Report C	No Resources in PWC	No Comment

If you have any questions regarding this review, please call Justin Patton, County Archaeologist at 703-792-5729 or email him at jspatton@pwcgov.org.

Sincerely,



Rebecca Horner, AICP, CZA
Director of Planning

cc: Christopher Martino, County Executive
Chris Price, Deputy County Executive
Rick Canizales, Director of Transportation
Tom Bruun, Director of Public Works
David McGettigan, Long Range Planning Manager
Brendon Hanafin, Historic Preservation Division Chief
Justin Patton, County Archaeologist



PRESERVATION VIRGINIA

July 20, 2018

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Kerri S. Barile
Dovetail Cultural Resource Group
11905 Bowman Drive #502
Fredericksburg, VA 22408

**Re: Washington, D.C. to Richmond High Speed Rail Project
Project Effect Recommendation dated June 20, 2018**

Dear Ms. Stock and Ms. Barile:

Thank you for the opportunity to offer our comments regarding the Project Effects Determinations for the Washington, D.C. to Richmond High Speed Rail Project (Project) included in your correspondence dated June 20, 2018 (Effects Determination Letter). We and other community partners have been involved with the greater Shockoe Bottom discussion since the area that was the center of the slave trade was threatened with erasure by new development. Since then, we have helped convene myriad public meetings and design charrettes to ascertain the wishes of the community for this area, the result of which is a proposed 9-acre Plan for a Memorial Park.

As our partner in this work and as sponsor of further study of the Shockoe Bottom area planned as part of a recently-announced \$75,000 grant, we share the concerns enumerated by the National Trust for Historic Preservation in their letter submitted July 20, 2018. While we are certainly supportive of expanded rail service for the City of Richmond and improvements to the DC2RVA corridor, we are also concerned about the narrow scope of the APE for this project. The Lumpkin's Jail and Burial Ground sites should be included in the APE for the project since they would suffer an adverse effect caused by development induced by the rail expansion. This development also could interrupt plans for the memorial park and incentivize inappropriate development unless careful economic planning is put into place.

The historic significance of all of Shockoe Bottom needs to be better understood. To that end, we also support the inclusion of Mason Hall (one of our 2017 Virginia's Most Endangered Historic Places listings) as a potentially-affected historic property in the APE. Evaluation of the area's National Register eligibility as a Traditional Cultural Property (TCP) and surveying the area completely to identify the boundaries of what should be a larger archaeological district would be appropriate next steps. There is much to be learned about Richmond's role in the slave trade; as such, the area potentially affected by the Project extends well beyond the currently-defined limits.

Preservation Virginia would like to see additional consultation opportunities as well, including a meeting on site and greater involvement of the descendant community. These actions will help ensure that the resources of Shockoe Bottom are adequately taken into account as the Section 106 conversations move into discussions about how to minimize and mitigate the Project's adverse effects.

Sincerely,

Justin A. Sarafin
Director of Preservation Initiatives & Engagement
Preservation Virginia



Kerri Barile <kbarile@dovetailcrg.com>

Re: [EXTERNAL] Re: DC2RVA/Mitigation for War-Related Resources

1 message

Kambic, Emily <emily_kambic@nps.gov>

Tue, Oct 23, 2018 at 3:59 PM

To: Kerri Barile <kbarile@dovetailcrg.com>

Cc: Mark Coombs <mcoombs@battlefields.org>, Adam Gillenwater <agillenwater@battlefields.org>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Battlefields, NPS" <abpp@nps.gov>

Hi Kerri,

Thank you for reaching out, and hosting the update calls. ABPP also defers to park representatives here, as they have the best connection to the communities and potential audiences for these efforts.

Best,
Emily

On Wed, Oct 17, 2018 at 10:29 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Thanks Mark! This makes perfect sense. Working with the Fburg folks on this and I will also be sure to word this in a way that the interpretation can be flexible to fit public needs.

Thanks again,
Kerri

On Wed, Oct 17, 2018 at 10:14 AM, Mark Coombs <mcoombs@battlefields.org> wrote:

Thanks, Kerri.

As we commented in June and sought to underscore at the meeting earlier this month, those of us at the Trust believe that the "historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect ... hold important stories that ... mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike."

Interpretive signage is certainly one option — but we encourage the DC2RVA team to consult directly with the officials at Fredericksburg and Spotsylvania National Military Park on whether this is indeed the best option, particularly at site 44SP0468. John Hennessy, Eric Mink and team will likely have a good sense of what would be ideal and may be able to suggest a path forward wherein the new interpretation could be seamlessly woven into the park's existing interpretative offerings.

The Trust's primary interest is in ensuring that the form of interpretation pursued is one that the public will be able to readily access and appreciate.

Thanks again for your ongoing outreach and associated efforts on this front.

Yours,

Mark

Mark P. Coombs

Deputy Director of Government Relations, American Battlefield Trust

1156 15th Street NW, Suite 900 | Washington, DC 20005

(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org**AMERICAN BATTLEFIELD TRUST** | Preserve. Educate. Inspire.Visit us online at <https://www.battlefields.org>**From:** Kerri Barile <kbarile@dovetailcrg.com>**Sent:** Wednesday, October 17, 2018 9:43 AM**To:** Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; Kambic, Emily <emily_kambic@nps.gov>**Cc:** DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>**Subject:** DC2RVA/Mitigation for War-Related Resources

Hi there,

Thanks again so much for coming to the meeting the other week for DC2RVA rail! I wanted to check back in on mitigation for impacts to war-related resources, as discussed at the meeting. It sounded like you all were fairly comfortable with the rough mitigation as suggested so long as we add a couple of public outreach components, namely interpretive signs and publication of an article and/or presentation of a public talk on the results. Would this work? Anything else to add? I'm compiling all feedback and thoughts so we can move forward with a few steps.

If feedback is easier by phone, just let me know and we can set up a call. Happy to!

Thanks so much,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com



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Emily Button Kambic, Ph.D.

Archeologist

National Park Service, American Battlefield Protection Program

1849 C St NW - Room 7228

Washington, DC 20240

(202) 354-2035



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Alexandria resources

1 message

Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>

Thu, Oct 18, 2018 at 2:51 PM

Hi Kerri,

Thanks for the call a few weeks ago. I do not have any additional questions at this time.

Thanks!

Catherine K. Miliaras, AICP

City of Alexandria, Virginia

703.746.3834 (direct)

www.alexandriava.gov/preservation**From:** Kerri Barile <kbarile@dovetailcrg.com>**Sent:** Wednesday, October 17, 2018 9:48 AM**To:** Tatiana Niculescu <tatiana.niculescu@alexandriava.gov>; Eleanor Breen <Eleanor.Breen@alexandriava.gov>; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Garrett Fesler <Garrett.Fesler@alexandriava.gov>**Subject:** DC2RVA/Alexandria resources

Good morning!

Thank you all for participating in phone calls and our meeting the other week. I wanted to check back in to make sure you got the data that you needed from the call/meetings and see if I can answer any additional questions and/or chat about any feedback regarding cultural resources? Please feel free to email or I can give you a call whenever is convenient.

Thanks!

Kerri

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Mitigation in Fredericksburg

1 message

Erik Nelson <enelson@fredericksburgva.gov>
To: "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, Kerri Barile <kbarile@dovetailcrg.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Wed, Oct 17, 2018 at 3:11 PM

Me too. Thanks.

Erik F. Nelson

Transporta on Administrator

City Records Manager/Archivist

540 937-0572

From: Kate S. Schwartz
Sent: Wednesday, October 17, 2018 3:10 PM
To: Kerri Barile
Cc: Erik Nelson; DC2RVAdocumentcontrol
Subject: RE: DC2RVA/Mi ga on in Fredericksburg

Makes sense to me!

Kate

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Wednesday, October 17, 2018 3:09 PM
To: Kate S. Schwartz
Cc: Erik Nelson; DC2RVAdocumentcontrol
Subject: Re: DC2RVA/Mi ga on in Fredericksburg

Thanks! I'm going to put that in as mitigation for the RF&P RR so in this case, it's not "either/or" for Fredericksburg but "and" as you will have info in the story map as well as the other mitigation items if that works? That seems to make the most sense to me as the story map will be corridor wide, and the RF&P covers about 90% of the corridor.

ksb

On Wed, Oct 17, 2018 at 3:06 PM, Kate S. Schwartz <ksschwartz@fredericksburgva.gov> wrote:

Hi Kerri, Erik,

I think that would be smart to phrase the MOA to give us some flexibility on display so we don't miss the opportunity if timing with the new station doesn't work well. I'm tempted by the opportunity to include the nomination for the HD expansion, because I know that will likely not happen anytime soon otherwise. However, I think the context on the evolution of the railway system is very valuable and would give us some good opportunities for interpretation, so I'd rather keep that in.

Where will the great idea about creating a story map go in all this? Rather than including the creation of a narrative for use in developing a webpage, we might refer to inclusion in a story map here and the allowance that any materials created for Fredericksburg in a story map could be used by us separately as well (i.e. if we wanted to create our own story map or webpage).

Thanks, Kerri!

Kate

Kate S. Schwartz

Historic Resources Planner

Community Planning and Building

Fredericksburg, VA

540.372.1179

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent: Wednesday, October 17, 2018 2:22 PM

To: Erik Nelson

Cc: Kate S. Schwartz; DC2RVAdocumentcontrol

Subject: Re: DC2RVA/Mitigation in Fredericksburg

Thanks Erik. I can phrase the MOA to state that the display should be placed in a location approved by the City as well as DRPT. Maybe that will open up venues? The new station totally makes sense but if for some reason that is delayed, it still provides the City with options so that mitigation stipulation doesn't "go away." Would that work?

Thanks again,

Kerri

On Wed, Oct 17, 2018 at 12:36 PM, Erik Nelson <enelson@fredericksburgva.gov> wrote:

Kerri,

I will defer to what Kate wants to do, but have some questions. First, where would an artifact display go? I think we had assumed there would be something in the new station, but that could be a while. If the station is the proper venue, displaying the artifacts within the broader context of the railway in Fredericksburg could be compelling. The HD expansion nomination is not my call.

Erik F. Nelson

Transportation Administrator

City Records Manager/Archivist

540 937-0572

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent: Wednesday, October 17, 2018 9:25 AM

To: Erik Nelson; Kate S. Schwartz

Cc: DC2RVAdocumentcontrol

Subject: DC2RVA/Mitigation in Fredericksburg

Hi Erik and Kate!

Thank you again for coming to the meeting a couple of weeks ago for the DC2RVA rail project. I wanted to touch base about the mitigation for the six adversely effected resources in Fredericksburg. By chance have you had a moment to ponder the preliminary thoughts I passed around? When we met, you had suggested adding an artifact display to the mitigation for the three archaeological sites. The other topic that came up was a nomination for the HD expansion. Would you prefer to see that in lieu of the historic context on the evolution of the rail system in Fredericksburg, as currently listed as mitigation for the District? Let me know your thoughts!

If it is easier to do a quick follow-up call, we can certainly do that too.

Thanks!

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

10/18/2018

Dovetail Cultural Resource Group Mail - RE: DC2RVA/Mitigation in Fredericksburg

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Mitigation for War-Related Resources

1 message

Mark Coombs <mcoombs@battlefields.org>

Wed, Oct 17, 2018 at 10:14 AM

To: Kerri Barile <kbarile@dovetailcrg.com>, Adam Gillenwater <agillenwater@battlefields.org>, "Kambic, Emily" <emily_kambic@nps.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Thanks, Kerri.

As we commented in June and sought to underscore at the meeting earlier this month, those of us at the Trust believe that the "historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect ... hold important stories that ... mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike."

Interpretive signage is certainly one option — but we encourage the DC2RVA team to consult directly with the officials at Fredericksburg and Spotsylvania National Military Park on whether this is indeed the best option, particularly at site 44SP0468. John Hennessy, Eric Mink and team will likely have a good sense of what would be ideal and may be able to suggest a path forward wherein the new interpretation could be seamlessly woven into the park's existing interpretative offerings.

The Trust's primary interest is in ensuring that the form of interpretation pursued is one that the public will be able to readily access and appreciate.

Thanks again for your ongoing outreach and associated efforts on this front.

Yours,

Mark

Mark P. Coombs

Deputy Director of Government Relations, American Battlefield Trust

1156 15th Street NW, Suite 900 | Washington, DC 20005

(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org**AMERICAN BATTLEFIELD TRUST** | Preserve. Educate. Inspire.Visit us online at <https://www.battlefields.org>**From:** Kerri Barile <kbarile@dovetailcrg.com>**Sent:** Wednesday, October 17, 2018 9:43 AM**To:** Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; Kambic, Emily <emily_kambic@nps.gov>**Cc:** DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>**Subject:** DC2RVA/Mitigation for War-Related Resources

Hi there,

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If feedback is easier by phone, just let me know and we can set up a call. Happy to!

Thanks so much,

Kerri

10/17/2018

Dovetail Cultural Resource Group Mail - RE: DC2RVA/Mitigation for War-Related Resources

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ABT Comments - DC2RVA June 2018 Project Update and Effect Discussion (FINAL - 6-28-2018).pdf

333K



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

1 message

Cheely, Claudia <cdcheely@hanovercounty.gov>
 To: Kerri Barile <kbarile@dovetailcrg.com>

Mon, Oct 1, 2018 at 11:00 AM

I am off from work on the 12th, so cannot attend. Since the Richmond meeting is a tour of Richmond facilities, I am not sure what I can add. Hanover has provided its comments on the 3-2-3 route, so unless a change to that is contemplated, we have no further comments at this time.

Claudia D. Cheely

Senior Planner II

Hanover County Planning Department

P. O. Box 470

Hanover, VA 23069

(804) 365-6171

From: Kerri Barile <kbarile@dovetailcrg.com>**Sent:** Monday, October 1, 2018 10:37 AM

To: Sarah Stokely <sstokely@achp.gov>; abpp@nps.gov; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matthew Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; S. dham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Clliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Paon, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; ekostelny@preservationvirginia.org; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; John Winkle <john.winkle@dot.gov>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; Kirchen, Roger (DHR) <Roger.Kirchen@dhr.virginia.gov>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; Hya, Wayne <WHyatt@moffattnichol.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Homer, Pierce <PHomer@moffattnichol.com>

Subject: Re: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

Good morning everyone,

A reminder to RSVP if you can attend one of the upcoming consulting party meetings in person or via telephone. See email below for more info. Fredericksburg is this Thursday, October 4th, and DC is this Friday, October 5th. Both of these will have both in-person and call-in options.

Call In: 866-583-7984

Conference Code: 9894625

Richmond will be next Friday, October 12th. Because this is a tour-based meeting, there is no call-in number.

If you have any questions, just let me know.

Thanks!

Kerri

On Fri, Sep 21, 2018 at 4:06 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Consulting Partners,

Thank you for your continued input on the DC2RVA rail project. As we mentioned a few weeks ago, we have set three consulting party meetings in October to continue our dialogue on cultural resources along the project corridor. These meetings will include a general project update, discussion on historic properties and project effects, and dialogues on ways that any adverse effects can be mitigated. The focus of each meeting will be the general region where the meeting is held but all historic properties within the corridor are open for discussion.

October 4, 1:30pm-3:00pm= In-person meeting at Dovetail Cultural Resource Group in Fredericksburg (11905 Bowman Drive, Suite 502). A call-in number will also be available for those who cannot attend and distributed prior to the meeting.

October 5, 10:00am-11:30am= In-person meeting at Parsons in Washington, DC (100 M Street SE, Suite 1200). A call-in number will also be available for those who cannot attend and distributed prior to the meeting.

October 12, 10:00am-12:00pm= On-site meeting at Main Street Station in Shockoe Bottom, Richmond (1500 E. Main Street). Gather in the lobby. Since this is an on-site meeting and tour, no call-in number will be established. Note that additional groups outside of the formal consulting party roster have been invited to this meeting to assure participation from all vested parties.

We hope you are able to join us for one or more of these meetings. Please let me know if you can attend. If you are unable to participate, we also encourage written comments, which can be sent to me via email or standard mail at the Dovetail office. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project questions as well.

Hope to see you soon!

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com



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**National Trust *for*
Historic Preservation**
Save the past. Enrich the future.

Memo

DATE: OCTOBER 6, 2018
TO: CONSULTING PARTIES AND INTERESTED PUBLIC
FROM: NATIONAL TRUST FOR HISTORIC PRESERVATION
RE: DC2RVA RAIL EXPANSION PROJECT / SHOCKOE BOTTOM MEMORIAL PARK

The National Trust for Historic Preservation, a private non-profit organization, offers the following information in advance of the October 12, 2018 on-site consulting parties meeting about the federal DC2RVA rail expansion project in historic Shockoe Bottom. The National Trust does not oppose the DC2RVA rail expansion project. However, we recognize that expansion of the Main Street Station for the DC2RVA project has the potential to lead to intensive new transit-oriented development. These changes are reasonably foreseeable and must be managed in thoughtful ways that protect the cultural, historic, and archaeological values of Shockoe Bottom.

Federal Agency Consultation to Avoid Harm to Historic Resources in Shockoe Bottom

The federal National Historic Preservation Act requires federal agencies to consider the impacts that the agencies' undertakings will have on historic resources. The Act created a procedure (called Section 106 consultation) for agencies to follow that requires the agencies to consult to "avoid, minimize or mitigate" harms to historic resources. This obligation only applies to historic resources that are listed on or eligible for listing on the National Register of Historic Places, the nation's official list of historic resources worthy of preservation.

The Federal Railroad Administration (F.R.A.) – with the Virginia Dept. of Rail and Public Transportation – is currently conducting Section 106 consultation for the DC2RVA rail expansion project. One important aspect of Section 106 is the requirement that federal agencies consult with the public and interested parties (called "consulting parties"). The F.R.A. is convening an on-site consultation meeting in Shockoe Bottom on October 12 to satisfy this obligation. Section 106 requires the federal agency to complete a set of sequential steps:

1. Identify any consulting parties and the interested public;
2. Gather information to identify potentially affected historic properties, and identify an Area of Potential Effects (the "A.P.E.") for the undertaking;
3. Determine whether the agency's undertaking would have adverse effects on these historic properties; and,



4. Explore ways for the agency to avoid, minimize or mitigate such adverse effects.

DC2RVA Rail Expansion Project at Main Street Station in Shockoe Bottom

For the DC2RVA rail project, the F.R.A. has identified historic resources along the entire railroad corridor from DC to Richmond – and in Richmond’s historic Shockoe Bottom. To guide the agency’s identification process, the F.R.A. established an Area of Potential Effects of 500 feet from the center line of the rail for above-ground historic resources and an A.P.E. of 50 to 100 feet from the center of the rail corridor for archaeological resources. This means that the F.R.A. is only considering impacts to historic sites that fall within these defined A.P.E. boundaries.

Importantly, the F.R.A. also has determined to treat the African Burial Ground and the Lumpkin’s Slave Jail Site solely as archaeological resources. The F.R.A.’s approach to the African Burial Ground and the Lumpkin’s Slave Jail Site puts these two sites outside of the Area of Potential Effects for the DC2RVA project, which means that the F.R.A. has determined that it is not necessary for the F.R.A. to consider ways to “avoid, minimize or mitigate” any adverse effects to the African Burial Ground and the Lumpkin’s Slave Jail Site that may be caused, for example, by intensive transit-oriented development in Shockoe Bottom.

To persuade the Federal Rail Administration – and the Virginia Dept. of Rail and Public Transportation – to fully consider the broader context and significance of Shockoe Bottom and to fully consider the impacts that increased transit-oriented development are likely to have on the historic and cultural values of Shockoe Bottom, it is necessary to convince the F.R.A. that the African Burial Ground and the Lumpkin’s Slave Jail Site are not just historically significant as archaeological sites, but that Shockoe Bottom also is eligible for the National Register of Historic Places as an above-ground type of historic resource. The concept that the National Trust believes best accomplishes this goal is called a Traditional Cultural Property (or “T.C.P.”).

Shockoe Bottom as a Traditional Cultural Property

A Traditional Cultural Property is a type of historic resource that can be determined eligible for listing on the National Register of Historic Places when it is associated "with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."

From everything we have learned from our allies in the community, the National Trust believes that Shockoe Bottom is rooted in Richmond’s history and is



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important today to maintaining the continuing cultural identity of Richmond's African American and descendant community. Examples of other historic places that have been officially determined to be Traditional Cultural Properties include: many Native American sacred sites around the nation; historic places that are connected with immigrant populations, such as a riverfront in Florida that is part of a Greek community focused on sponge diving; and, a church in Louisiana associated with the Cane River Creoles of Color community.

The National Trust believes that Shockoe Bottom fits comfortably within this category of historic resource as a Traditional Cultural Property because of the value placed by the community and because of the continued relevance of Shockoe Bottom to the descendant community -- as well as Shockoe Bottom's remarkable connections to the esteemed Virginia Union University.

Conclusion: Advocacy for Shockoe Bottom

First, the National Trust hopes the Federal Railroad Administration and the Virginia Dept. of Rail and Public Transportation will hear from consulting parties and the interested public that:

- Shockoe Bottom needs additional archaeological study, but the place is significant for more than what can be learned from archaeological exploration alone.
- Shockoe Bottom is important to communities today as sacred ground.
- Shockoe Bottom should be evaluated as a Traditional Cultural Property to determine its eligibility for listing on the National Register of Historic Places.
- Shockoe Bottom deserves to have full consideration of all the potential impacts that intensive transit-oriented development, induced by the DC2RVA rail project, may cause to the Richmond community's plans to memorialize and interpret the site.
- The Federal Rail Administration must take meaningful steps to minimize and mitigate these impacts to Shockoe Bottom as a part of the rail expansion project.

Second, the National Trust intends to convey to the agencies that:

- Shockoe Bottom is a National Treasure of even international significance.



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- For Richmond's African American and descendant community and their allies, Shockoe Bottom is valued as sacred ground. It is an archaeological, historical, and cultural site. For a generation and more, Richmond's African American community has endeavored to tell Shockoe's stories and has struggled to restore the place, notably the accomplishments of Delegate Delores McQuinn and the Richmond Slave Trail Commission as well as the Sacred Ground Project.
- For the community, Shockoe Bottom is envisioned to be a place of commemoration, reflection, and education. It is envisioned as a cultural heritage destination, and as a Site of Conscience for truth and reconciliation. Through collaboration, Mayor Levar Stoney, with Delegate McQuinn, Councilwoman Cynthia Newbille and many others, is leading this transformation.
- Nevertheless, there is serious public concern that the Federal Rail Administration unintentionally will fail to acknowledge the importance of the place. It is essential for the leaders of the DC2RVA rail expansion project to protect historic Shockoe Bottom.



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

November 17, 2017

Dear Dr. John V. Moeser:

Governor McAuliffe asked me to thank you for and respond to your email regarding the DC2RVA Environmental Impact Statement. Your comments are appreciated and have been taken into serious consideration.

The Department of Rail and Public Transportation (DRPT) developed the DC2RVA Draft Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). One of the project study components is the identification and evaluation of cultural resources that may be impacted by the DC2RVA project, most notably archaeological sites, architectural properties, and historic districts. Above- and below-ground cultural resources in the Shockoe Bottom area of Richmond are referenced in the Draft EIS and associated technical reports in a manner consistent with the Virginia Department of Historic Resources (DHR) guidelines on cultural resource studies and per the process set forth in Section 106 of the National Historic Preservation Act of 1966.

All maps showing archaeological sites in Shockoe Bottom and elsewhere in the DC2RVA project area have been redacted from public report copies to comply with the Archaeological Resources Protection Act (1979), which limits data available to the public to protect sites from looting or other damaging activities. These maps were provided to DHR for consideration and are available to professional archaeologists upon request. Tools used during the cultural resource evaluation process included overlaying historical maps on modern aerial imagery, detailed map analysis of the proposed Shockoe Bottom Memorial Park relative to project alternatives, and careful evaluation of ways to avoid and/or limit both physical and visual changes in the area around Main Street Station. In addition, the proposed DC2RVA infrastructure designs rely upon existing piers and platforms to the greatest extent possible to limit ground disturbance in general and especially subsurface impacts in this area.

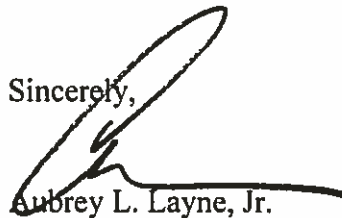
The DC2RVA team evaluated the presence of resources with a known association with the slave trade. The archeological sites associated with the slave trade in this vicinity were found

to be outside areas which could be affected by construction activities for DC2RVA. These include Devil's Half Acre (44HE1053) and the Burial Ground (44HE1089), located approximately 125 feet and 200 feet, respectively, from the closest area of potential ground disturbance for DC2RVA. A district entitled "Richmond Slave District" is not on file in the SHPO archives. The built environment in this location is predominately from the postbellum era and into the twentieth century, and the only archaeological sites within the vicinity of the DC2RVA construction limits in Shockoe Bottom are at former locations of postbellum warehouses. Studies regarding cultural resources in Shockoe Bottom are ongoing, however. Additional cultural resource work is to take place in the winter and spring of 2018. Additional studies beyond the scope of the legal preservation framework for this project are also being considered as potential options for the future as mitigation for any impacts to historic properties.

DRPT appreciates your comments, and will work to address them as they continue the study. Your extensive and valuable knowledge regarding important cultural resources related to the slave trade in Richmond's Shockoe Bottom can assist DRPT in our efforts to identify significant cultural resources and to avoid adversely impacting them. To that end, DRPT staff and our cultural resources consultant would appreciate any information you may have on the "Richmond Slave District," especially its boundaries and those properties associated with it located in the vicinity of the DC2RVA construction footprint so that we may incorporate this material into our project planning and final NEPA document.

Please contact Emily Stock, DRPT's Manager of Rail Planning, with questions and for additional coordination. She can be reached by email at Emily.Stock@DPRT.Virginia.Gov. Thank you again for your comments and participation in this important process.

Sincerely,



Aubrey L. Layne, Jr.



600 East Main Street, Suite 2102
Richmond, Virginia 23219

November 13, 2018

Sharee Williamson, Associate General Counsel
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, DC 20037

RE: Reply to Comments on Project Effect Recommendation
Washington, D.C. to Richmond Southeast High Speed Rail Project (DC2RVA)

Dear Sharee:

Thank you for your comments regarding cultural resources and project effect associated with the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA), dated July 20, 2018. As you are aware, the Federal Railroad Administration (FRA), Virginia Department of Rail and Public Transportation (DRPT), and the project study team have been conducting cultural resource studies since commencing the Project in 2014. Work to date has included initiating the Project with the Virginia Department of Historic Resources (DHR, the Virginia State Historic Preservation Office), coordinating an area of potential effects (APE), completing identification- and evaluation-level technical studies, coordinating resource eligibility with the DHR and other consulting parties, and communicating with consulting parties on other aspects of the Project. In May and June 2018, data on the ensuing roster of historic properties and DHR's concurrence with FRA's effect determination were circulated to the consulting parties for review and comment. These materials were the subject of the National Trust for Historic Preservation's (National Trust) July 20 letter.

Since receipt of the July 20 letter, the FRA, DRPT, DHR, Advisory Council on Historic Preservation (ACHP), National Trust, and DC2RVA project team have held numerous exchanges regarding the content of the letter, particularly as it pertains to the Main Street Station and Shockoe Bottom area of Richmond. These dialogues have included in-person meetings, conference calls, and email exchanges. The goal of these communications was to gather additional data associated with the National Trust's feedback and the Shockoe area in general, discuss the appropriateness of the Project's APE and historic properties in this area, and identify additional parties with which to consult on the history of this area. In addition, steps to move forward with the National Historic Preservation Act of 1966 Section 106 process were also discussed. All of these dialogues came together during the October 12, 2018 on-site meeting at Main Street Station, where consulting parties, vested groups, federal, state, local

agencies, and specialists met to discuss the DC2RVA Project and its potential impacts on historic properties. This letter summarizes points discussed in your July 20 letter and ensuing dialogues and decisions regarding these issues.

The National Trust's letter and recent communication center on four primary concerns: 1), expanding the APE near Main Street Station; 2), considering the Shockoe area as a Traditional Cultural Property (TCP); 3), expanding the consideration of indirect and cumulative effects for the DC2RVA Project; and 4), increasing outreach with Richmond's African-American and descendent community and others with a vested interest in the history of this area. Each of these topics are discussed below.

Expansion of the APE: The APE was initially coordinated with DHR in February 2015. The extent was based on the previous Richmond to Raleigh high speed rail study and included different APEs for above- and below-ground resources. Based on subsequent cultural resource studies, modifications to the Project design, and input from consulting parties, the roster of historic properties in the indirect APE along the general corridor has been expanded since that time to include specific resources wherein the Project has the potential to impact character-defining features of a resource (resources eligible for Criteria A, B, or C).

Regarding Shockoe, the National Trust stated that the APE is inconsistent with Section 106 regulations and specifically requested that the APE in Shockoe be enlarged to include the Lumpkins Jail/Devil's Half Acre Site (44HE1053) and Site 44HE1089, listed as the "Burial Ground for Negroes" on historic maps. Expansion of the APE in this area was discussed extensively with involved agencies and presented to consulting parties and others on October 12, 2018 and during subsequent calls. Through these dialogues, FRA and DRPT, in consultation with DHR and ACHP, will not expand the APE, per se, however the National Register of Historic Places (NRHP) eligibility of several key archaeological sites is being reconsidered based on consulting party feedback and thus they are added to the indirect APE. Lumpkins Jail/Devil's Half Acre has been the subject of archaeological studies for over a decade. During that time, archaeologists have identified intact subsurface remains associated with this resource and thousands of artifacts dating to the period of significance of the site. The site, however, has never been evaluated for its NRHP eligibility. Based on archaeological findings and consulting party feedback, FRA and DRPT are assuming for this Project that the site is eligible for the NRHP under Criterion A for its association with the Richmond slave trade and under Criterion D for its archaeological potential. Since it is assumed eligible under Criterion A, it is now within the indirect APE. Although the DC2RVA Project will not impact the character-defining features of this resource, FRA and DRPT recognize the importance of this site and acknowledge the history of this area, specifically as it relates to the slave trade. As such, the site is also being considered a

contributing element to the surrounding Shockoe Valley and Tobacco Row Historic District (127-0344) as part of the Project.

The Burial Ground boundaries have been estimated based on numerous historical maps, however no physical evidence of this site has been uncovered despite numerous archaeological studies. The area of the site has been extensively disturbed by past activities, including the construction of I-95. As such, the data potential and archaeological significance of this site, as well as exact boundaries, are unknown. At the request of the National Trust, the FRA and DRPT completed viewshed documentation of the mapped location of this resource to determine if it falls in the indirect viewshed. Based on this analysis and the proposed platform improvements, the resource is over 350 feet from the Project limits of disturbance and Broad Street, a raised road corridor, completely blocks the view of the recorded site area from any project modification. Given this, and through consultation with the DHR, this resource is not included in the direct or indirect APE and the DC2RVA Project would not impact the character-defining features of this resource.

Beyond these two sites, the Historic Richmond Foundation has advocated that Site 44HE1203 (listed as “Grave Yard for Free People of Color and Slaves” on historic maps) be added to the list of historic properties located in the indirect APE. This cemetery is mapped north of Hospital Street just north of Shockoe Bottom. The cemetery was in use from 1816—when the “Burial Ground for Negroes” closed—until the Civil War. In May, the DHR concurred with FRA that the cemetery, in general, is potentially eligible for the NRHP under Criterion D; however, it was also determined that that time that the portion of the site within the limits of disturbance of the Project does not contribute to the overall site eligibility due to prior disturbance and development. Based on the current reevaluation and consulting party feedback, however, the FRA and DRPT have elected to accept the Historic Richmond Foundation’s request to assume that this resource is eligible for the NRHP under Criterion A for its association with important events and Criterion D for its archaeological potential; it is therefore now on the roster of historic properties located in the Project’s indirect APE due to its historical significance.

Considering the Shockoe area as a TCP: This concept was first presented during the June 28, 2018, DC-based Project consulting party meeting. Since that time, extensive research and coordination on TCPs in general, TCPs in Virginia, and the Shockoe area as a TCP in particular has been completed to assure that all avenues have been explored. According to the National Park Service (NPS), a TCP is: “a property that is eligible for inclusion in the [NRHP] based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community’s history and are important in maintaining the continuing cultural identity of the community.” Data gathered as

part of the TCP review has been discussed with the FRA, DRPT, ACHP, and DHR to gather input and ascertain the path forward. Based on this consultation, FRA has been determined that the Shockoe area does not meet the definition of a TCP based on the extant information at hand and its interpretation of this type of resource.

FRA and DRPT have also previously noted that this area is already part of an historic district, the Shockoe Valley and Tobacco Row Historic District. The Project will have an adverse effect on this resource per coordination with the DHR. Although the Lumpkins Jail/Devil's Half Acre Site is not formally listed as contributing resources to this district, FRA and DRPT are assuming that it contributes for the purpose of this Project, and will focus mitigation of adverse effects on slave trade studies. FRA and DRPT are deeply respectful of the importance of this area and will work with consulting parties and other vested groups to outline the mitigation criteria.

Expanding the consideration of indirect and cumulative effects for the DC2RVA Project: Based on feedback from your letter and comments received from other consulting parties, DRPT has been holding extensive discussions with other groups who have potential development projects in the area, notably the City of Richmond, who owns Main Street Station and large plots of the land in Shockoe. The goal was to understand potential future development impacts in this area. The attached letter from the City of Richmond speaks to their commitment to preserving places of historic significance in this area, thus avoiding cumulative impacts on City-owned property. Beyond City-owned land, the FRA examines projects as part of the environmental process that are planned and funded. At this time, no other projects meet these parameters. Any future development in the area would be subject to City land use plans and regulatory controls, as well as other pertinent state or federal requirements.

Increasing outreach with Richmond's African-American and descendent community and others: DRPT continues to work to expand our dialogue in this area and along the Project corridor through additional outreach. As such, we have worked with the National Trust and others to hold numerous conference calls and an on-site inclusive meeting on October 12, 2018 to gather feedback on the Project and its potential impacts to cultural resources in the Shockoe area. The meeting invitation roster included all 33 DC2RVA consulting parties as well as 23 additional individuals who represent groups with a vested interest in the history of this area and 10 agency representatives—names gathered from the National Trust, Shockoe Sacred Ground project, City of Richmond and more. For those who could not attend the meeting but expressed a desire to share feedback, we are holding one-on-one meetings and telephone calls to assure that all voices are heard. The information derived from this outreach will be included in ongoing Section 106 consultation as well as the Project's environmental document.



600 East Main Street, Suite 2102
Richmond, Virginia 23219

DRPT thanks you again for your continued consultation on the DC2RVA Project. If you have any questions on the Project, I can be reached at 804-786-1052 or Emily.Stock@drpt.virginia.gov.

Sincerely,

A handwritten signature in blue ink that reads "Emily Stock". The signature is written in a cursive, flowing style.

Emily Stock, Project Manager

Enclosure: Letter from Mayor Levar Stoney, City of Richmond, Virginia

cc: John Winkle, Federal Railroad Administration
Sarah Stokely, Charlene Vaughn, and Reid Nelson, Advisory Council on Historic Preservation
Marc Holma, Roger Kirchen and Julie Langan, Virginia Department of Historic Resources
Elizabeth Kostelny, Preservation Virginia
Ana Edwards, Sacred Ground Project
Max Page, Center for Design Engagement, Univ. of Massachusetts, Amherst
Jennifer Mitchell, Virginia Department of Rail and Public Transportation

City of Richmond



LEVAR M. STONEY
MAYOR

November 1, 2018

Jennifer Mitchell, Director
Virginia Department of Rail and Public Transportation
600 East Main Street
Richmond, Virginia 23219

Dear Ms. Mitchell:

The City of Richmond is dedicated and genuinely committed to acknowledge, authenticate and commemorate Richmond's role in the painful history of enslaved Africans who passed through this area and the commerce and business derived from the trade of these families and individuals. In 1998 the City of Richmond's City Council established a Slave Trail Commission to provide leadership and make certain that the authentic history of the enslaved African and the history of slavery in Richmond was told. As evident by the numerous completed past projects under auspice of the Slave Trail Commission, as well as future planned projects and the financial commitments to accomplish them, the City of Richmond has proven its commitment to recognize this important aspect of its past, educate the public about significant events that took place in this area during the era of slavery, and assure that they are never forgotten.

Over the past two decades, the City has expanded partnerships with the Virginia Department of Historic Resources, the Office of the Governor and the General Assembly to accomplish a variety of goals and projects, specifically in Shockoe Bottom including the Devil's Half Acre, the African Burial Ground and the improvements and advancement of the Richmond Slave Trail. The City and the Commonwealth have invested over \$7 million in past projects and \$19 million in recent future funding to continue long-term studies which will identify future projects. This demonstrates our dedication.

Over the past 20 years the City has:

Formalized the Slave Trail Commission and committed City funding to a host of projects (1998).

Developed a Slave Trail brochure to make certain that this history was revealed in key tourism sites and in Virginia State Welcome Centers (2002).

Took possession of the Winfree Cottage to preserve this post slavery story. (2004)

Acquired the Reconciliation Statue (2004).

Conducted two phases of archaeological study at the Lumpkin's Jail/Devil's Half Acre site (2006 and 2008).

Erected the Reconciliation Statue on State Property for Richmond's role in the Slave Trade triangle between Liverpool, Benin and Virginia. This is the only Reconciliation Statue for this purpose in America. (2007).

Formalized the first State apology to our Commonwealth's role in Slavery under Governor Tim Kaine, (2007).

Erected Slave Markers along the Slave Trail to reveal the history.

Placed bronze Slave Trail Markers to mark the physical slave trail.

Added night lighting to the trail.

Appealed to Governor McDonnell and the General Assembly through the leadership of the Slave Trail Commission's Delegate Delores McQuinn to fund the purchase of the African Burial Ground, fund improvements to the Slave Trail, advance the commemoration of the Lumpkin's Jail Site/Devil's Half Acre and to fund a Slavery Museum in Richmond.

Improved the gateway to the African Burial Ground from Broad Street and upgraded the grounds of the Commemorative Burial Ground site.

Developed websites dedicated to reveal the untold histories: www.lumpkinsjail.org.

Convened a Shockoe outreach group that includes hundreds of representatives of various interest groups, including the African-American descendent community, with numerous meetings, calls, emails over the past five years.

Developed a Main Street Station Archaeological Plan in conjunction with the Virginia Department of Historic Resources which includes a commitment to completing archaeological studies prior to any ground disturbing activities on City owned land in the Main Street Station Area.

Conducted background and historical research on additional sites associated with the Slave Trade in Shockoe Bottom to understand the area in context and for potential use in the creation of a future historic district that memorializes the lives and contributions of enslaved Africans.

Hired the Smith Group who designed the Smithsonian's Museum for African American History and Culture to lead our city in advancing the Lumpkin's Jail site and eventually design a museum on the site to preserve the artifacts and create a place of reflection, acknowledgement and education.

Hired the Urban Land Institute to lead in a shared vision for Shockoe initiative.

Worked closely with agencies that are studying developments in this area, including the Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation, among others, to assure that initiatives have parallel goals and include the preservation of area resources as a project focus

The Story of the enslaved African experience in Shockoe Bottom is extraordinarily important to me and I selected this topic as a primary focus of my term in office. The City is working closely with the state and local agencies and numerous non-profit and descendent groups to assure a common vision for preservation in this area.

We look forward to continuing a robust dialogue that tells the history of Richmond's role in the slave trade. We thank you again for your efforts to advance the DC2RVA project.

Kind Regards,

A handwritten signature in black ink, appearing to read 'Levar Stoney', with a large, stylized flourish extending to the right.

Levar Stoney



Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA/Shockoe documents

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Dec 6, 2018 at 4:22 PM

To: Sharee Williamson <SWilliamson@savingplaces.org>, Robert Nieweg <RNieweg@savingplaces.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhrr.virginia.gov>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhrr.virginia.gov>, Sarah Stokely <sstokely@achp.gov>, Jaime Loichinger <jloichinger@achp.gov>, John Winkle <john.winkle@dot.gov>

Hey folks,

I uploaded a quick viewshed summary showing a sample of overview shots looking at the two recorded slave trade era archaeological sites in Shockoe. They can be found in the same Dropbox folder as the other materials. Let me know if you need more data!

Kerri

On Thu, Dec 6, 2018 at 12:46 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hi all,

Thank you again so much for the call on Monday! Folks requested copies of several items that were discussed. I've commenced uploading the data, and it is ready for your use. Note that July 1 was used as the date for information as that is right after our June consulting party meetings to provide the most recent data.

- 1) List of 21 meetings conducted since July 1, 2018 regarding Shockoe (on the phone I mentioned 17 but there were a few more)
- 2) Copies of Minutes associated with these meetings
- 3) List of 11 other communications (emails and letters) since July 1, 2018 regarding Shockoe
- 4) Copies of communications
- 5) Roster of reports and other references consulted on Shockoe
- 6) A folder that contains copies of the reports and references (note: this folder is 1.3GB!)

All of the above information has been uploaded to Dropbox and can be accessed here: <https://www.dropbox.com/sh/6we2w0na2oixcge/AAAs0pZiubzypNHjdQDWcC4Da?dl=0>

The one remaining piece of data that was requested were the viewshed photos taken from Main Street Station. I'm organizing those and creating a quick location map. I will have those up on Dropbox shortly and will let you know when that info is available.

I hope all of this info helps and definitely let me, DRPT, or the team know if there is anything else we can provide!

Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA | President

Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com



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**National Trust *for*
Historic Preservation**
Save the past. Enrich the future.



December 21, 2018

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Kerri S. Barile
Dovetail Cultural Resource Group
11905 Bowman Dr. #502, Fredericksburg, VA 22408

Re: Washington, D.C. to Richmond High Speed Rail Project

Dear Ms. Stock and Ms. Barile:

The National Trust for Historic Preservation and Preservation Virginia appreciated the opportunity to participate in the in-person meeting regarding the Washington, D.C. to Richmond High Speed Rail Project (Project) in Richmond this October, as well as the conference call to discuss project effect recommendations earlier this month. We continue to appreciate the need for, and generally support the addition of, increased passenger rail capacity that this Project is intended to provide. Our goal in participating as a consulting party for this Project has continued to be to ensure that the Federal Railroad Administration (FRA) carefully considers the Project's impacts to the cultural resources in Richmond's Shockoe Bottom -- including but not limited to Lumpkin's Slave Jail/Devil's Half Acre Site and the African Burial Ground -- in conducting the Section 106 consultation for this undertaking.

This letter briefly summarizes the National Trust and Preservation Virginia's response to the FRA's correspondence regarding recommendations of adverse effect for the Project dated November 13, 2018.

Lumpkin's Slave Jail /Devil's Half Acre Site

We agree with and appreciates FRA's decision to recommend the Lumpkin's Slave Jail/Devil's Half Acre Site as eligible for listing in the National Register under Criterion A in addition to Criterion D. This is a positive step towards recognizing the importance of this site, and of the Greater Shockoe Bottom area, as well as its significance for more than only archaeological resources that are valuable for data recovery. As noted in the National

Trust's letter dated July 20, 2018, archaeological sites within Shockoe Bottom have *in-place* significance that make the resources' setting, feeling and association important aspects to maintaining their integrity.

Shockoe Bottom as a Traditional Cultural Property

In the FRA's correspondence of November 17, 2018, the agency states that based on the data currently available and gathered as a part of this Section 106 consultation, FRA has determined that the Shockoe area does not qualify as a TCP. This opinion was confirmed during the recent consulting parties' call where representatives from the Department of Historic Resources (DHR) and FRA stated that there currently is not enough information available to determine whether the African Burial Ground, the Lumpkin's Slave Jail/Devil's Half Acre Site, or other areas within Shockoe Bottom are eligible for listing in the National Register as part of a Traditional Cultural Property (TCP).¹ To make this type of determination would require intensive community engagement and significant additional research, in particular ethnographic studies to determine the continuing historic significance of the site. We continue to believe that the area is likely eligible for listing on the National Register as a TCP, but acknowledge that there is insufficient information currently available to make this determination. However, even without this formal recognition, Shockoe Bottom remains hallowed ground for many in the African American and descendant community. We suggest that further exploration of the TCP concept is certainly warranted and should be considered in making decisions regarding appropriate mitigation projects as discussed below.

Mitigation for Adverse Effects on Historic Resources in Shockoe Bottom

We have reviewed FRA's preliminary list of mitigation ideas and appreciate the opportunity to comment. We suggest that FRA consider funding: community engagement and ethnographic research regarding the current significance of the Greater Shockoe Bottom area to the African American and descendant community; additional archaeological research in Shockoe Bottom to evaluate whether the Lumpkin's Slave Jail/Devil's Half Acre Site and the African Burial Ground are part of a potential archaeological district; and funding to complete a multiple property nomination for the slave trade in Shockoe Bottom. For all of these ideas, we suggest that consulting parties and the public be deeply involved in project development.

¹ The Lumpkin's Slave Jail/Devil's Half Acre Site and African Burial Ground sites hold cultural importance for the African American community and for descendants of enslaved people who were imprisoned, sold, and buried in Shockoe Bottom. A TCP is a site associated "with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community." *National Register Bulletin* 38.

The National Trust and Preservation Virginia appreciate FRA's willingness to share information throughout this process. We look forward to reviewing the proposed Memorandum of Agreement for the Project in the coming weeks.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sharee Williamson".

Sharee Williamson
Associate General Counsel

A handwritten signature in cursive script, appearing to read "Elizabeth S. Kostelny".

Elizabeth S. Kostelny
Chief Executive Officer

cc: John Winkle, Federal Railroad Administration
Sarah Stokely, Advisory Council on Historic Preservation
Marc Holma, Roger Kirchen and Julie Langan, Virginia Department of Historic Resources



Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Rail/Draft MOA for review

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Fri, Jan 4, 2019 at 1:32 PM

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Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,
Kerri

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3 attachments

- List of DC2RVA HPs & Effect_Final Jan 2019.pdf**
1324K
- DC2RVA MOA_To Consulting Parties.pdf**
3315K
- CR mitigation summary.pdf**
16K

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

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10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

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19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

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28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	 111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	 111-0009
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	 088-5181
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	 088-5364
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	 111-0145
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	 088-0254
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	 44SP0468

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37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

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46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

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55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

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64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	




N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negroes" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	 127-0457
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	 127-6193
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	 127-6245
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	 127-6248
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	 127-6213
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	 127-5818
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	 020-5474
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	 043-0307
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	 020-0063

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

**DRAFT/MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION
OFFICE, THE FEDERAL RAILROAD ADMINISTRATION,
ADVISORY COUNCIL OF HISTORIC PRESERVATION,
AND THE VIRGINIA DEPARTMENT OF RAIL AND
PUBLIC TRANSPORTATION REGARDING THE
WASHINGTON, D.C. TO RICHMOND, VIRGINIA
SOUTHEAST HIGH SPEED RAIL PROJECT**

WHEREAS, the Federal Railroad Administration (FRA) and the Federal Highway Administration, in cooperation with North Carolina Department of Transportation and Virginia Department of Rail and Public Transportation (DRPT), completed a Tier I Final Environmental Impact Statement and Record of Decision in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 *et seq.*) in July and October 2002, respectively, for the proposed Southeast High Speed Rail corridor from Washington, D.C. to Charlotte (SEHSR Project), which determined the preferred corridor for detailed analysis in Tier II environmental studies for individual portions of the larger corridor; and

WHEREAS, the DRPT proposes to construct a 123-mile portion of the SEHSR Project that involves construction of infrastructure improvements to support increased frequency and higher-speed intercity passenger rail service in the travel corridor between Washington, D.C. and Richmond/Centralia, Virginia (DC2RVA), such as constructing additional main line tracks and track crossovers, straightening curves in existing tracks, improving intercity passenger stations and station areas, improving sidings and signals, and implementing roadway crossing safety improvements, within a long-established surface transportation corridor (the Project); and

WHEREAS, the FRA is the Project's lead federal agency for Tier II environmental study under the NEPA and pursuant to the NEPA, FRA prepared and published a Draft Environmental Impact Statement (Draft EIS) on September 8, 2017, and a Final Environmental Impact Statement (Final EIS) on **DATE** for the Project; and

WHEREAS, this Memorandum of Agreement (MOA) among the Virginia Historic Preservation Office (Virginia SHPO), the FRA, the Advisory Council on Historic Preservation (ACHP), and the DRPT regarding the Project addresses stipulations relating to the effect of the Project on historic properties; and

WHEREAS, a Programmatic Agreement among FRA, the Virginia SHPO, North Carolina State Historic Preservation Office, the Virginia DRPT, the North Carolina Department of Transportation, Rail Division, and the ACHP was signed on April 12, 2016 for the SEHSR Project (the SEHSR PA); and

WHEREAS, this MOA was developed in accordance with Stipulation VIII of the SEHSR PA; and

WHEREAS, the FRA anticipates receiving a future request from DRPT to provide federal financial assistance to construct the Project, including activities such as design, property acquisition, and demolition, though funding sources have not yet been determined, and it is expected that there will be a mix of federal, state and local funding which may be available in phases; and

WHEREAS, if FRA provides federal financial assistance to construct the Project, the Project would constitute an undertaking under Section 106 of the National Historic Preservation Act (NHPA) as amended (54 U.S.C. § 306108) (Section 106); and

WHEREAS, pursuant to the NHPA, the FRA is required to take into account the effects of its undertakings on properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), including consultation with other parties, and to provide the ACHP a reasonable opportunity to comment prior to commencement of work on the Project; and

WHEREAS, the FRA is the lead federal agency for compliance with Section 106; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(4), the FRA has requested the DRPT participate in consultation and, by letter dated December 11, 2014, has authorized the DRPT to initiate consultation with the Virginia SHPO and other consulting parties for the Project; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(2), the FRA invited the Pamunkey Indian Tribe, the only federally recognized tribe at the time, to participate in consultation in a letter sent on July 10, 2015; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(2), the FRA invited the Chickahominy Indian Tribe, Eastern Chickahominy Indian Tribe, Upper Mattaponi Indian Tribe, Rappahannock Indian Tribe, Nansemond Indian Tribe, Monacan Indian Tribe, and Catawba Indian Nation to participate in consultation, upon receipt of Federal recognition, in letters dated February 13, 2018; and

WHEREAS, on February 23, 2018, the Upper Mattaponi Indian Tribe accepted the FRA's invitation; and

WHEREAS, the remaining tribes did not respond to the invitation, but FRA is assuming that the Virginia-based tribes (Pamunkey Indian Tribe, Chickahominy Indian Tribe, Eastern Chickahominy Indian Tribe, Rappahannock Indian Tribe, Nansemond Indian Tribe, and Monacan Indian Tribe) are consulting parties and are treating them as such; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(5), the FRA, invited the following groups to be consulting parties in the development of the MOA between January 2015 and July 2018,

and they have elected to participate: American Battlefield Protection Program (ABPP), National Park Service (NPS)- Northeast Regional Office, NPS- Captain John Smith Chesapeake National Historical Trail, NPS- Fredericksburg Division, NPS- George Washington Memorial Parkway, NPS- National Capital Region, NPS- Potomac Heritage National Scenic Trail, NPS- Richmond Division, NPS- Washington-Rochambeau National Historical Trail, Marine Corps Base Quantico, Alexandria Archaeology, Arlington County, Caroline County, City of Alexandria, City of Fredericksburg, City of Richmond, Hanover County, Prince William County, Town of Ashland, Ashland Museum, Central Virginia Battlefields Trust (CVBT), Civil War/Battlefield Preservation Trust (CWT), Historic Fredericksburg Foundation, Inc. (HFFI), Historic Richmond Foundation, Preservation Virginia, and the National Trust for Historic Preservation (NTHP); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(5), the FRA invited the following groups to be consulting parties to the Project on January 6, 2015 and each group either elected to not participate or did not reply to the invitation: Fairfax County, Henrico County, Spotsylvania County, Stafford County, ACL & SAL Railroad Historical Society, Center for Neighborhood Revitalization, Arlington Historical Society, Caroline Historical Society, Chesterfield Historical Society, Hanover County Historical Society, Inc., Henrico County Historical Society, Historic Alexandria Foundation, Historic Prince William, Inc., Historical Society of Fairfax County, Virginia, Inc., and Stafford County Historical Society; and

WHEREAS, the Draft EIS, Final EIS, 49 U.S.C. § 303 evaluations, and supporting Virginia SHPO-reviewed technical reports, provide background information to this MOA (see Appendix A for a full list); and

WHEREAS, pursuant to 36 C.F.R. § 800.4(a)(1) and as defined in 36 C.F.R. § 800.16(d), the FRA in consultation with the Virginia SHPO determined that the archaeological Area of Potential Effects (APE) for this Project is the entire area of ground disturbing activities and staging areas for rail and road modifications, to include construction, along the 123-mile corridor and the Virginia SHPO concurred in a letter dated February 2, 2015; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(a)(1) and as defined in 36 C.F.R. § 800.16(d), the FRA, in consultation with the Virginia SHPO, determined the APE for above-ground resources is the entire area of ground disturbing activities and staging areas plus any areas within the viewshed of the corridor where indirect affects to a resource's setting and feeling could occur, typically comprising a 500-foot wide corridor along all sides of the limits of disturbance and as modified in urban areas and near proposed overpasses; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(b) and Stipulation VI of the SEHSR PA, DRPT conducted identification and evaluation-level architectural and archaeological investigations of the entire APE between 2015 and 2018, and the results of the cultural resource investigations have been coordinated with the Virginia SHPO and other Consulting Parties; and

WHEREAS, a total of 120 historic properties listed in, eligible for, or assumed eligible for the NRHP have been identified within the Project APE, and FRA determined, in consultation with the Virginia SHPO and other Consulting Parties, that the Project will have an adverse effect on twenty-one (21) of these historic properties (listed north to south; see Table 1 and Appendix B for additional details and mapping): Richmond, Fredericksburg, and Potomac Railroad (RF&P) (Virginia Department of Historic Resources [DHR] Inventory No. 500-0001), RF&P Bridge over Occoquan River (DHR Inventory No. 500-0001-0022), Rippon Lodge (DHR Inventory No. 076-0023), Site 44ST1223- Civil War Campsite, Rappahannock River Railroad Bridge and Associated Structures/Platform (DHR Inventory No. 111-0132-0025), Site 44SP0187- Bridge/Marye's Mill, Fredericksburg Historic District (DHR Inventory No. 111-0132), Site 44SP0688- Block 49/Train Station, Site 44SP0687- Block 48/Train Station, Site 44SP0468- Earthwork/ Jackson's Earthwork, Doswell Historic District (DHR Inventory No. 042-5448), Doswell Depot and Tower (DHR Inventory No. 042-0093), Berkleytown Historic District (DHR Inventory No. 166-5073), Laurel Industrial School Historic District (DHR Inventory No. 043-0292), Main Building/Robert Stiles Building (DHR Inventory No. 043-0292-0001), Shockoe Valley & Tobacco Row Historic District (DHR Inventory No. 127-0344), Site 44HE1098- Main Street Station Parking Lot/Railroad, Site 44HE1097- Railroad, Warehouse, Main Street Station and Trainshed (DHR Inventory No. 127-0172), Seaboard Air Line Railroad Corridor (DHR Inventory No. 127-6271), and Site 44HE1094- Warehouse; and

WHEREAS, pursuant to 36 C.F.R. § 800.6(c)(2)(iii), the FRA has asked the DRPT to be an Invited Signatory to this MOA; and

WHEREAS, pursuant to 36 C.F.R. § 800.6(a)(1), the FRA informed the ACHP of the finding of adverse effect on June 20, 2018; and

WHEREAS, pursuant to the SEHSR PA, the ACHP will participate in the development of this MOA and will be a Signatory to this MOA; and

WHEREAS, the list of historic properties project effects, and mitigation strategies included in this MOA formulated by the FRA, the DRPT, ACHP, and the Virginia SHPO, have been disseminated to the Consulting Parties by DRPT through numerous emails, letters, and in-person meetings held by DRPT in Richmond, Fredericksburg, and Washington, D.C., as well as through dissemination of hard copies of the draft MOA on December 28, 2018 (see Appendix C for a list of correspondence); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(d) the FRA invited public input on the Project and history-related studies through public information meetings at numerous venues held in November 2014, June 2015, December 2015, October 2017, and October 2018, and through numerous in-person meetings and emails with individual property owners and other interested parties; and

WHEREAS, the FRA and DRPT have shared with the public information about the overall Project, including its effects on historic properties, multiple times via the NEPA process as outlined in the Final EIS; and

NOW, THEREFORE, in anticipation of the funding for and the development of the Project, in consideration of the mutual promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in order to comply with the NHPA and related regulations, the FRA, the DRPT, ACHP, and the Virginia SHPO (collectively referred to as the Signatories) agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the Project on historic properties.

STIPULATIONS

The FRA, in coordination with the DRPT, shall ensure that the following stipulations are carried out:

I. APPLICABILITY

- A. This MOA is binding on FRA only if FRA provides financial assistance for the construction of the Project.
- B. Notwithstanding Stipulation I.A., this MOA applies to all of DRPT's activities necessary to advance the Project toward and/or through construction, including, but not limited to, further design, acquisition of property for the Project, demolition of acquired properties, and construction that are funded with any amount of financial assistance from FRA or non-federal funds.
- C. Nothing herein will be interpreted as agreement by DRPT that Section 106 applies to other projects with independent utility that use exclusively non-federal funds.

II. MITIGATION MEASURES FOR ADVERSELY AFFECTED HISTORIC PROPERTIES (listed north to south)

A. RF&P Railroad (DHR Inventory No. 500-0001)

- 1. Within one (1) year of the receipt of funding for Project construction in their respective areas, the DRPT shall document, or cause to be documented, all bridges that are to be removed as a result of the Project and are contributing elements to the RF&P. The DRPT shall prepare, or cause to be prepared, photographic documentation of each structure consistent with guidance found in "Photographic Documentation for National Park Service Basic Survey" and DHR's "Photographic Documentation for Virginia Department of Historic Resources (DHR) Survey" (Updated 2016); and complete a Virginia SHPO Intensive Level Survey form for each structure in the Virginia SHPO's Virginia-Cultural Resource Information System (VCRIS). The DRPT shall also ensure

that each structure is documented in a written report. The report shall address, at a minimum, the physical description and historical context of each structure. The DRPT shall submit the photographs, VCRIS form, and report concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment, as appropriate. The DRPT shall disseminate final copies to the FRA, Virginia SHPO, property owner, and the Virginia Historical Society, for their collections, and to other Consulting Parties upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

2. Within one (1) year of the receipt of funding for Project construction, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, two oral histories of past and present RF&P and/or CSX Transportation (CSX-T) employees who have extended tenures with the resource and particularly with historic structures along the corridor, if such individuals are available. Interviews shall be taped, and transcriptions of the interviews shall be submitted to the Virginia SHPO, the Library of Virginia, the Virginia Historical Society, HFFI, and the Richmond History Center for their collections, and other Consulting Parties upon request.
3. Within four (4) years of receipt of Project construction funding as described in Stipulation V(C), the DRPT shall create, or cause to be created, a web-based “story map” highlighting the 120 historic properties located within the project APE. The story map will include photographs, narratives, and mapping details of all resources (as appropriate to comply with the Archeological Resources Protection Act of 1979) digitally tied to an overall GIS-based map of the project corridor. Draft materials for the story map shall be submitted concurrently to the FRA, Virginia SHPO, and Consulting Parties for review and comment, as appropriate. The hosting location for the story map will also be discussed at this time. The DRPT shall finalize the story map and notify the FRA, Virginia SHPO, and Consulting Parties when the webpage goes live.

B. RF&P Bridge over Occoquan River (DHR Inventory No. 500-0001-0022)

1. Draft designs for the new bridge over the Occoquan River shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. The DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment. The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Bridge over Occoquan River to show proposed visual modifications.
2. Within one (1) year of the receipt of funding for Project construction in this segment, the DRPT shall produce, or cause to be produced, measured drawings of the existing RF&P Bridge over the Occoquan River prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth

in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (<http://www.cr.nps.gov/hdp/standards/haerguidelines.htm>).

3. Concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing RF&P Bridge over Occoquan River. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (<http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf>) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the building showing the location and direction of the photographs (key to photos) shall be included.

Photographic views shall show the bridge and associated railway, as well as the surrounding landscape. Overview and detail photos of the bridge shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

4. Upon completion of the measured drawings and large-format photography, DRPT shall prepare or cause to be prepared a first draft HAER Outline Format report documenting the bridge. The report shall include any archival research collated on the history of the bridge as it relates to the RF&P, a physical description of the bridge, copies of the measured drawings and large-format photographs, and any additional data gathered during this process. The draft shall be submitted concurrently to the FRA, Virginia SHPO, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit final documents to FRA, the Virginia SHPO, the Library of Virginia, the Virginia Historical Society, the Fairfax County Historical Society, the Prince William Historic Society, and to other Consulting Parties upon request.

C. Rippon Lodge (DHR Inventory No. 076-0023)

1. The adverse effect on Rippon Lodge is caused by the installation of a new railroad bridge across Neabsco Creek. As such, draft designs for the new Neabsco Creek bridge shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. The DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment. The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed

bridge design in relation to the existing Neabsco Creek bridge to show proposed visual modifications.

2. Prior to beginning construction and within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall sponsor a cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek bridge. The study shall follow the Secretary of the Interior's Standards for conducting historic landscape studies as well as applicable guidance found in NPS Bulletin #18, *How to Evaluate and Nominate Designed Historic Landscapes* and other appropriate publications and guidance documents. The landscape study shall include, at a minimum, completing archival research on this segment of Neabsco Creek focusing on historic images and maps of this corridor and gathering spatial data on the current parameters of the waterway in this area. The data shall be used to create a contextual narrative on the evolution of the waterway over time inclusive of GIS overlays and photodocumentation. The ensuing cultural landscape report shall be submitted concurrently to the FRA, Virginia SHPO, Prince William County, and Consulting Parties for review and comment, as appropriate. The DRPT shall disseminate final copies to the FRA, Virginia SHPO, and Prince William County Planning Office for their collections, and to other Consulting Parties upon request.
3. Upon completion of the cultural landscape study, the DRPT shall fund the fabrication and installation of an interpretive sign near the Rippon Lodge/Neabsco Creek vista as part of Prince William County's signage initiative program to disseminate information about the historical viewshed to the general public. In consultation with the FRA, Virginia SHPO, Prince William County, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Prince William County, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Prince William County, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, Prince William County, and other Consulting Parties. Prince William County is under no obligation to approve the signage. If the Prince William County Planning Department does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to interpret the historic viewshed to the public.
4. Upon completion of the cultural landscape study, the DRPT shall assist in the restoration of the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D. Mature trees will be left extant. Plans associated with the vegetative removal will be discussed with the FRA, Virginia SHPO, Prince William County, and other Consulting Parties, as appropriate, and implemented. Prince William County is

under no obligation to approve the vegetative clearing. If the Prince William County Planning Department does not approve the vegetative clearing, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to restore the historic viewshed.

D. Site 44ST1223- Civil War Campsite

1. The DRPT shall avoid Site 44ST1223 to the greatest extent possible. For the portions of the archaeological site that cannot be avoided, prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains. The archaeological work shall include the following components:
 - a. DRPT shall develop a draft data recovery plan for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, property owner, NPS-Fredericksburg, ABPP, CWT and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). The plan shall include:
 - 1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;
 - 2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;
 - 3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;
 - 4) The methods to be used with an explanation of their relevance to the research questions;
 - 5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;
 - 6) The proposed disposition of recovered materials and records;
 - 7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and
 - 8) A schedule for the submission of progress reports to the Virginia SHPO.

- b. Upon revision of the plan and acceptance of a data recovery plan by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan. The report will meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Library of Virginia for their collections, and to other Consulting Parties upon request. A final VCRIS form and associated packet will be given to the DHR at this time for their archives.
2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a scholarly article discussing the historical and archaeological importance of this site. The FRA, DRPT, Virginia SHPO, NPS-Fredericksburg, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon publication and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.
3. Upon completion of the archaeological report, the DRPT shall fund the fabrication and installation of an interpretive sign in a location deemed appropriate by the Fredericksburg & Spotsylvania National Military Park as part of their signage initiative program to disseminate information about Civil War camps to the general public. In consultation with the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in the selected location. Fredericksburg & Spotsylvania National Military Park is under no obligation to approve the signage. If the Fredericksburg & Spotsylvania National Military Park does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to interpret the historic site to the public.

E. Rappahannock River Railroad Bridge and Structures/Platform (DHR Inventory No. 111-0132-0025)

1. Draft designs for the new Rappahannock River bridge, associated structures in downtown Fredericksburg, and new platform shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. The DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment. The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Rappahannock River Railroad Bridge and Structures/Platform to show proposed visual modifications.
2. Within one (1) year of the receipt of funding for Project construction in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, measured drawings of the existing bridge, structures and platform prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (<http://www.cr.nps.gov/hdp/standards/haerguidelines.htm>).
3. Concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing Rappahannock River Railroad Bridge and Structures/Platform. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (<http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf>) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the bridge showing the location and direction of the photographs (key to photos) shall be included.

Photographic views shall show the bridge and associated railway, structures within downtown Fredericksburg, and extant platform, as well as the surrounding landscape. Overview and detail photos of the bridge and other elements shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

4. Prior to beginning construction and within four (4) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall sponsor a cultural landscape study of the Rappahannock River

watershed and historic transportation crossings within the City of Fredericksburg, bounded by the Blue/Grey Parkway bridge on the south and Hawke Street on the north. The study shall follow the Secretary of the Interior's Standards for conducting historic landscape studies as well as applicable guidance found in NPS Bulletin #18, *How to Evaluate and Nominate Designed Historic Landscapes* and other appropriate publications and guidance documents. The landscape study shall include, at a minimum, completing archival research on this segment of the Rappahannock River focusing on historic images and maps of this corridor, recording historic transportation crossings in this area including bridges and ferries, and gathering spatial data on the current parameters of the waterway in this area. In addition, the work shall document the extant railroad bridge crossing as an iconic vista in various cultural media in the twentieth century. The data shall be used to create a contextual narrative on the evolution of the waterway over time inclusive of GIS overlays and photodocumentation. The ensuing cultural landscape report shall be submitted concurrently to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and Consulting Parties for review and comment, as appropriate. The DRPT shall disseminate final copies to the FRA, Virginia SHPO, City of Fredericksburg, Central Rappahannock Regional Library, and HFFI for their collections, and to other Consulting Parties upon request.

F. Site 44SP0187- Bridge/Marye's Mill, Site 44SP0688- Block 49/Train Station, and Site 44SP0687- Block 48/Train Station

1. These three sites are all located within three adjacent blocks in downtown Fredericksburg. The DRPT shall avoid, to the greatest extent possible, all three sites (44SP0187, 44SP0688, and 44SP0687). For the portions of the archaeological sites that cannot be avoided and where appropriate, prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays at each site (as appropriate) followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains. The archaeological work at all three sites shall include the following components:
 - a. DRPT shall develop a separate draft data recovery plan per site for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, City of Fredericksburg, and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734-37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). Each plan shall include:

- 1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;
 - 2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;
 - 3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;
 - 4) The methods to be used with an explanation of their relevance to the research questions;
 - 5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;
 - 6) The proposed disposition of recovered materials and records;
 - 7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and
 - 8) A schedule for the submission of progress reports to the Virginia SHPO.
- b. Upon revision of the plan and acceptance of the three data recovery plans by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan at each site. Depending on the approved data recovery plan, one report containing data on all three excavations may be produced, or three separate documents may be completed. In either case, the report(s) will meet all state standards for data recovery reports and include required components. DRTP shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, City of Fredericksburg, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, City of Fredericksburg, Central Rappahannock Regional Library, and Library of Virginia for their collections, and to other Consulting Parties upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.
2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a cohesive scholarly article discussing the historical and archaeological importance of these three sites. The FRA, DRPT, Virginia SHPO, City of Fredericksburg, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon location and shall have no other

obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the archaeological studies on these three sites, preferably to be presented in the City of Fredericksburg. This lecture shall be advertised in the Fredericksburg area and the surrounding region.
4. As part of the design of the new passenger facility in Fredericksburg associated with this project, the DRPT shall fund the fabrication and installation of an interpretive sign near the passenger facility as part of the City of Fredericksburg's signage initiative program to disseminate information to the general public about the history of this area and the archaeological studies completed at Sites 44SP0187, 44SP0688, and 44SP0687. In consultation with the FRA, Virginia SHPO, the City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, City of Fredericksburg, HFFI, other Consulting Parties, and the property owner, as applicable. The City of Fredericksburg is under no obligation to approve the signage. If the City of Fredericksburg does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO, HFFI, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.
5. As part of the design of the new passenger facility in Fredericksburg associated with this project, the DRPT shall fund the fabrication and installation of a museum exhibit within the passenger facility to disseminate information to the general public about the history of this area and the archaeological studies completed at Sites 44SP0187, 44SP0688, and 44SP0687. In consultation with the FRA, Virginia SHPO, the City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the exhibit. The draft text and layout shall be submitted to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties for review and comment. If the text and layout are acceptable to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall produce and install the exhibit within the station.

G. Fredericksburg Historic District (DHR Inventory No. 111-0132)

1. Draft designs for the new parking deck in downtown Fredericksburg shall be compatible with the architectural and historic character of the surrounding historic district. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Fredericksburg, Fredericksburg Architectural Review Board, HFFI, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the surrounding historic district to show proposed visual modifications.
2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created, a historic context on the evolution of the rail system in downtown Fredericksburg. This includes acquiring archival data on the establishment of and modifications to the rail line between the Rappahannock River and Hazel Run. The data obtained during the research shall be compiled into a report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, Central Rappahannock Regional Library, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request.
3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg, preferably to be presented in the city. This lecture shall be advertised in the Fredericksburg area and the surrounding region.
4. Concurrent with the public presentation, the DRPT shall create, or cause to be created, an abbreviated narrative on the history of the railroad in Fredericksburg, as well as details of the Project, and post the document on the Local History page of the Central Rappahannock Regional Library's webpage (<http://www.librarypoint.org/history/>). The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data will remain on their webpage for a minimum of two (2) years. The DRPT shall submit a draft of the webpage content concurrently to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, Central Rappahannock Regional Library, and Consulting Parties for review and comment. The DRPT shall disseminate the final webpage to the Central Rappahannock Regional Library for their placement on the webpage. The Central Rappahannock Regional Library is under no obligation to approve the webpage. If the Central Rappahannock Regional Library does not approve the webpage content to be a part of their digital programming, the DRPT shall

consult with the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties to determine an appropriate method to disseminate this data to the public.

H. Site 44SP0468- Earthwork/ Jackson's Earthwork

1. The DRPT will, to the extent possible, avoid Site 44SP0468. For the portions of the archaeological site that cannot be avoided, the DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C). The archaeological work shall include the following components:
 - a. DRPT shall develop a draft data recovery plan for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, property owner, NPS-Fredericksburg, ABPP, CWT, and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). The plan shall include:
 - 1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;
 - 2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;
 - 3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;
 - 4) The methods to be used with an explanation of their relevance to the research questions;
 - 5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;
 - 6) The proposed disposition of recovered materials and records;
 - 7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and
 - 8) A schedule for the submission of progress reports to the Virginia SHPO.

- b. Upon revision of the plan and acceptance of a data recovery plan by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan. The report will meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Library of Virginia for their collections, and to other Consulting Parties upon request. DRPT will give to DHR a final VCRIS form and associated packet for DHR's archives.
2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a scholarly article discussing the historical and archaeological importance of this site. The FRA, DRPT, Virginia SHPO, NPS-Fredericksburg, ABPP, CWT, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.
3. Upon completion of the archaeological report, the DRPT shall fund the fabrication and installation of an interpretive sign in a location deemed appropriate by the Fredericksburg & Spotsylvania National Military Park as part of their signage initiative program to disseminate information about Civil War camps to the general public. In consultation with the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in the selected location. Fredericksburg & Spotsylvania National Military Park is under no obligation to approve the signage. If the Fredericksburg & Spotsylvania National Military Park does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to interpret the historic site to the public.

I. Doswell Historic District (DHR Inventory No. 042-5448)

1. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, a NRHP nomination form for the historic district. The DRPT shall submit the draft nomination form concurrently to the FRA, Virginia SHPO, Hanover County, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit the final draft of the NRHP nomination to the FRA and Virginia SHPO for listing to the NRHP as prescribed by the agency's established procedures for the Register program. The DRPT shall have no other obligations with respect to any actions that may be taken by Hanover County, the property owners, the Virginia SHPO, or any other entity relating to the nomination of the property to the NRHP. The DHR State Review Board is under no obligation to approve the nomination for listing to the NRHP.
2. Concurrent with the NRHP nomination, the DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1-2202, 10.1-2204, and 10.1-2209, which govern the State Historical Highway Markers program, to be located within the Doswell Historic District to disseminate information about the history of Doswell to the general public. The historical highway marker shall summarize the historical significance of the Town of Doswell and the related railroad history in this area. In consultation with the FRA, Virginia SHPO, Hanover County, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. The DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval, and Hanover County and other Consulting Parties for review and comment. The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures for the Virginia state historical highway marker program.

The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, the DRPT shall request that the Virginia Department of Transportation (VDOT) install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, the DRPT shall consult with the FRA, Virginia SHPO, Hanover County, and the other Consulting Parties to determine an appropriate method to interpret the Doswell Historic District to the public.

3. Concurrent with the marker, the DRPT shall create, or cause to be created, an abbreviated narrative on the history of Doswell and post the document on the Hanover's Historic Places page of the Hanover County Historical Society's

webpage (<http://www.hchs.us/places.html/>). The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data will remain on their webpage for a minimum of two (2) years. The DRPT shall submit a draft of the webpage content concurrently to the FRA, Virginia SHPO, Hanover County, Hanover County Historical Society, and Consulting Parties for review and comment. The DRPT shall disseminate the final webpage to the Hanover County Historical Society for their placement on the webpage. The Hanover County Historical Society is under no obligation to approve the webpage. If the Hanover County Historical Society does not approve the webpage content to be a part of their digital programming, the DRPT shall consult with the FRA, Virginia SHPO, Hanover County, and other Consulting Parties to determine an appropriate method to disseminate this data to the public.

J. Doswell Depot and Tower (DHR Inventory No. 042-0093)

1. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, measured drawings of the existing depot and tower prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (<http://www.cr.nps.gov/hdp/standards/haerguidelines.htm>).
2. Concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing depot and tower. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (<http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf>) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the building showing the location and direction of the photographs (key to photos) shall be included.

Photographic views shall show both the depot and the tower, as well as the surrounding landscape. Overview and detail photos of the depot, tower, and other elements shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

3. Prior to construction of the undertaking in this area, the DRPT shall employ a qualified structural engineer with demonstrated experience working with historic properties to carefully move the tower. The tower shall be installed outside of the Project limits of disturbance using the Secretary of the Interior's

Standards for Reconstruction and NPS Preservation Briefs, Technical Notes, and other relevant guidance and accepted historic preservation practices, as appropriate. DRPT shall coordinate the final location of the tower with the FRA, Virginia SHPO, Hanover County, and property owners prior to moving the historic building.

4. Within two (2) years of the receipt of funding for Project construction in this segment, the DRPT shall fund the fabrication and installation of an interpretive sign near either the depot or the moved tower as part of Hanover County's signage initiative program to disseminate information about the historic of the railroad in this area, the Project, and the process to move the tower to the general public. In consultation with the FRA, Virginia SHPO, Hanover County, the property owners, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Hanover County, the property owners, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Hanover County, property owners, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, Hanover County, other Consulting Parties, and the property owner, as applicable. Hanover County and the property owners are under no obligation to approve the signage. If Hanover County and the property owners do not approve the signage to be a part of their marker and signage program and to be placed on their parcel, the DRPT shall consult with the FRA, Virginia SHPO, Hanover County, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

K. Berkleytown Historic District (DHR Inventory No. 166-5073)

1. Draft designs for the new structural overpass of Archie Cannon Road shall be compatible with the architectural and historic character of the adjacent historic district. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the adjacent historic district to show proposed visual modifications.
2. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, two oral histories of individuals with an extended tenure living and/or working within the Berkleytown Historic District and are knowledgeable of the history and evolution of the area, if such individuals are available. Interviews shall be taped, and transcriptions of the interviews shall be submitted to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and

the Library of Virginia for their collections, and other Consulting Parties upon request.

3. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, a NRHP nomination form for the historic district. The DRPT shall submit the draft nomination form concurrently to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit the final draft of the NRHP nomination to the FRA and Virginia SHPO for listing to the NRHP as prescribed by the agency's established procedures for the Register program. The DRPT shall have no other obligations with respect to any actions that may be taken by the Town of Ashland, the property owners, the Virginia SHPO, or any other entity relating to the nomination of the property to the NRHP. The DHR State Review Board is under no obligation to approve the nomination for listing to the NRHP.
4. Concurrent with the NRHP nomination, the DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers program, to be located within the Berkleytown Historic District to disseminate information about the history of Berkleytown to the general public. The historical highway marker shall summarize the historical significance of the community. In consultation with the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. The DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval, and the Town of Ashland, Ashland Museum, and other Consulting Parties for review and comment. The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures for the Virginia state historical highway marker program.

The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, the DRPT shall request that VDOT install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, the DRPT shall consult with the FRA, Virginia SHPO, the Town of Ashland, Ashland Museum, and the other Consulting Parties to determine an appropriate method to interpret the Berkleytown Historic District to the public.

5. Concurrent with the NRHP nomination, the DRPT shall complete, or cause to be completed, narrative text associated with a walking tour of the historic district. Text is to be completed in partnership with the Ashland Museum. The DRPT shall submit the draft walking tour text concurrently to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit the final draft of the walking tour text to the FRA and Virginia SHPO. The DRPT shall have no other obligations with respect to any actions that may be taken by the Town of Ashland, the Ashland Museum, the property owners, the Virginia SHPO, or any other entity relating to the walking tour.

L. Laurel Industrial School Historic District (DHR Inventory No. 043-0292) and Main Building/Robert Stiles Building (DHR Inventory No. 043-0292-0001)

1. Draft designs for the new structural overpass of Hungary Road shall be compatible with the architectural and historic character of the adjacent historic district and nearby historic properties. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, Henrico County, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the adjacent historic district and nearby historic properties to show proposed visual modifications.
2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created, a historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia. This includes acquiring archival data on the Laurel Industrial School Historic District and other similar institutions in central Virginia, completing an abbreviated architectural study of nearby, extant facilities that functioned in a similar capacity, and briefly identifying comparable facilities in other parts of the state for contextual analysis. The data obtained during the research shall be compiled into a report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, Henrico County, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, Henrico County, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request. If appropriate, final VCRIS form and associated packet will be given to the DHR at this time for their archives related to any facilities documented as part of this research that are not currently in their records.
3. As part of the contextual research completed above, the DRPT shall create, or cause to be created, a historic map and aerial study of the Laurel Industrial School Historic District and surrounding area. A series of georeferenced, GIS-based overlays will be created to illustrate the evolution of the landscape and

road system in this area. The resulting documents will include a series of illustrations and an accompanying narrative describing the history of the road system and landscape near the intersection of Hungary Road and the railroad. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, Henrico County, and Consulting Parties for review and comment. The DRPT shall disseminate the final report and associated digital data to the FRA, Virginia SHPO, Henrico County, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request.

4. Within four (4) years of the receipt of funding for Project construction in this segment, the DRPT shall fund the fabrication and installation of an interpretive sign near the Main Building/Robert Stiles Building as part of Hanover County's signage initiative program to disseminate information about the historic of the surrounding historic district, the Main Building/Robert Stiles Building, and association of this area with the railroad to the general public. In consultation with the FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, Henrico County, property owner, and other Consulting Parties, as applicable. Henrico County and the property owner are under no obligation to approve the signage. If Henrico County and the property owners do not approve the signage to be a part of their marker and signage program and to be placed on their parcel, the DRPT shall consult with the FRA, Virginia SHPO, Henrico County, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

M. Shockoe Valley & Tobacco Row Historic District (DHR Inventory No. 127-0344)

1. Draft designs for the new parking deck in Shockoe Bottom shall be compatible with the architectural and historic character of the surrounding historic district. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the surrounding historic district and nearby historic properties to show proposed visual modifications.
2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created,

a historic context on the association of the RF&P railroad and the slave trade in Virginia. This includes acquiring archival data on the establishment and proliferation of the slave trade in Shockoe Bottom and associated activities between Richmond and Washington, D.C. along the RF&P line, as well as gathering reconnaissance-level data on any extant buildings or known archaeological sites along the rail corridor between Washington, D.C. and Richmond that have an association with the slave trade. The task will also include community engagement and ethnographic research regarding current significance of slave trade and surrounding district to descendent community. The data obtained during all phases of research shall be compiled into a report and georeferenced on modern aerial maps to create a series of GIS-based overlays. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request. The digital data obtained as part of this process will also be disseminated to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, Library of Virginia, and other groups who have an interest in this topic, provided that the dissemination meets the requirements set forth in the Archeological Resources Protection Act.

3. Within four (4) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the contextual study on the association of the RF&P railroad and the slave trade, preferably to be presented in Richmond. This lecture shall be advertised in Richmond, Fredericksburg, Alexandria, and other areas highlighted in the research.
4. Concurrent with the preparation of the context, the DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers program, to be located near the site of Lumpkin’s Jail/Devil’s Half Acre to disseminate information about the site, the nearby Burial Ground for Negroes (site 44HE1089), and the associated slave trade in this area to the general public. In consultation with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. The DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval, and the City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties for review and comment. The Virginia SHPO shall then perform its respective role, as

prescribed by the agency's established procedures for the Virginia state historical highway marker program.

The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, the DRPT shall request that VDOT install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, the DRPT shall consult with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and the other Consulting Parties to determine an appropriate method to interpret the slave trade and associated sites of significance in this area to the public.

5. Concurrent with the context preparation, the DRPT shall work with the City of Richmond to establish boundaries for a potential historic district that encompasses resources associated with the slave trade in Shockoe Bottom. The geographic data will be added to the ongoing historic district research completed by the Virginia SHPO and City of Richmond and others on file at the Virginia SHPO office. The DRPT shall submit a draft boundary and any other pertinent data concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final boundary and other pertinent data to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, upon request. The digital data obtained as part of this process will also be used to update the Virginia SHPO online site database provided that the dissemination meets the requirements set forth in the Archeological Resources Protection Act.

N. Site 44HE1098- Main Street Station Parking Lot/Railroad, Site 44HE1097- Railroad, Warehouse, and Site 44HE1094-Warehouse

1. These three sites are all located within two adjacent blocks in Shockoe Bottom. The DRPT shall avoid all three sites (44HE1098, 44HE1097, and 44HE1094) where possible. For the portions of the archaeological sites that cannot be avoided and where appropriate, the DRPT shall conduct Phase III archaeological data recovery in areas with the potential for intact subsurface remains prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C). The archaeological work at all three sites shall include the following components:
 - a. DRPT shall develop a separate draft data recovery plan per site for the investigations and submit the plan concurrently to the FRA, Virginia SHPO,

City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). Each plan shall include:

- 1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;
 - 2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;
 - 3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;
 - 4) The methods to be used with an explanation of their relevance to the research questions;
 - 5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;
 - 6) The proposed disposition of recovered materials and records;
 - 7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and
 - 8) A schedule for the submission of progress reports to the Virginia SHPO.
- b. Upon revision of the plan and acceptance of the three data recovery plans by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all GIS overlays and archaeological excavation described in the recovery plan at each site. Depending on the approved data recovery plan, one report containing data on all three excavations may be produced, or three separate documents may be completed. In either case, the report(s) will meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia for their collections, and to other Consulting Parties upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a cohesive scholarly article discussing the historical and archaeological importance of these three sites. The FRA, DRPT, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.
3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the archaeological studies on these three sites, preferably to be presented in the City of Richmond. This lecture shall be advertised in the Richmond area and the surrounding region.
4. Within three (3) years of the receipt of funding for Project construction in this segment, the DRPT shall fund the fabrication and installation of an interpretive sign within or near Main Street Station as part of station's interior design or exterior landscaping to disseminate information about the history of this area and the archaeological studies completed at Sites 44HE1098, 44HE1097, and 44HE1094 to the general public. In consultation with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, as applicable. The owners and managers of Main Street Station are under no obligation to approve the signage. If the owners and managers of Main Street Station do not approve the signage to be a part of their facility, the DRPT shall consult with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

O. Main Street Station and Trainshed (DHR Inventory No. 127-0172)

1. Draft designs for platform modifications to Main Street Station and Trainshed shall be compatible with the architectural and historic character of the building and nearby historic properties. The DRPT shall submit draft design plans for modifications at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed platform structure design in relation to the building and nearby historic properties to show proposed visual modifications.
2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created, a historic context on the evolution of the rail system in downtown Richmond. This includes acquiring archival data on the establishment of and modifications to the earliest rail lines in the city, development of the RF&P rail line, creation of the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad, and the physical impacts of the different lines on downtown Richmond, including buildings, structures, and landscapes that represent this evolution. The data obtained during the research shall be compiled into a report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request.
3. Upon completion of the context, the DRPT shall create, or cause to be created, an abbreviated narrative on the history of the railroad in Richmond with accompanying visuals, as well as details of the Project, and post the document on the Online Exhibits page of the Valentine Museum's webpage (<https://thevalentine.org/exhibitions/online/>) or on another webpage deemed appropriate for the subject matter. The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data will remain on their webpage for a minimum of two (2) years. The DRPT shall submit a draft of the webpage content concurrently to the FRA, Virginia SHPO, City of Richmond, The Valentine, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final webpage to The Valentine for their placement on the webpage. The Valentine is under no obligation to approve the webpage. If the Valentine does not approve the webpage content to be a part of their digital programming, the DRPT shall consult with the FRA, Virginia SHPO, City of Richmond, Historic

Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties to determine an appropriate method to disseminate this data to the public.

P. Seaboard Air Line Railroad Corridor (DHR Inventory No. 127-6271.

1. Draft designs for modifications to contributing resources to the Seaboard Air Line Railroad Corridor shall be compatible with the architectural and historic character of the rail corridor. The DRPT shall submit draft design plans for modifications at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the building and nearby historic properties to show proposed visual modifications.
2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation (C), the DRPT shall create, or cause to be created, a historic context on railroad depots and associated facilities along the Seaboard Air Line Railroad in Virginia. This includes acquiring archival data on the history of past and present historic buildings developed as part of the Seaboard Air Line Railroad system between Richmond and the North Carolina state line.

As part of this contextual study, the DRPT shall document, or cause to be documented, all stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO. The DRPT shall prepare, or cause to be prepared, photographic documentation of each structure consistent with guidance found in “Photographic Documentation for National Park Service Basic Survey” and DHR’s “Photographic Documentation for Virginia Department of Historic Resources (DHR) Survey” (Updated 2016); and complete a Virginia SHPO Intensive Level Survey form for each recorded depot and tower in the Virginia SHPO’s VCRI system.

The data obtained during the contextual research and architectural study will be documented in a written report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, Virginia Historical Society, Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

III. PROFESSIONAL QUALIFICATIONS

- A. All cultural resource work carried out pursuant to this PA shall be conducted by or under the direct supervision of an individual or individuals who meet, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Preservation Professionals (48 Fed. Reg. 44738–44739 (September 29, 1983)).
- B. In preparing all archaeological studies resulting from this PA, the preparer shall take into account the ACHP's publications, *Section 106 Archaeology Guidance* (2009) and *Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites* (1999) as well as state-specific archaeological guidelines on best practice and procedure, as applicable.
- C. In preparing all architectural studies resulting from this PA, the preparer shall take into account guidelines on specific architectural projects issued by the U.S. Department of the Interior/National Park Service (such as the Bulletin entitled *How To Complete the National Register Registration Form*) and state-specific guidelines on best practices and procedures, as applicable.

IV. PREPARATION AND REVIEW OF DOCUMENTS

- A. All studies, technical reports, and treatment plans prepared pursuant to this MOA shall be consistent with pertinent standards and guidelines including, as applicable, *The Secretary's Standards and Guidelines for Historical Documentation* (48 Fed. Reg. 44728-30), *The Secretary's Standards and Guidelines for Architectural and Engineering Documentation* (48 Fed. Reg. 44730-34), *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 Fed. Reg. 44716-44742, September 29, 1983), the ACHP's *Treatment of Archaeological Properties: A Handbook*, the ACHP's *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites* (1999), and the Virginia SHPO's *Guidelines for Conducting Historic Resources Survey in Virginia* (October 2017), or subsequent revisions or replacements to these documents and are in accordance with 36 C.F.R. § 800.11(d) and (e) per the SEHSR PA Stipulation IV.
- B. The DRPT shall provide the Virginia SHPO two (2) copies (one [1] bound archival hard copies and one [1] in Portable Document Format (PDF) on compact disc or other electronic format that is acceptable to the DRPT and Virginia SHPO) of all draft and final reports prepared pursuant to this MOA. The DRPT shall also provide a hardcopy of any draft and final report to the Consulting Parties to this MOA unless a Consulting Party requests the material in another format acceptable to the DRPT. The requesting Consulting Party must submit such requests to the DRPT in writing. The DRPT shall provide a hardcopy of all final reports to all non-Consulting Party recipients as identified in the stipulations above.
- C. The Virginia SHPO and other Consulting Parties agree to provide comments on all Project plans, technical reports, treatment plans, and other documentation arising from this MOA to DRPT within thirty (30) calendar days of receipt of complete

information. If the DRPT does not receive comments from the Virginia SHPO or other Consulting Parties within the thirty (30) calendar-day review period, the DRPT may assume that the non-responding party has no comments. The DRPT shall ensure that all comments received within the thirty (30) calendar-day review period are addressed in the final product.

- D. Notwithstanding any other commitments herein to distribute documentation to FRA, DRPT shall provide FRA with a final copy of any Project plans, technical reports, treatment plans, and other documentation arising under this MOA once it has been agreed upon by Virginia SHPO and DRPT and any relevant Consulting Parties. All submissions to FRA should be in electronic format unless electronic format is not feasible or practical.

V. ANTI-DEFICIENCY ACT AND APPROPRIATIONS

- A. All requirements set forth in this MOA requiring the expenditure of Federal Government funds are expressly subject to the availability of appropriated funds. Nothing in this MOA shall be interpreted to establish obligations or require payments in violation of the Anti-Deficiency Act (31 U.S.C. § 1341). The DRPT shall notify the Signatories and Consulting Parties when it has acquired the funding for the Project, including funding for any phase of the project, as contemplated in Stipulation V(C).
- B. All requirements set forth in this MOA requiring the expenditure of Commonwealth of Virginia funds are expressly subject to the appropriation of funds by the Virginia General Assembly, and, if applicable, the allocation of funds by the Commonwealth Transportation Board.
- C. Funding sources for construction of the Project have not yet been determined. It is expected that there will be a mix of federal, state and local funding. There is a potential for funding to be available in phases. The mitigation measures for the treatment of adversely affected historic properties described in Stipulation II will apply as funding is obtained for the Project phase where each resource is physically located. There is no obligation to implement the mitigation measures identified in Stipulation II prior to receipt of funding.

VI. UNEXPECTED DISCOVERIES AND IMPACTS

- A. In the event that previously unidentified archaeological resources are discovered during ground disturbing activities within the APE, but outside of the boundaries of a recorded archaeological site, the DRPT shall immediately temporarily halt all construction work involving subsurface disturbance within fifty (50) feet of the discovery and in the surrounding area where further subsurface resources can reasonably be expected to occur and immediately notify the FRA and the Virginia SHPO of the discovery. See Subsection E below for additional information on the duration of the temporary halt. In the case of potentially prehistoric or historic Native

American sites, the FRA shall also notify federally recognized Indian tribes with interest in the area and the DRPT shall notify appropriate Virginia Indian tribes within two (2) working days of the discovery.

- B. The DRPT shall ensure that an archaeologist meeting the *Secretary of the Interior's Professional Qualification Standards* (48 Fed. Reg. 44739) investigates the work site and the resource, and then the DRPT shall forward to the FRA, the Virginia SHPO, the federally recognized Indian tribes with an interest in the area, and appropriate Virginia Indian tribes an assessment of the NRHP eligibility of the resource (36 C.F.R pt. 60.4) and proposed treatment actions to resolve any adverse effects on historic properties. The Virginia SHPO, the federally recognized Indian tribes, and the Virginia Indian tribes shall respond within five (5) working days of receipt of the DRPT's assessment of NRHP eligibility of the resource and proposed action plan. The DRPT, in consultation with the FRA, shall take into account the recommendations of the Virginia SHPO, the federally recognized Indian tribes, and the Virginia Indian tribes regarding NRHP eligibility of the resource and the proposed action plan, and then carry out the appropriate actions.
- C. In the event that above-ground historic properties within the APE, but not among the 21 adversely effected resources listed in this MOA, are inadvertently affected during construction, the DRPT shall immediately temporarily halt all construction work involving subsurface disturbance within fifty (50) feet of the impacted resource and in the surrounding area where further subsurface resources can reasonably be expected to occur and immediately notify the FRA and the Virginia SHPO of the issue. See Subsection E below for additional information on the duration of the temporary halt. As appropriate, FRA and DRPT shall also notify Consulting Parties regarding the impact, as appropriate.
- D. The DRPT shall ensure that an architectural historian or historic architect meeting the *Secretary of the Interior's Professional Qualification Standards* (48 Fed. Reg. 44739) investigates the work site and the resource, and then the DRPT shall forward to the FRA, the Virginia SHPO, and appropriate Consulting Parties an assessment of the impacts to the resource's integrity and proposed treatment actions to resolve any adverse effects on historic properties. The Virginia SHPO and Consulting Parties shall respond within five (5) working days of receipt of the DRPT's assessment of impacts and proposed action plan. The DRPT, in consultation with the FRA, shall take into account the recommendations of the Virginia SHPO and Consulting Parties regarding the impacts and the proposed action plan, and then carry out the appropriate actions.
- E. The DRPT shall ensure that ground disturbing activities within the affected area do not proceed until the appropriate treatment measures are developed and implemented or the determination is made.

VII. HUMAN REMAINS

The DRPT shall ensure that human skeletal remains and associated funerary objects encountered during the course of actions taken as a result of this MOA shall be treated in accordance with the Regulations Governing Permits for the Archaeological Removal of Human Remains (Virginia NRHP 390–01–02) found in Va. Code Ann. §§ 10.1–2305, *et seq.*, the Virginia Antiquities Act as well as the ACHP’s “Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects” adopted on February 23, 2007. The DRPT shall obtain a permit from the Virginia SHPO for the removal of human remains in accordance with the regulations stated above, as appropriate.

VIII. USE OF MOA BY OTHER FEDERAL AGENCIES

- A. Another Federal agency with an undertaking relating to the Project may adopt this MOA and agree to comply with its terms to fulfill its Section 106 responsibilities, as provided for in Stipulation IX of the SEHSR PA.
- B. In the event that a Federal agency other than FRA is considering funding, permits, licenses, or approvals for the Project, such Federal agency may become a signatory to this MOA as a means of complying with its responsibilities under Section 106 for its undertaking relating to the Project. To become a signatory to this MOA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the MOA, specifying the extent of the agency’s intent to participate in the MOA, and identifying the lead Federal agency for the undertaking. The participation of the agency is subject to approval by the Signatories, who must respond to the written notice within thirty (30) days or the approval will be considered implicit. Any other modifications to the MOA will be considered in accordance with Stipulation X.

IX. DISPUTE RESOLUTION

- A. Should any Signatory or Consulting Party to this MOA object in writing to the FRA regarding any action carried out or proposed with respect to any undertakings covered by this MOA, or to the implementation of this MOA, the FRA shall consult with the objecting party to attempt to resolve the objection within thirty (30) days of receipt of the written objection.
- B. If after initiating such consultation, the FRA determines within the thirty (30) day period in subparagraph A that the objection cannot be resolved through consultation with the objecting party, the FRA shall then consult with all Signatories to resolve the objection. If the objection still cannot be resolved within thirty (30) days of all Signatories being advised of the objection and so consulted, the FRA shall then forward all documentation relevant to the objection to the ACHP, including a proposed response to the objection, and request the ACHP’s comment on the objection as described in subsection (C) of this Stipulation IX.

- C. When forwarding relevant documentation and a proposed response to ACHP, FRA shall request that within thirty (30) days after receipt the ACHP exercise one of the following options:
1. Advise the FRA that the ACHP concurs with the FRA's proposed response to the objection, whereupon the FRA shall respond to the objecting party accordingly;
or
 2. Provide the FRA with one or more ACHP recommendations for resolving the objection, which the FRA shall take into account in reaching a final decision regarding its response to the objection, which it shall render within ten (10) days of receiving ACHP's recommendation(s).
- D. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation and proposed response, the FRA may assume the ACHP's concurrence with the FRA's proposed response to the objection.
- E. The FRA shall take into account any ACHP recommendation provided in accordance with this Stipulation IX with reference only to the subject of the objection. The FRA's responsibility to carry out all other actions under this MOA that are not the subject of an objection made pursuant to this Stipulation IX shall remain unchanged.
- F. At any time during implementation of the measures stipulated in this MOA should an objection pertaining to this MOA be raised by a member of the public, the FRA shall notify the Signatories to this MOA and take the objection into account, consulting with the objector and with the Signatories to this MOA in an effort to resolve the objection to follow the SEHSR PA Stipulation XI.B..

X. AMENDMENTS AND TERMINATION

- A. Any Signatory to this MOA may propose to the FRA that the MOA be amended, whereupon the FRA shall consult with the other Signatories to consider such an amendment. All Signatories to the MOA must agree to the proposed amendment in accordance with 36 C.F.R. § 800.6(c)(7).
- B. If the FRA and DRPT decide they shall not proceed with the Project, they shall so notify the other Signatories and Consulting Parties in writing, and this MOA shall become null and void.
- C. If the FRA and DRPT determine that they cannot implement the terms of this MOA, or if the Virginia SHPO determines that this MOA is not being properly implemented, the FRA and DRPT jointly, or the Virginia SHPO individually, may propose to the other parties that this MOA be amended or terminated.
- D. This MOA may be terminated by any of the Signatories to the MOA in accordance with the procedures described in 36 C.F.R. § 800.6(c)(8). Termination shall include the submission of a technical letter report to the Virginia SHPO by the FRA and

DRPT on any work done up to and including the date of termination. FRA and DRPT shall ensure that any associated collections and records recovered are curated in accordance with state guidelines. If the Virginia SHPO is unable to execute another memorandum of agreement following termination, the Virginia SHPO may choose to modify, suspend, or revoke the mitigation concurrence.

- E. In the event that this MOA is terminated, and prior to work continuing on the Project, the FRA shall either reinitiate consultation and comply with 36 C.F.R part 800 or request the comments of the ACHP under 36 C.F.R § 800.7(a). The FRA shall notify the Signatories as to the course of action it will pursue.

XI. EFFECTIVE DATE

This MOA shall be effective as of the date of last signature by all Signatories.

XII. DURATION

This MOA shall continue in full force and effect for fifteen (15) years after the effective date. At any time in the six (6)-month period prior to the expiration of that initial term, the Signatories may consult to consider extending or modifying this MOA. No extension or modification shall be effective unless all parties to the MOA have agreed with it in writing. Any extension or modification of this MOA shall be in accordance with Stipulation X.

XIII. NO WAIVER OF SOVEREIGN IMMUNITY

Nothing in this MOA shall be deemed a waiver of a Signatory's sovereign immunity.

XIV. EXECUTION

This MOA may be executed in counterpart. The FRA shall ensure that each of the Signatories is provided a copy of the executed MOA

Execution of this MOA by the FRA, ACHP, the DRPT, and the Virginia SHPO, and its submission to the ACHP pursuant to 36 C.F.R § 800.6(c), is evidence that the FRA has afforded the ACHP an opportunity to comment on the proposed Project and its effects on historic properties, and that the FRA has taken into account the effects of the Project on historic properties and is documentation of the FRA's decision made pursuant to Section 106 for the purposes of Section 110(l) of the NHPA (54 U.S.C. § 306114).

**MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE,
THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF
HISTORIC PRESERVATION,
AND THE VIRGINIA DEPARTMENT
OF RAIL AND PUBLIC TRANSPORTATION
REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA
SOUTHEAST HIGH SPEED RAIL PROJECT**

FEDERAL RAILROAD ADMINISTRATION

By: _____ Date: _____
Marlys Osterhues, *Division Chief*
Environment and Corridor Planning Divisions

**MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE,
THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF
HISTORIC PRESERVATION,
AND THE VIRGINIA DEPARTMENT
OF RAIL AND PUBLIC TRANSPORTATION
REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA
SOUTHEAST HIGH SPEED RAIL PROJECT**

VIRGINIA STATE HISTORIC PRESERVATION OFFICE

By: _____ Date: _____
Julie V. Langan, *Director, Virginia Department of Historic Resources*

**MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE,
THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF
HISTORIC PRESERVATION,
AND THE VIRGINIA DEPARTMENT
OF RAIL AND PUBLIC TRANSPORTATION
REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA
SOUTHEAST HIGH SPEED RAIL PROJECT**

ADVISORY COUNCIL ON HISTORIC PRESERVATION






By: _____ Date: _____
John M. Fowler, *Executive Director*






**MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE,
THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF
HISTORIC PRESERVATION,
AND THE VIRGINIA DEPARTMENT
OF RAIL AND PUBLIC TRANSPORTATION
REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA
SOUTHEAST HIGH SPEED RAIL PROJECT**






VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION






By: _____ Date: _____
Jennifer Mitchell, *Director*


Table 1: Summary of Mitigation Per Adversely Effected Historic Property (Listed North to South).

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landsep Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Richmond, Fredericksburg and Potomac Railroad (500-0001)				X							X			Web-based Story Map on 120 Historic Properties
RF&P Bridge over Occoquan River (500-0001-0022)							X						X	
Rippon Lodge (076-0023)			X		X								X	Assist with Vegetative Removal/ Underbrush Clearing to Restore Viewshed
Site 44ST1223- Civil War Campsite			X			X		X				X		
Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)					X		X						X	

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Site 44SP0187- Bridge/Marye's Mill			X			X		X		X		X		Artifact Display in New Rail Station
Fredericksburg Historic District (111-0132)									X	X		X	X	Context of RR History in Fredericks- burg
Site 44SP0688- Block 49/Train Station			X					X		X		X		Artifact Display in New Rail Station
Site 44SP0687- Block 48/Train Station			X					X		X		X		Artifact Display in New Rail Station
Site 44SP0468- Earthwork/ Jackson's Earthwork			X			X		X				X		

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Doswell Historic District (042-5448)		X	X						X					
Doswell Depot and Tower (042-0093)			X				X							Move Tower
Berkleytown Historic District (166-5073)		X	X								X		X	Aid in Text for Walking Tour of District
Laurel Industrial School Historic District (043-0292)			X			X							X	
Main Building/ Robert Stiles Building (043-0292-0001)			X										X	Context on Reform Schools in Central VA

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Shockoe Valley & Tobacco Row Historic District (127-0344)			X			X				X	X (research & interviews with descendent comm'y)		X	Context on VA RR & Slave Trade; Boundary Delineation for Slave Trade MPD
Site 44HE1098- Main Street Station Parking Lot/Railroad			X					X		X		X		
Site 44HE1097- Railroad, Warehouse			X					X		X		X		
Main Street Station and Trainshed (127-0172)									X				X	Context on RR history of Richmond
Seaboard Air Line Railroad Corridor (127- 6271)				X									X	Context on SAL Stations in VA

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Site 44HE1094- Warehouse			X					X		X		X		

APPENDIX A: List of Cultural Resource Reports Completed on the DC2RVA Project Area

Archaeological Sites/Resources (in publication order)

Klein, Mike, Emily Calhoun, Marco González, and Earl E. Proper

2015 *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino

2016 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Emily Calhoun, Kerry González, and Mike Klein

2018 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Buildings, Structures, Objects, and Districts (in publication order)

Staton, Heather Dollins, and Adriana Lesiuk

2015 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Dahlgren Junction to Fredericksburg (DJFB) Segment, City of Fredericksburg and Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana Lesiuk, and M. Chris Manning

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Arkendale to Dahlgren Junction (ARDJ) Segment Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather D., Adriana T. Lesiuk, and Emily K. Anderson

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) Segment Arlington County and the City of Alexandria*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Alexandria to Franconia (AFFR) Segment City of Alexandria and Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Franconia to Lorton (FRLO) Segment Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, M. Chris Manning, and Adriana Lesiuk
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Lorton to Powells Creek (LOPC) Segment Prince William and Fairfax Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, and Michelle Salvato
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments Spotsylvania, Caroline, and Hanover Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Sylvester, Caitlin C., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Greendale to SAY/WAY (GNSA), SAY/WAY to AM Jct (SAAM) and Buckingham Branch/Hospital Wye (BBHW) Segments, Henrico County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project AM Jct to Centralia - S Line (AMCE) and AM Jct to Fulton Yard (AMFY) Segments, City of Richmond and Chesterfield County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and Heather D. Station

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project WAY to Centralia – A Line (WACE) Segment, Chesterfield County and City of Richmond.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Peckler, Danae

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project North Doswell to Elmont (NDEL) Segment, Hanover County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Chase, Kristine A.

2017 *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Moss, Adriana T., and Kerri S. Barile

2018 *Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond, High Speed Rail Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Kristine A. Chase, Sean Maroney, Adriana T. Moss, Danae Peckler, and Heather Dollins Staton

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report A).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Danae Peckler, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report B).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report C)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Combined Cultural Resources/Reconnaissance Studies (in publication order)

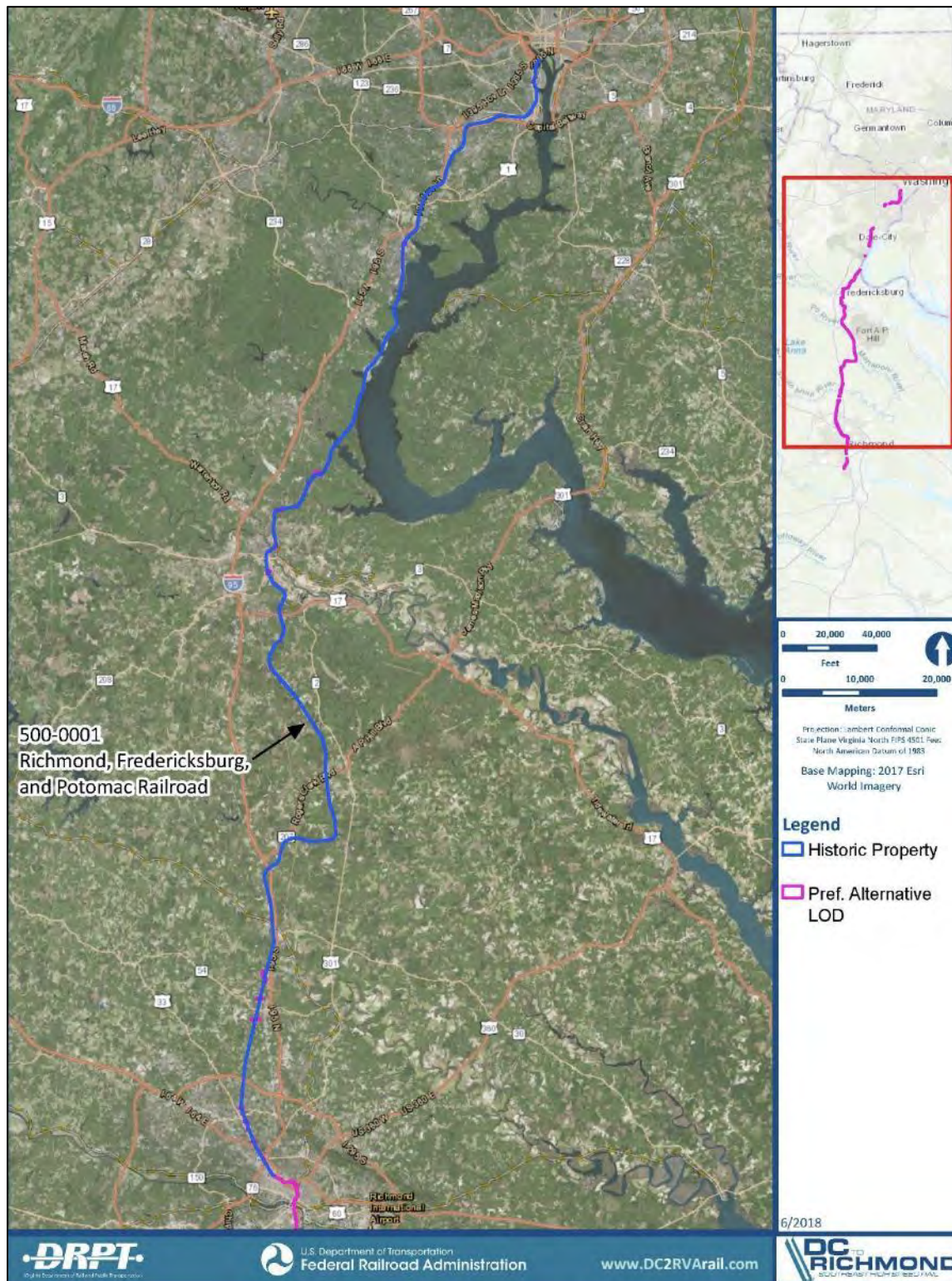
Staton, Heather Dollins, and Earl E. Proper

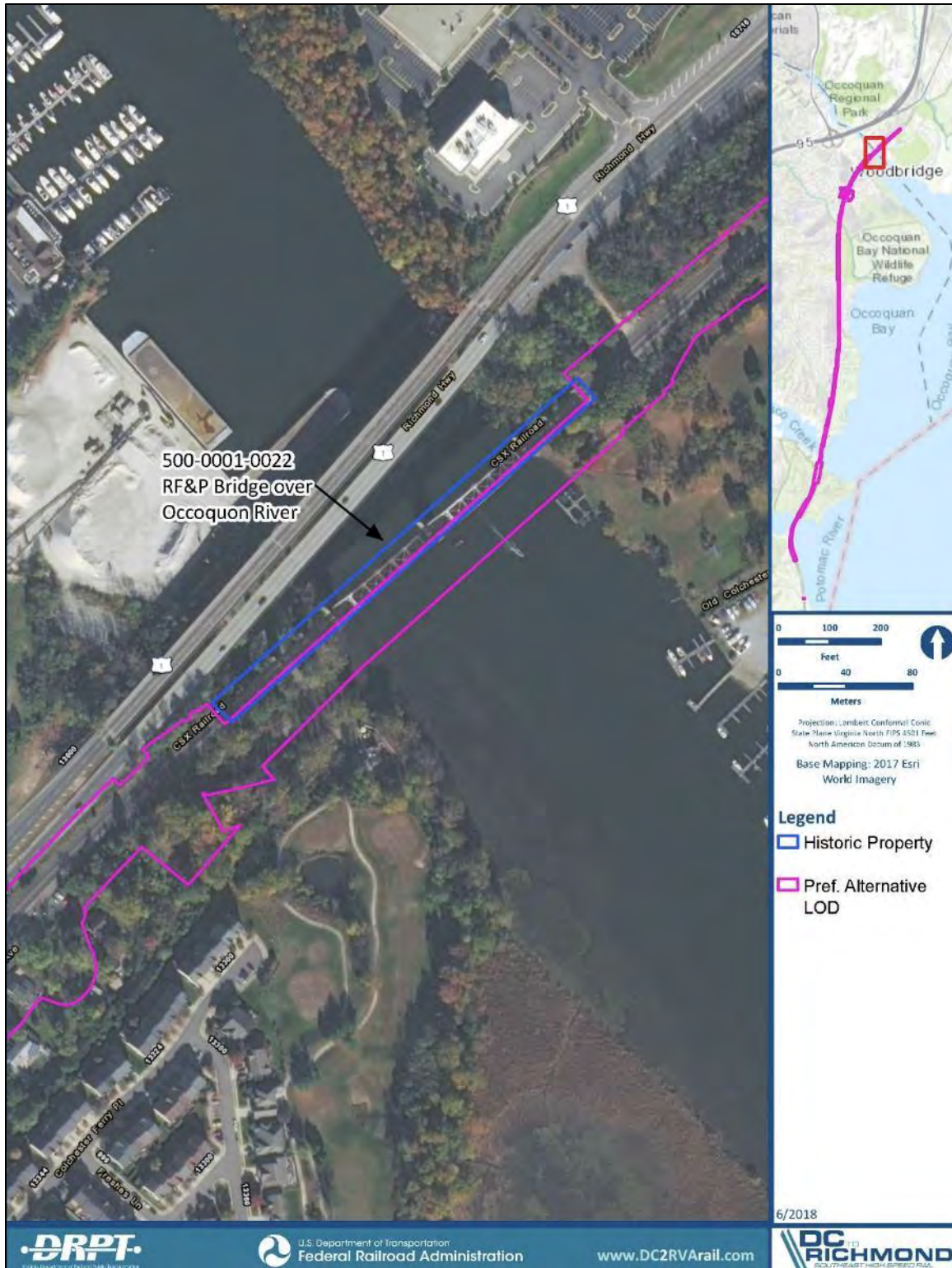
2016 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

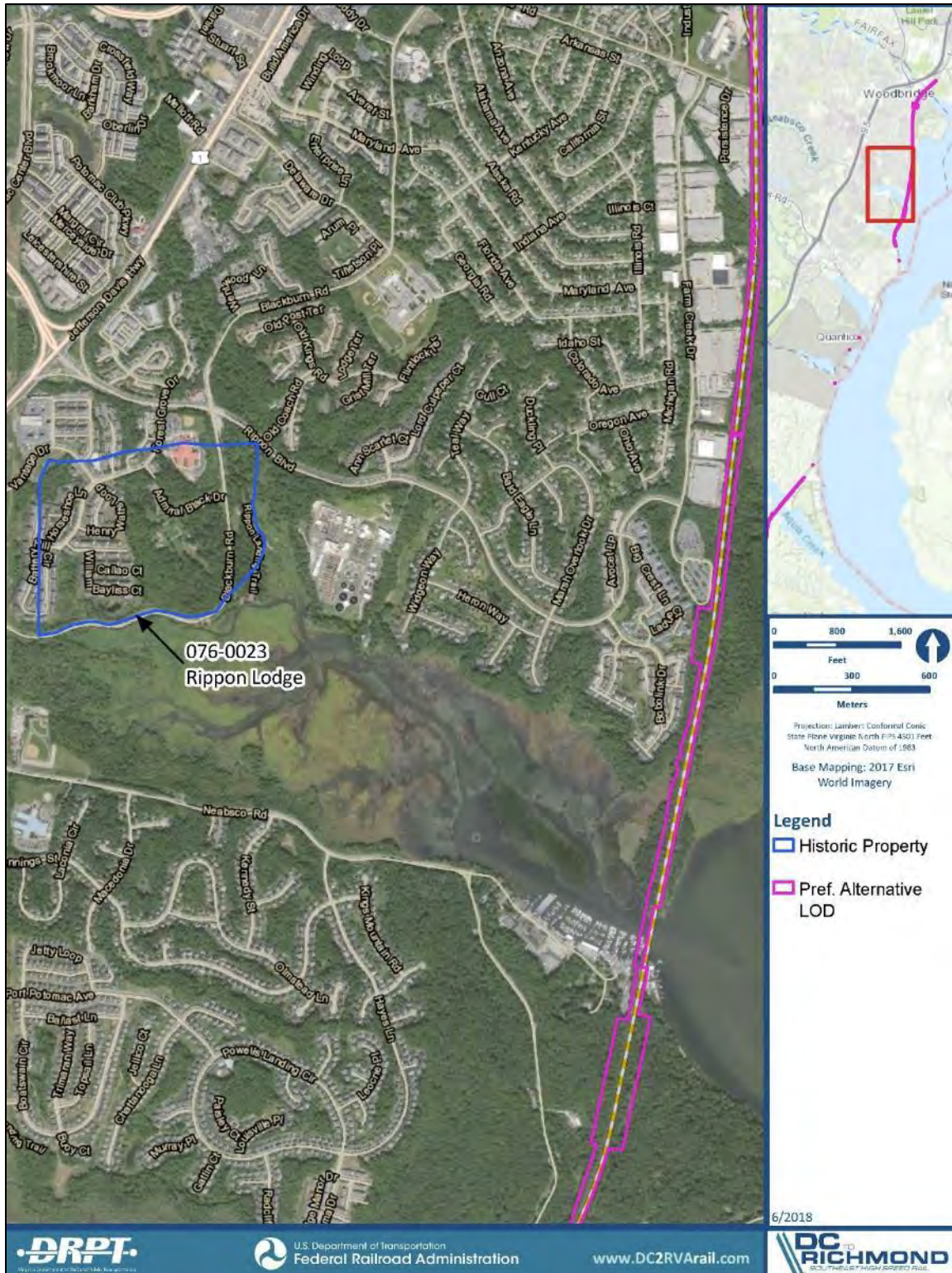
Staton, Heather Dollins, D. Brad Hatch, and Emily Calhoun

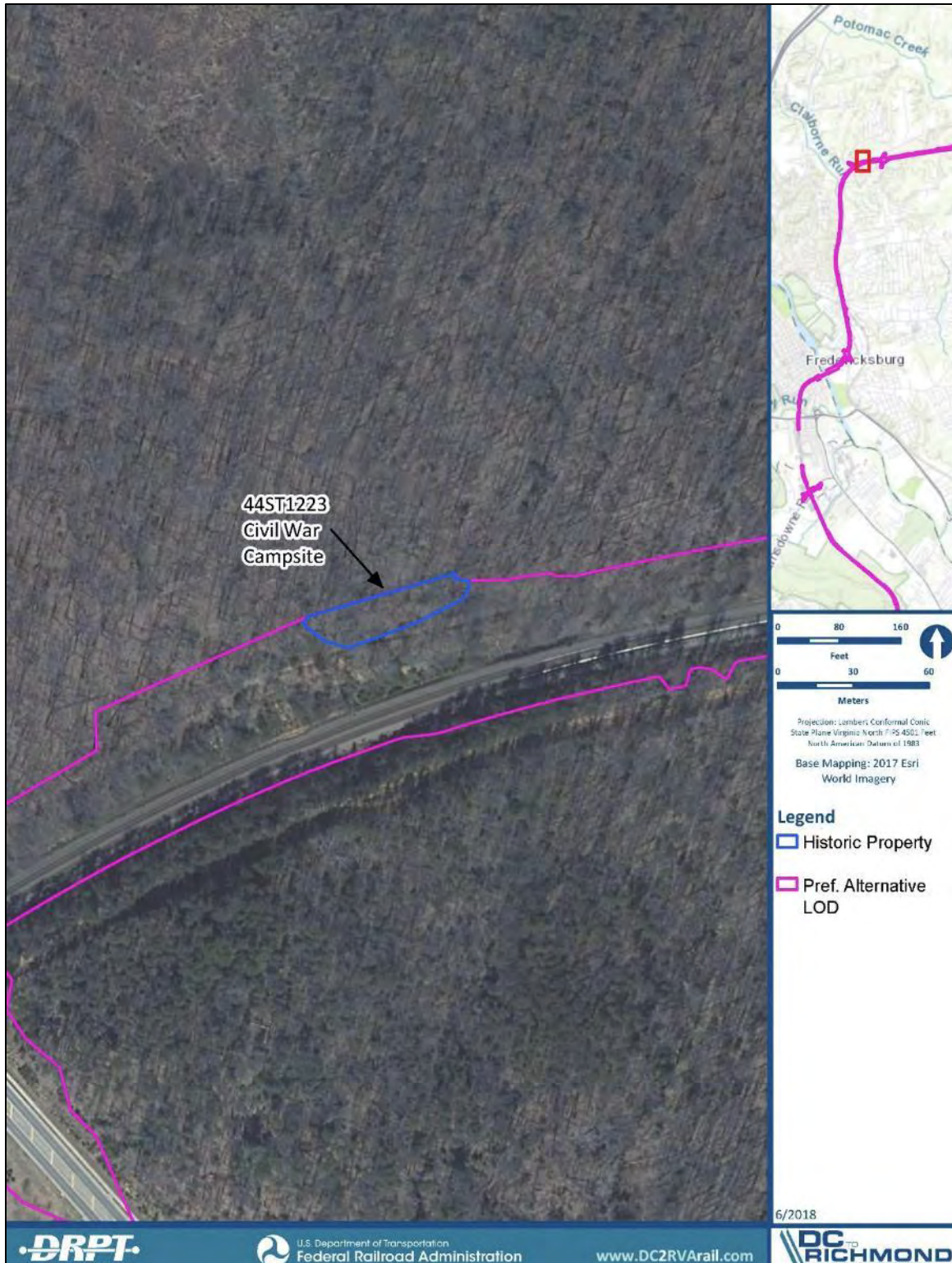
2017 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

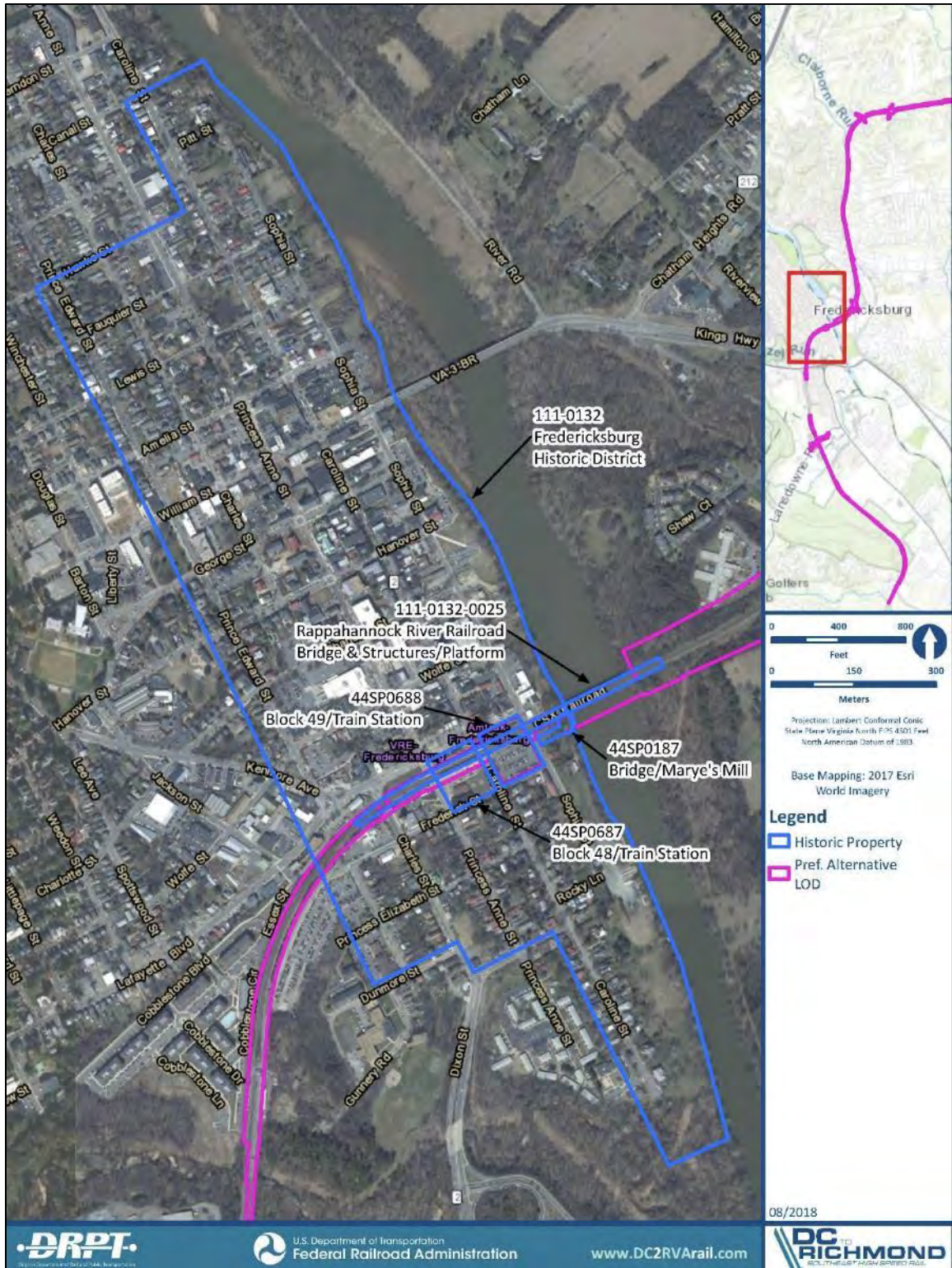
APPENDIX B: Location of 21 Adversely Effected Properties (North to South)
*Maps are not for public distribution per the
 Archeological Resources Protection Act of 1979.*

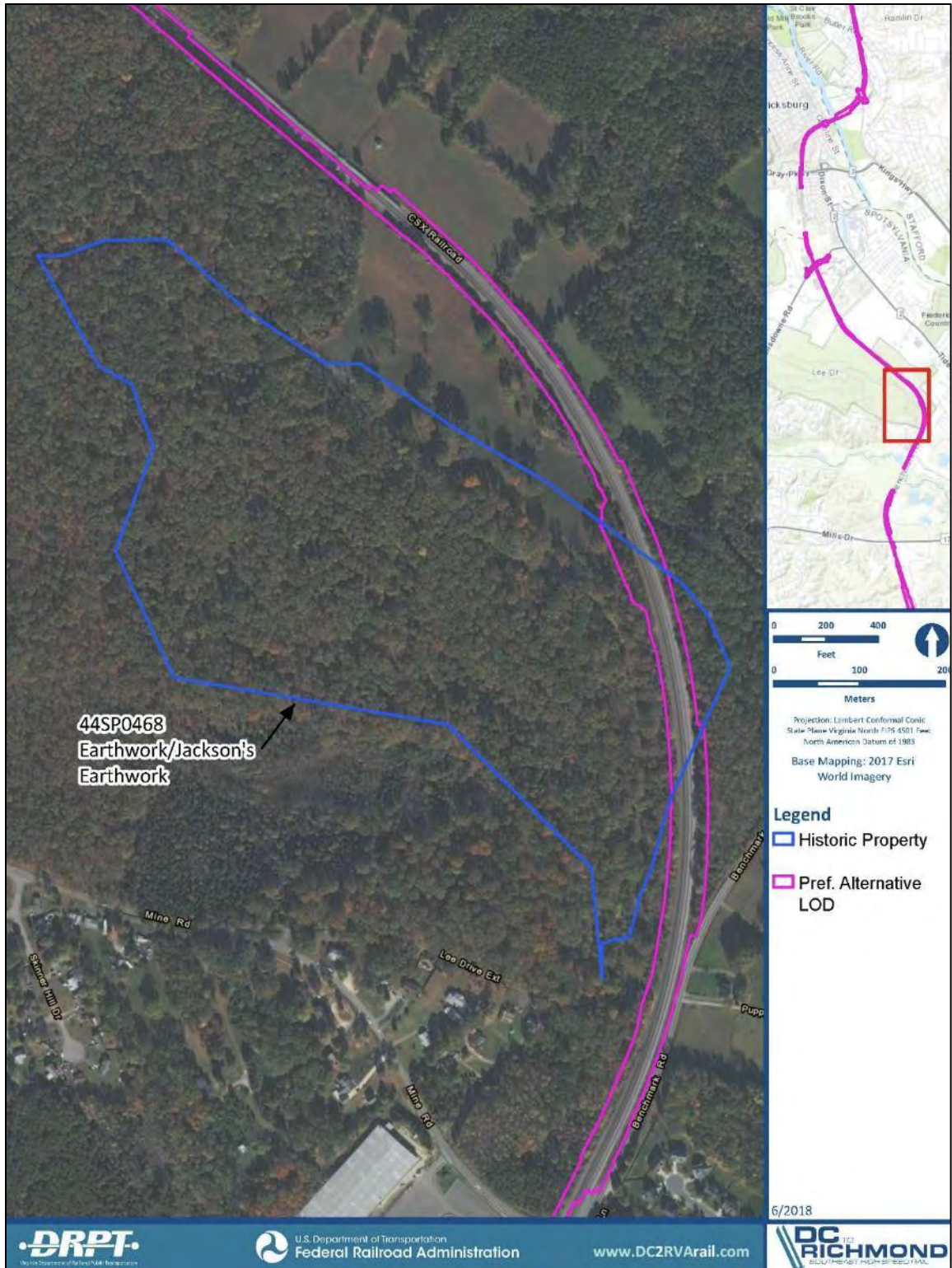


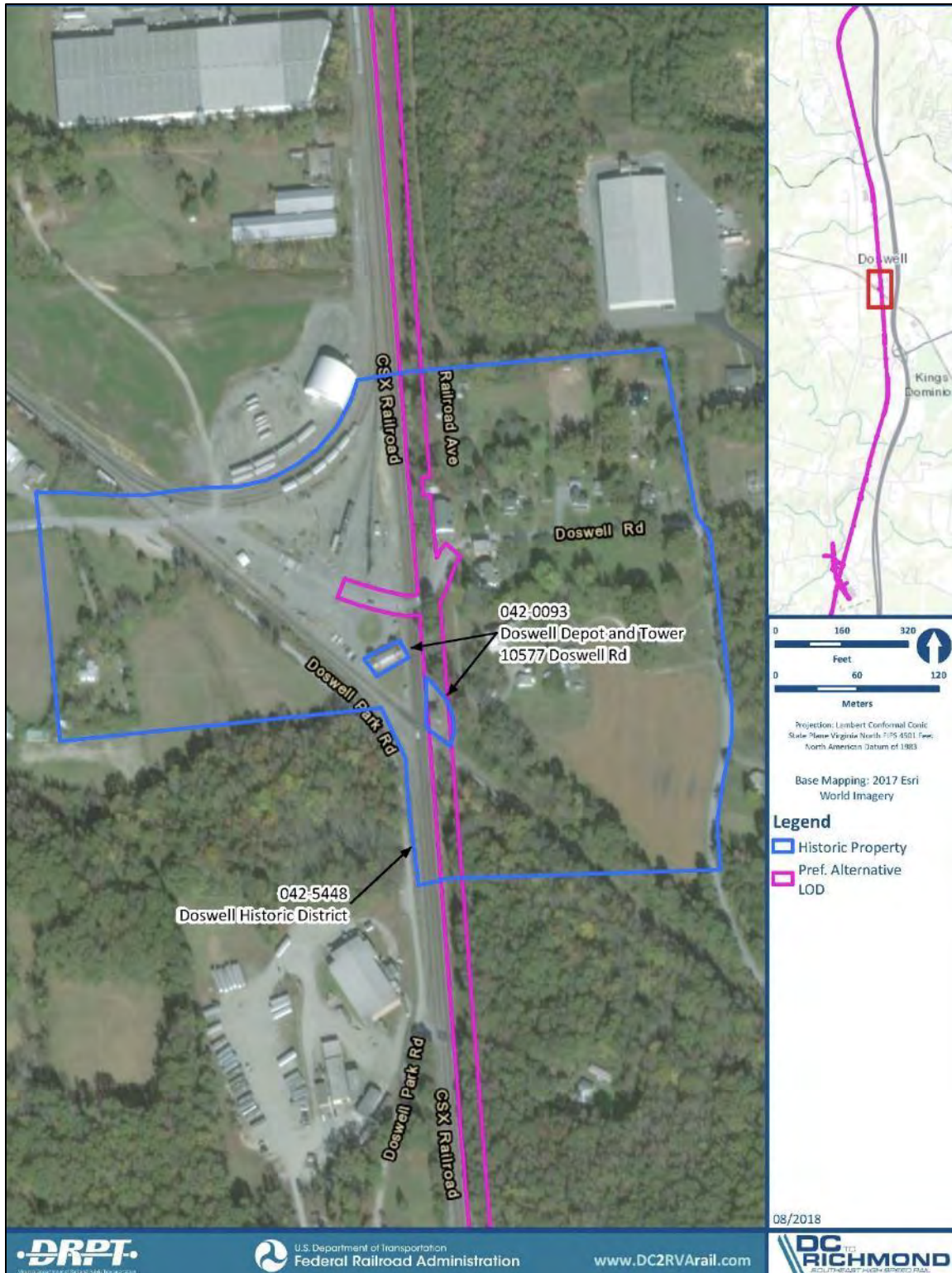


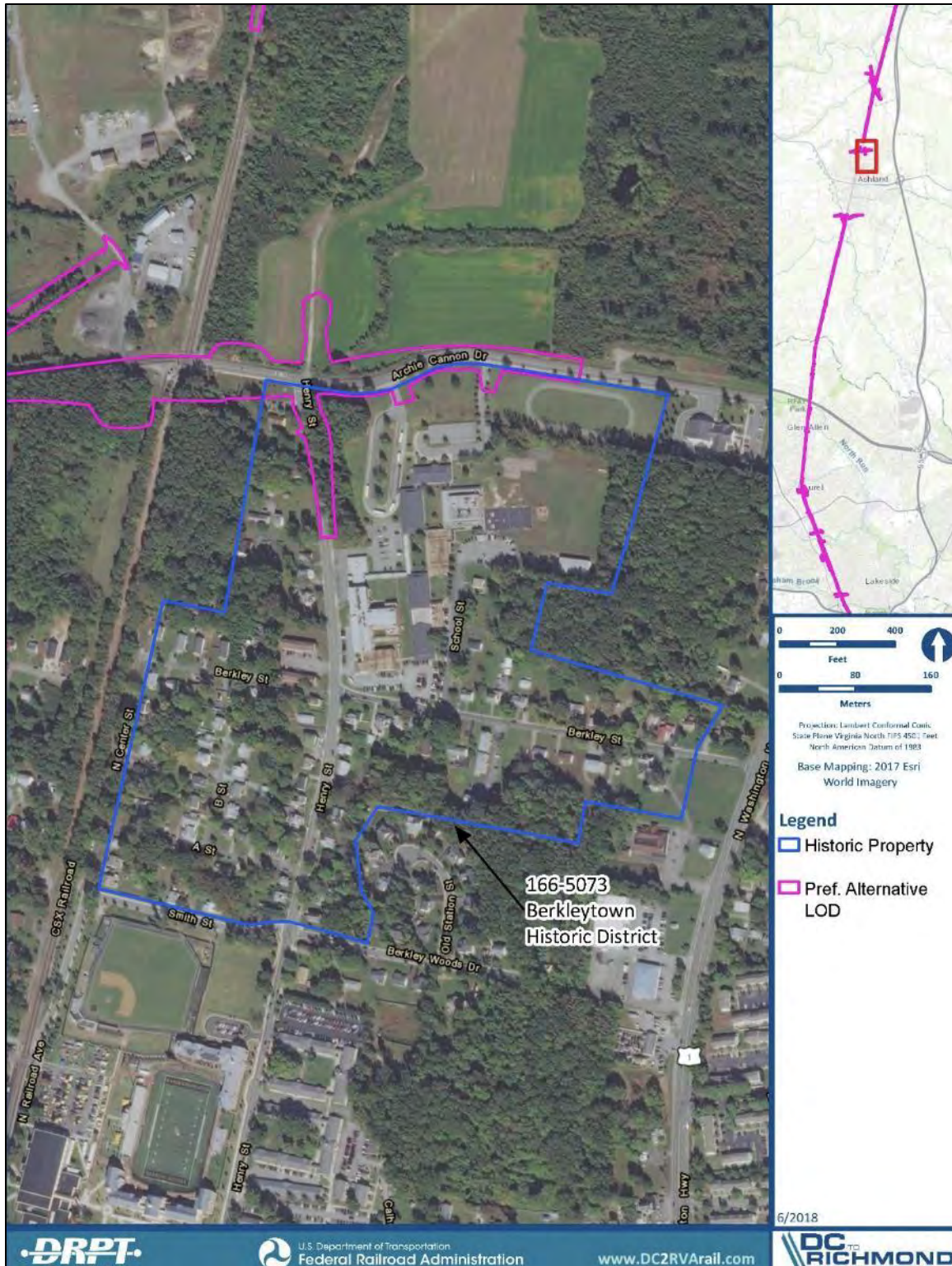


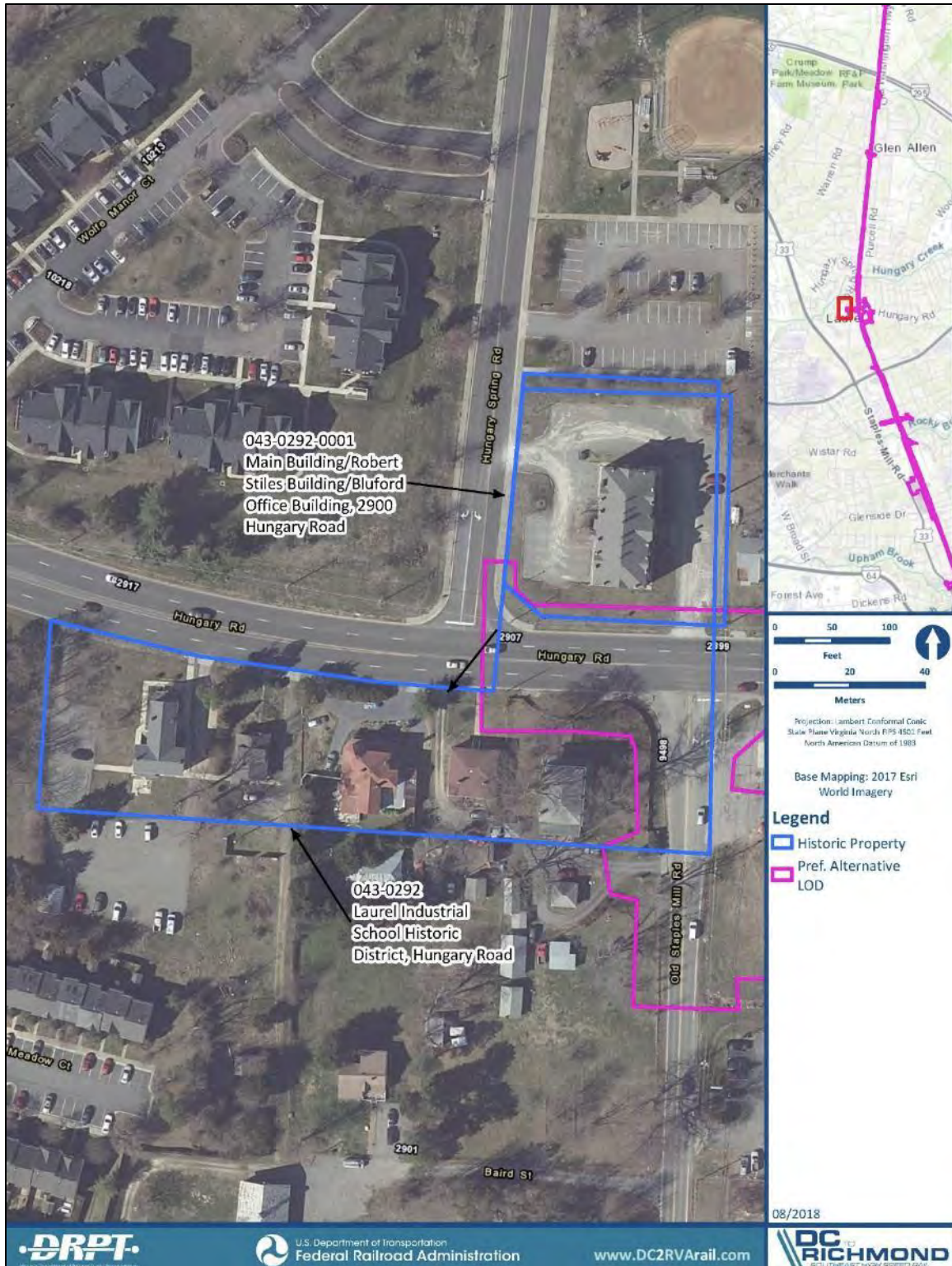


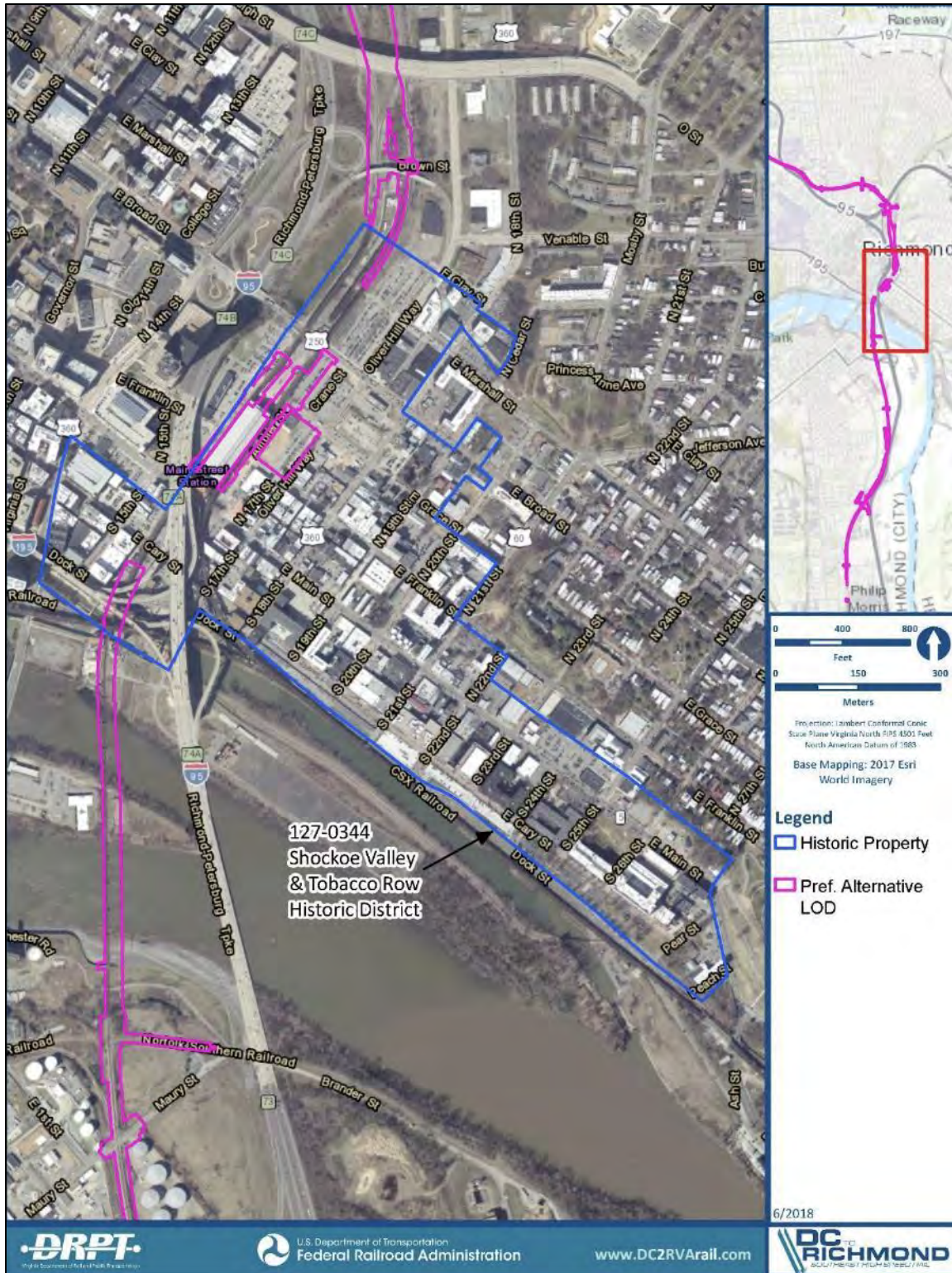


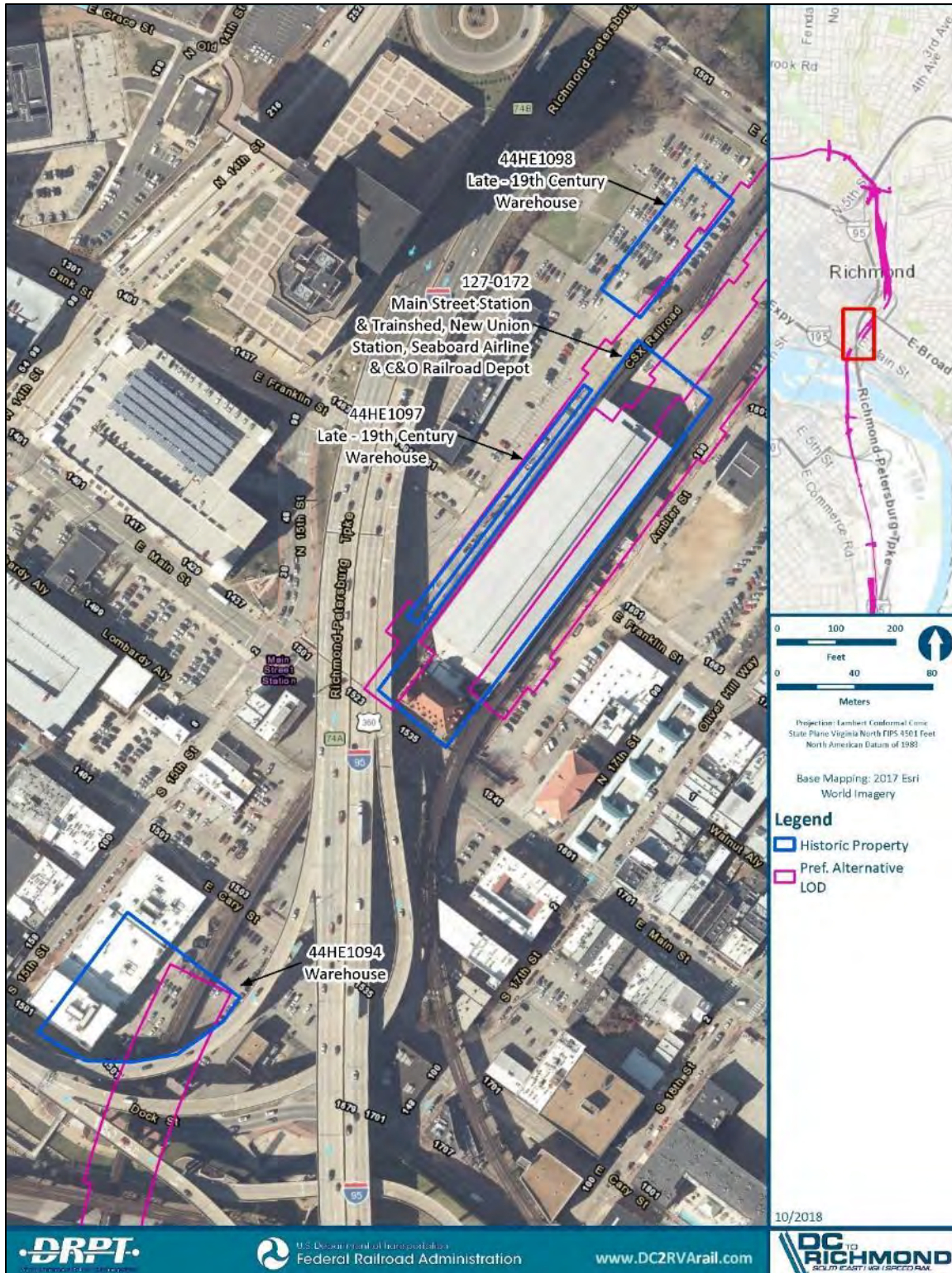


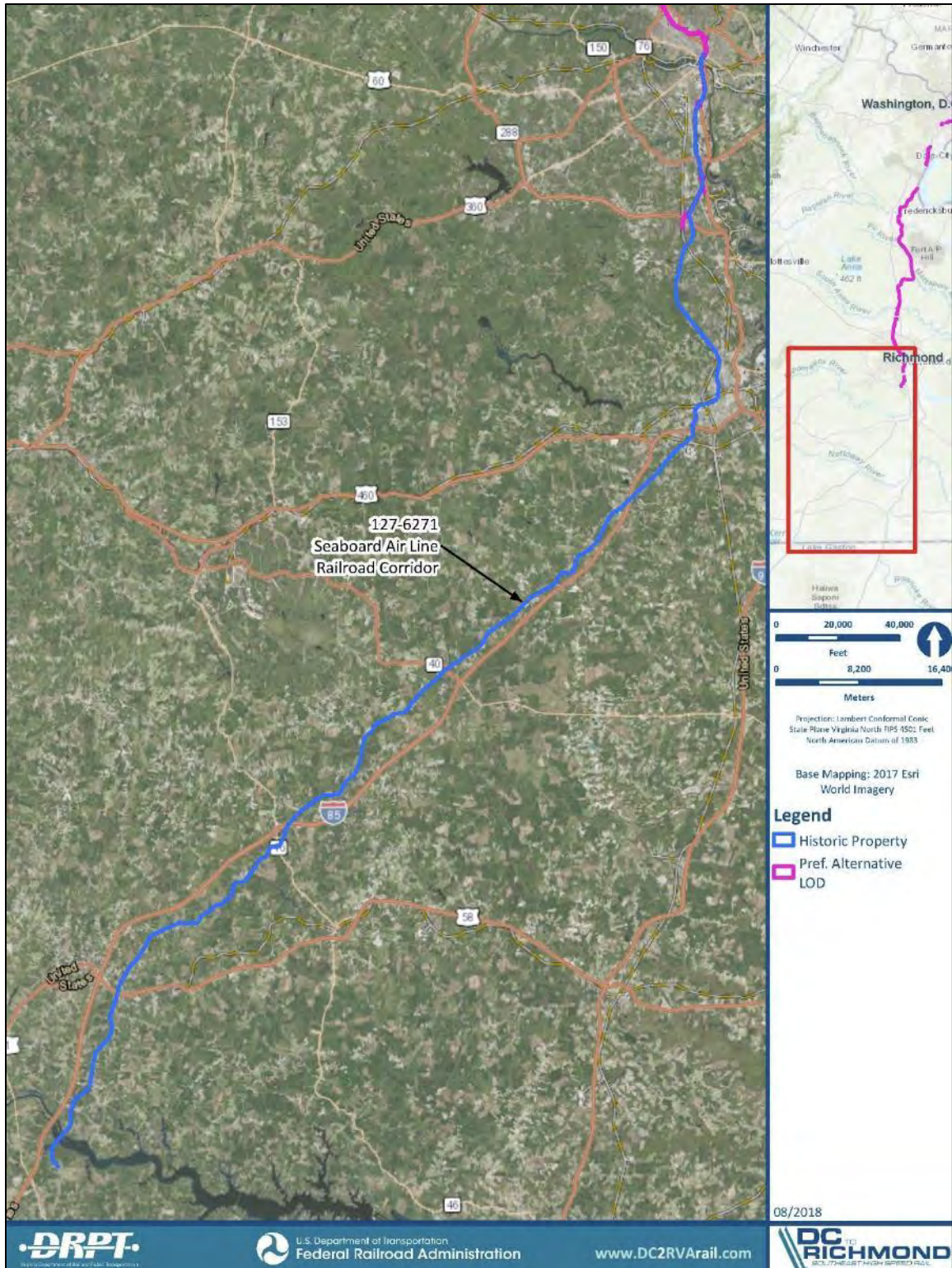












APPENDIX C: Meetings and Correspondence with Consulting Parties

Meetings

Date	Attendees	Topics
November 7, 2014	DHR, DRPT	Kick-off meeting; discussions on APE, methodology, reporting
March 19, 2015	VDOT, DRPT	Roadway bridges and Section 106 coordination
February 18, 2016	DHR, DRPT	Update on corridor and status of studies
June 14, 2016	CWT	General discussion on results to date; Richmond to Raleigh Memorandum of Agreement
August 10, 2016	DHR, DRPT	Preliminary dialogue on historic properties and Project effect
May 15, 2017	Ashland Museum, Town of Ashland	Overview of 106 process and technical studies to date
June 8, 2017	NPS- Fredericksburg, DRPT	Update on technical studies and Project plans
July 14, 2017	Town of Ashland; Ashland Museum	Update on technical studies and Project plans
July 26, 2017	DHR, DRPT	Update on technical studies and Project schedule
August 14, 2017	NPS—Richmond, DRPT	Update on technical studies and Project plans
October 11, 2017	Hanover County, Town of Ashland, Ashland Museum	Update on technical studies and Project plans
October 20, 2017	Alexandria Archaeology, City of Alexandria, Arlington County, NTHP, DRPT	Update on technical studies and Project plans
October 24, 2017	ACHP, ABPP, CWT, DRPT	Update on technical studies and Project plans
October 27, 2017	Prince William County, Caroline County, City of Fredericksburg, CVBT, HFFI, DRPT	Update on technical studies and Project plans
October 30, 2017	City of Richmond, Historic Richmond Foundation, DRPT	Update on technical studies and Project plans
February 8, 2018	Rose Center/Urban Land Institute, DRPT	Overview of Project and history of Shockoe Bottom
February 13, 2018	DHR, DRPT	Update on technical studies and Project schedule
April 4, 2018	DHR, DRPT	Discussion of Project limits of disturbance and APE
June 18, 2018	Town of Ashland, Ashland Museum	Historic property list and 106 process
June 19, 2018	DHR, DRPT	Historic properties and Project effect
June 21, 2018	CWT, Historic Richmond Foundation, Town of Ashland, Ashland Museum, Preservation Virginia, DRPT	Historic properties and Project effect
June 26, 2018	ABPP, City of Fredericksburg, NPS Fredericksburg, DRPT, FRA	Historic properties and Project effect
June 28, 2018	NTHP, Alexandria Archaeology, NPS—Mount Vernon Parkway, ACHP, DRPT	Historic properties and Project effect
July 2, 2018	DHR, FRA, DRPT	Revisit of historic properties and Project effect
July 16, 2018	Town of Ashland, Ashland Museum	Technical reports and Project effect

Date	Attendees	Topics
July 17, 2018	NPS- Fredericksburg	DC2RVA LOD and Jackson's Shrine
July 17, 2018	Preservation Virginia	DC2RVA Project summary and list of historic properties
July 19, 2018	City of Richmond, DRPT	Historic properties and Project effect
July 24, 2018	DHR	Resources in Shockoe Bottom
July 26, 2018	FRA, DHR, DRPT	Resources in Shockoe Bottom
July 27, 2018	ACHP	Resources in Shockoe Bottom
July 31, 2018	DHR, FRA, DRPT	Resources in Shockoe Bottom
August 3, 2018	DHR	Resources in Shockoe Bottom
August 6, 2018	DHR, DRPT, VA Secretary of Transportation, VA Secretary of Natural Resources	Discussion on historic resources in Shockoe Bottom
August 29, 2018	City of Richmond, DHR	Resources in Shockoe Bottom, City preservation initiatives near Main Street Station and future projects
September 5, 2018	VA Secretary of Transportation, DHR, DRPT, City of Richmond	Discussion of cultural resources in Shockoe Bottom
September 10, 2018	NTHP, Preservation Virginia, Sacred Ground Project, ACHP, DHR, DRPT	Discussion of upcoming meeting in Shockoe/Richmond, including meeting content and attendees
October 2, 2018	FRA, DHR, ACHP, DRPT	Summary of three October 2018 consulting party meetings, Resources in Shockoe Bottom, Next steps in 106 process
October 2, 2018	DRPT, City of Alexandria	List of historic properties, project effect
October 4, 2018	City of Fredericksburg, Prince William County, Ashland Museum, Alexandria Archaeology, DRPT, FRA	APE, list of historic properties, project effects, MOA mitigation
October 5, 2018	American Battlefield Trust (Civil War Trust), ABPP, Alexandria Archaeology, NPS- Mount Vernon Parkway, NPS- National Capital Region	APE, list of historic properties, project effects, MOA mitigation
October 12, 2018	NTHP, Shockoe Partnership, ACHP, Preservation Virginia, City of Richmond, Slave Trail Commission, Historic Richmond Foundation, Untold RVA, DHR, FRA, DRPT, private citizens	On-site visit at Main Street Station, APE, list of historic properties, project effects, MOA mitigation
October 15, 2018	Historic Richmond Foundation, DRPT	Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation
October 23, 2018	ACHP, DHR, FRA, DRPT	Update on consulting party meetings, list of historic properties, project effect
October 24, 2018	Ashland Museum, Town of Ashland, DRPT	List of historic properties, project effect, MOA mitigation
November 1, 2018	Preservation Virginia, DRPT	Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation
November 2, 2018	Elegba Folklore Society, DRPT	Summary of project, Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation

Date	Attendees	Topics
November 28, 2018	NTHP, DRPT	Discussion on reply sent to NTHP on Historic Properties
December 3, 2018	NTHP, Preservation Virginia, Historic Richmond Foundation, Elegba Folklore Society, City of Richmond, DRPT, FRA, ACHP, DHR	Additional discussion on reply sent to NTHP, historic properties in Shockoe Bottom, and effect on historic properties

Correspondence Sent to Consulting Parties

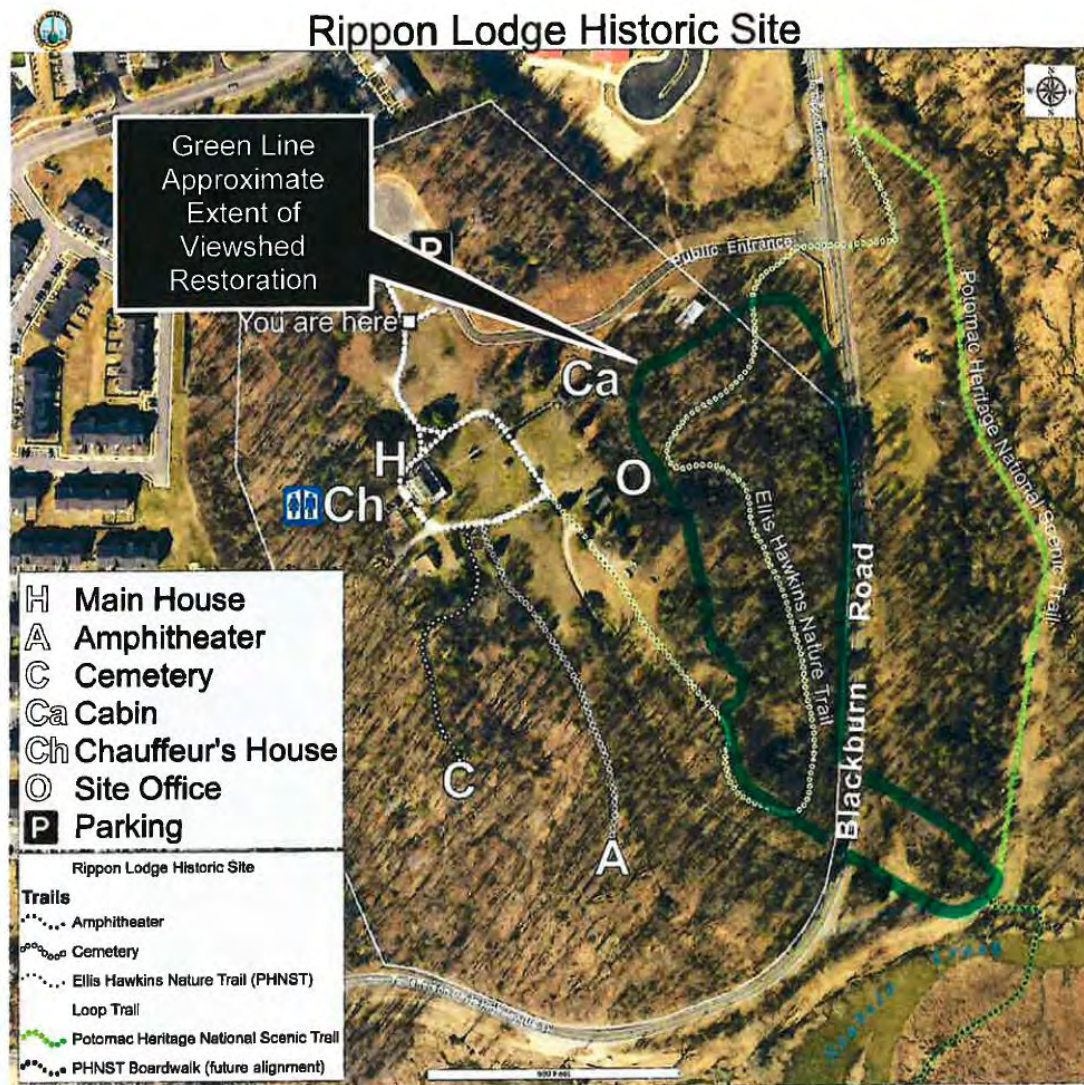
Date	Medium	Recipient	Topic
September 25-October 15, 2014	E-mail; Letter	DHR, FRA, DRPT	Initiation of Section 106 Process
January 5-February 2, 2015	E-mail, Letter	DHR, FRA, DRPT	Defining Project APE
June 8, 2015	E-mail	VDOT	VDOT/DHR PA on Historic Bridges
June 22, 2015	Letter	Civil War Trust, DRPT	Receipt of comments on Project screening review
July 30, 2015	E-mail	All Consulting Parties, DRPT	Distribution of Archaeological Predictive Model report for review
July 17, 2015; August 28, 2015	Letter, E-mail	DHR	Submittal of Archaeological Predictive Model Report; DHR Reply
August 3-September 4, 2015	E-mail	Arlington County, City of Alexandria, Prince William County, City of Fredericksburg, DRPT	Receipt of comments on Archaeological IA Predictive model
August 28, 2015	E-mail	All Consulting Parties, DRPT	Reminder to submit comments on Predictive Model Report
October 20, 2015; December 18, 2015	Letters	NPS (FSNMP)	<i>Archaeological Resources Protection Act</i> (ARPA) permit to dig on federal land (Original Segment 7)
December 9, 2015; February 5, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 7); DHR Reply
December 15, 2015	Letter	DHR	Application to conduct archaeology on state lands (Original Segment 11)
March 18-31, 2016	E-mail; Memo	DHR	Discussion of alternative methodology for architecture in Original Segment 18
April 13-April 26, 2016	E-mail	David Hamilton (Consulting Party), DHR, DRPT, FRA	Mr. Hamilton is a private property owner along the Ashland Bypass. Numerous E-mails were exchanged with Mr. Hamilton regarding his concerns, his position as a consulting party, and distributing Project data
May 20, 2016; June 8, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 6); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 3); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 4); DHR reply
June 21, 2016; June 28, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 8-9); DHR reply
July 6, 2016; July 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 1); DHR reply

Date	Medium	Recipient	Topic
July 6, 2016; July 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 2); DHR reply
July 25, 2016; August 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 10-12); DHR reply
December 21, 2016; February 21, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 13); DHR reply
August 3, 2016; August 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 14); DHR reply
September 6, 2016; October 11, 2016	Letter, E-mail	DHR	Submittal of Archaeological Phase I Report (Original Segments 1-20); DHR reply
October 21, 2016; November 30, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 15, 16, 20); DHR reply
November 14, 2016; December 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 17, 19); DHR reply
October 21, 2016; November 3, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 18); DHR reply
January 20, 2017; March 1, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Structures); DHR reply
January 6, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Ashland Bypass Report; DHR reply
January 20, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Fredericksburg Bypass Report; DHR reply
February 24, 2017; March 24, 2017	E-mail	All Consulting Parties	Distribution of Architectural Reports for review; Consulting Party comments
March 28, 2017	E-mail	All Consulting Parties	Update on technical study distribution
April 14, 2017; May 14, 2017	Letter; E-mail	All Consulting Parties	Distribution of All Phase IA and IB reports for review; Consulting Party comments
May 17, 2017	E-mail	All Consulting Parties	Reminder of comment deadline for reports
June 1, 2017	E-mail	All Consulting Parties	Extension of deadline for comments on reports
September 19, 2017	E-mail	All Consulting Parties	Summary of upcoming Draft EIS meetings and offer for on-on-one meetings
October 7, 2017	E-mail	All Consulting Parties	Reminder of Draft EIS meetings
November 2, 2017	E-mail	All Consulting Parties	Distribution of historic map overlays showing Shockoe Bottom
November 21, 2017	Letter; E-mail	Professor J.V. Moeser, Secretary of Transportation	Resources in Shockoe Bottom
February 7, 2018	E-mail	All Consulting Parties	Update on LOD and technical studies progress
February 13, 2018	Letter; Email	Tribes who received federal status in 2018	Invitation to participate in project; Updates on project to date and future steps (Tribes were included on all subsequent All Consulting Party communication)
May 8, 2018	E-mail	All Consulting Parties	Update on distribution of LOD and Phase II technical reports
May 14, 2018; June 12, 2018	E-mail	DHR	Submittal of Archaeological LOD Expansion Areas Report; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Archaeological LOD Expansion Areas Report for review; Consulting Party comments
May 4, 2018; June 11, 2018	E-mail	DHR	Submittal of Architectural LOD Expansion Areas Report for review; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural LOD Expansion Areas Report for review; Consulting Party comments

Date	Medium	Recipient	Topic
March 22, 2018; April 25, 2018	E-mail	DHR	Submittal of Architectural Phase II Report A; DHR reply
April 19, 2018; May 1, 2018	E-mail	DHR	Submittal of Architectural Phase II Report B; DHR reply
May 10, 2018; June 12, 2018	E-mail	DHR	Submittal of Architectural Phase II Report C; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural Phase II Reports (A-C) for review; Consulting Party comments
June 13, 2018	E-mail	All Consulting Parties	Reminder of upcoming series of Project meetings
June 20, 2018; June 28, 2018	Letter, E-mail	DHR	Submittal of Project effects letter; DHR reply
June 20, 2018	E-mail	All Consulting Parties	Update on Project effects and reminder of upcoming series of Project meetings
July 9, 2018; July 18, 2018	Letter; E-mail	DHR	Submittal of Addendum Project effects letter; DHR reply
July 9, 2018	E-mail	All Consulting Parties	Update on Addendum Project Effects
July 20, 2018	E-mail	All Consulting Parties	Reminder of deadline for report and effects comments
August 14, 2018	E-mail	FRA, DHR, DRPT	Framework of MOA for review
August 23, 2018	E-mail	All Consulting Parties	Update on project including receipt of comments on reports, APE, and list of historic properties
September 21, 2018	E-mail	All Consulting Parties	Invitation to three October Consulting Party Meetings
September 21, 2018	E-mail	Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Invitation to Shockoe Bottom/Richmond Consulting Party Meeting
October 11, 2018	E-mail	All Consulting Parties	Reminder of three October Consulting Party Meetings

Date	Medium	Recipient	Topic
October 11, 2018		Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Reminder of Shockoe Bottom/Richmond Consulting Party Meeting
November 13, 2018	Letter; E-mail	DRPT, Preservation Virginia, Historic Richmond Foundation, DHR, ACHP	Reply to NTHP, Preservation Virginia, and Historic Richmond Foundation on July 20, 2018 letters
November 27, 2018	E-mail	All Consulting Parties	Distribution of updated list of historic properties and revised effects; Solicitation of additional MOA mitigation ideas
November 19, 2018; TBD	Letter; E-mail	DHR	Submittal of Second Addendum Project effects letter; DHR reply
December 21, 2018	E-mail	FRA, DHR, ACHP,	Revised MOA for review
November 30, 2018; TBD	Letter; E-mail	DHR	Section 4(f) concurrence letter; DHR reply
December 28, 2018	E-mail	All Consulting Parties	Distribution of Draft MOA for review to Consulting Parties
TBD	E-mail	FRA, DHR, ACHP	Second revised MOA for review based on Consulting Party feedback
TBD; TBD	E-mail	FRA, DHR, ACHP	Final MOA for ratification; Signatures received and MOA finalized

APPENDIX D: Map Showing Area of Vegetative Clearing/Underbrush Removal at Rippon Lodge



DC2RVA- SUMMARY OF MITIGATIONS

(Yellow= Added or Modified Since Distribution of Preliminary List)

Resource	Mitigation Criteria for Historic Properties	Comment
Richmond, Fredericksburg and Potomac Railroad (RF&P) (500-0001)	Architectural evaluation/Phase II-level study of bridges to be demolished as part of the project that are contributing elements to the railroad district	
	Oral histories of two individuals with an in-depth knowledge/long tenure working on structures along historic RF&P	
	Historic context on the evolution of railroad structures along the RF&P	Removed per dialogue with the DRPT and consulting parties based on the addition of the story map below
	Creation of an online project map/story board to highlight historic properties along the corridor.	Added based on consulting party feedback
RF&P Bridge over Occoquan River (500-0001-0022)	Design review of new structure to assure historic resource compatibility	
	Historic American Engineering Record (HAER) documentation of extant structure	
Rippon Lodge (076-0023)	Design review of new structure to assure historic resource compatability	
	Cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek Bridge	
	Interpretive sign on Neabsco Creek watershed to be placed along Blackburn Road or in another location deemed suitable by Prince William County	Location of sign modified based on consulting party feedback
	Assist with restoration of Rippon/Neabsco Creek viewshed through removal of underbrush; mature trees remain extant	Added based on consulting party feedback
Site 44ST1223 (Civil War Campsite)	Archaeological data recovery on the portion of the site to be impacted by the project	
	Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg	Added based on consulting party feedback
	Scholarly article discussing the historical and archaeological importance of the site	
Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)	Design review of new structure to assure historic resource compatibility	
	Historic American Engineering Record (HAER) documentation of extant structure	
	Cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg	
Sites 44SP0187 (Marye's Mill), 44SP0688 (Block 49), and 44SP0687 (Block 48)	Archaeological data recovery on the portions of each site to be impacted by the project	
	Scholarly article discussing the historical and archaeological importance of these three sites	
	Lecture presented to the general public on the history and archaeology of the three sites	
	Museum display in new train station to highlight the sites and showcase artifacts retrieved during data recovery	Added based on consulting party feedback
	Interpretive sign to be placed within or near Fredericksburg rail station describing the archaeology of the area	
Fredericksburg Historic District (111-0132)	Design review of new parking deck and train station to assure historic district compatibility	
	Historic context on the evolution of the rail system in downtown Fredericksburg	
	Lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg	
	Abbreviated narrative for use in developing a webpage on the history of the railroad in Fredericksburg, as well as details of the Project	
Site 44SP0468 (Jackson's Earthworks)	Archaeological data recovery on the portion of the site to be impacted by the project	
	Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg	Added based on consulting party feedback
	Scholarly article discussing the historical and archaeological importance of the site	

Resource	Mitigation Criteria for Historic Properties	Comment
Doswell Historic District (042-5448)	NRHP nomination form for the historic district	
	Virginia state historical highway marker on the Doswell Historic District	
	Abbreviated narrative for use in developing a webpage on the history of Doswell, as well as details of the Project	
Doswell Depot and Tower (042-0093)	Historic American Building Survey (HABS) Level II documentation of the tower	
	Move tower from limits of disturbance to new site adjacent to tracks but outside project limits	
	Interpretive sign to be placed within or near depot or tower on the history of the resource	
Berkleytown Historic District (166-5073)	Design review of new road structure to assure historic district compatibility	
	Oral histories of two individuals with long tenure living or working in district	
	NRHP nomination form for the historic district	
	Create text for historic walking tour of district in consultation with Town of Ashland and Ashland Museum	Added based on consulting party feedback
	Virginia state historical highway marker on the Berkleytown Historic District	
Laurel Industrial School Historic District (043-0292) and Main Building/Robert Styles Building (043-0292-0001)	Design review of new road structure to assure historic district compatibility	
	Historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia	
	Series of georeferenced, GIS-based overlays to illustrate the evolution of the landscape and road system in this area	
	Interpretive sign to be placed within or near Main Building on the history of the resource	
Shockoe Valley & Tobacco Row Historic District (127-0344)	Design review of new structures to assure historic district compatibility	
	Historic context on the association of the RF&P railroad and the slave trade including community engagement and ethnographic research regarding current significance of slave trade and surrounding district to descendent community	Expanded based on consulting party feedback
	Lecture presented to the general public on the association of the RF&P railroad and the slave trade	
	Virginia state historical highway marker documenting the slave trade and nearby associated sites	
	Work with City of Richmond, consulting parties, and DHR to add a geographic boundary to the multiple property nomination for slave trade in this area by helping to identify potential sites	Expanded based on consulting party feedback
Main Street Station and Trainshed (127-0172)	Design review of platform modifications and new structures to assure resource compatibility	
	Historic context on the evolution of the rail system in downtown Richmond	
	Webpage documenting the evolution of the rail system in downtown Richmond	
Seaboard Air Line Railroad Corridor (127-6271)	Design review of modifications to contributing elements to the district to assure resource compatibility	
	Historic context on railroad depots along the Seaboard Air Line Railroad in Virginia	
	Phase I documentation of stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO	
Sites 44HE1098, 44HE1097, and 4HE1094	Archaeological data recovery on the portions of each site to be impacted by the project	
	Scholarly article discussing the historical and archaeological importance of these three sites	
	Lecture presented to the general public on the history and archaeology of the three sites	
	Interpretive sign to be placed within or near Main Street Station describing the postbellum and 20th century history and archaeology of the area	



Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Draft MOA for review

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Thu, Jan 24, 2019 at 10:20 AM

To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Clliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <rshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichrichmond.com>, Cyane Crump <ccrump@historichrichmond.com>, Jessica Russo <jrusso@historichrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>

Hey there,

Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.

As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.

Thanks so much!

Kerri

On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,
Kerri

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Kerri S. Barile, Ph.D., RPA | President

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2/4/2019

Dovetail Cultural Resource Group Mail - Re: DC2RVA Rail/Draft MOA for review



11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Draft MOA for review

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Tue, Jan 29, 2019 at 3:00 PM

To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cllicese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgegraphicsdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichrichmond.com>, Cyane Crump <ccrump@historichrichmond.com>, Jessica Russo <jrusso@historichrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>

Hey folks,

Welcome back, NPS friends! I know you likely have a bazillion things to get caught up on, so a new deadline for comments for the DC2RVA MOA is next **Friday, February 8 by COB**. This is for all consulting parties. If you have questions on the materials, just let me know.

Thanks!

Kerri

On Thu, Jan 24, 2019 at 10:20 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hey there,

Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.

As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.

Thanks so much!

Kerri

On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

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We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,
Kerri

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Kerri S. Barile, Ph.D., RPA | President

Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137

kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Garrett Fesler <Garrett.Fesler@alexandriava.gov>

Wed, Jan 30, 2019 at 11:31 AM

To: "kbarile@dovetailcrg.com" <kbarile@dovetailcrg.com>

Cc: Eleanor Breen <Eleanor.Breen@alexandriava.gov>, Tatiana Niculescu <Tatiana.Niculescu@alexandriava.gov>

Hi Kerri,

Although late (shocker!) we can let you know that Alexandria Archaeology has no comments to the add to the MOA.

Best,

Garrett

Garrett Fesler, Ph.D.

Deputy City Archaeologist

Office of Historic Alexandria/Alexandria Archaeology Torpedo Factory Art Center #327

[105 N. Union Street](#)

[Alexandria, VA 22314](#)

Main Office: 703.746.4399

Direct Line: 703.746.4720

www.alexandriava.gov



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Mark Coombs <mcoombs@battlefields.org>

Mon, Jan 7, 2019 at 4:24 PM

To: Kerri Barile <kbarile@dovetailcrg.com>

Cc: Adam Gillenwater <agillenwater@battlefields.org>, Jim Campi <jcampi@battlefields.org>

Many thanks for sharing, Kerri.

The draft MOA and approach to mitigation outlined therein are in keeping with the comments previously submitted by the Trust in this regard (including our most recent comment letter submitted on June 28, 2018, in combination with related follow-up comments submitted via e-mail on October 17, 2018 — copies of both of which are attached).

Thank you again for your consistent outreach to us on this project — and please continue to keep us up-to-date moving forward.

Appreciatively,

Mark

Mark P. Coombs

Deputy Director of Government Relations, American Battlefield Trust
1156 15th Street NW, Suite 900 | Washington, DC 20005
(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org

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From: Kerri Barile <kbarile@dovetailcrg.com>**Sent:** Friday, January 4, 2019 1:33 PM

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Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Holma, Marc (DHR) <Marc.Holma@thr.virginia.gov>; John Winkle <john.winkle@dot.gov>

Subject: DC2RVA Rail/Draft MOA for review

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Again, my sincere thanks for your contributions to date!

Best,

Kerri

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Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com



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2 attachments



ABT Comments - DC2RVA June 2018 Project Update and Effect Discussion (FINAL - 6-28-2018).pdf

333K



RE DC2RVA Mitigation for War-Related Resources.pdf

1096K



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Houston, Texas

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Vero Beach, Florida

J. Dennis Sexton
St. Petersburg, Florida

Madhu Tadikonda
New York, New York

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Niwot, Colorado

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Franklin, Tennessee

*Chairman Emeritus

June 28, 2018

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group
11905 Bowman Drive
Suite 502
Fredericksburg, VA 22408

Dear Dr. Barile:

I am writing on behalf of the American Battlefield Trust ("the Trust"), a nonprofit, nonpartisan organization dedicated to preserving America's hallowed battlegrounds and educating the public about what happened there and why it matters today. To date, the Trust has protected more than 50,000 acres associated with the Revolutionary War, War of 1812 and Civil War in 24 states, including 25,652 acres in the Commonwealth of Virginia.

With this letter, the Trust seeks to follow up on the "Project Update & Effect Discussion with Consulting Parties" hosted by the Washington, D.C., to Richmond Southeast High Speed Rail (DC2RVA) project team in Richmond on June 21, 2018. We appreciate your continued consultation with the Trust and our partners in preservation as the DC2RVA project has advanced; this letter is the third in a series of comments that the Trust has provided since the project's commencement (with previous letters dated June 22, 2015, and November 3, 2017).

The project team's ongoing evaluation of potential impacts to battlefields and related resources — as well as the proactive way in which the team has conducted its outreach to consulting parties and stakeholders — have been welcomed by the Trust. During our most recent meeting with the DC2RVA team in Richmond, the Trust took advantage of the opportunity to ask the team a number of questions, with none more important than our inquiry confirming whether or not the primary, battlefields-centered finding of the project's Tier II Draft Environmental Impact Statement (Draft EIS) continues to hold true.

Pg. 4-155 of the Draft EIS, which was received by the Trust in 2017, asserts the following: "Based on preliminary dialogues with DHR [the Virginia Department of Historic Resources], the Project would have No Adverse Effect on any of the 11 battlefields within the APE [Area of Potential Effects]." We are grateful to the project team for its assurance at this month's gathering that it remains the case that no battlefield in the APE is to be adversely affected, as well as for efforts taken by the project team — and subsequently described to the Trust — to successfully ensure that desired rail improvements in the vicinity of the Trust's Slaughter Pen Farm property in Spotsylvania County will not exceed existing right-of-way onto land previously preserved by the Trust or the National Park Service (NPS).

The Trust was likewise pleased to receive confirmation from the DC2RVA team that it remains in close contact regarding this project with NPS — in particular, with NPS personnel

Letter from the American Battlefield Trust (continued)

Page 2 of 2

June 28, 2018

both at the American Battlefield Protection Program as well as at individual parks throughout the project area, such as Fredericksburg and Spotsylvania National Military Park. It is appropriate to reiterate here a request which the Trust has made previously: If the determination that neither the Slaughter Pen Farm nor any of the battlefields within the project's APE will be subject to adverse effect as a result of the project is revised or otherwise revisited at any point, the Trust requests immediate notification of this fact as well as the opportunity to consult with the DC2RVA team at the earliest possible time thereafter.

We appreciate your notification regarding the pair of historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect: the "Civil War Campsite" in Stafford County (DHR ID 44ST1223) and the "Earthwork" in Spotsylvania County (DHR ID 44SP0468). The Trust encourages the DC2RVA team to collaborate jointly with NPS, DHR, Civil War Trails as well as the Trust's own historians at the appropriate time to determine an ideal approach to interpreting these sites which could serve to mitigate the project's expected impacts. Particularly given the earthwork's location — as well as what the DC2RVA team notes is its "notable connection to military actions during the war" — we believe that both it and the Stafford campsite ("one of many Union army winter encampments in the area ... during the winter of 1862-1863") hold important stories that such mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike.

Once again, the Trust looks forward to receiving and reviewing continued project updates from the DC2RVA team in the months ahead. Please do not hesitate to contact us directly with any questions at (202) 367-1861, and thank you for the opportunity to provide these updated comments on DC2RVA's progress to date.

Sincerely,

A handwritten signature in black ink, appearing to read "O. James Lighthizer". The signature is fluid and cursive, with a large initial "O" and a long, sweeping underline.

O. James Lighthizer, President

CC: Emily Stock — Manager of Rail Planning, Virginia Department of Rail and Public Transportation

Angelina Jones — Landscape Preservation Planner, American Battlefield Protection Program

Kirsten Talken-Spaulling — Superintendent, Fredericksburg and Spotsylvania National Military Park

Julie Langan — Director, Virginia Department of Historic Resources

Mark Coombs

From: Mark Coombs
Sent: Wednesday, October 17, 2018 10:14 AM
To: 'Kerri Barile'; Adam Gillenwater; Kambic, Emily
Cc: DC2RVAdocumentcontrol
Subject: RE: DC2RVA/Mitigation for War-Related Resources
Attachments: ABT Comments - DC2RVA June 2018 Project Update and Effect Discussion (FINAL - 6-28-2018).pdf

Thanks, Kerri.

As we commented in June and sought to underscore at the meeting earlier this month, those of us at the Trust believe that the “historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect ... hold important stories that ... mitigative interpretation could assist in illuminating for Virginians and Virginia’s many visitors alike.”

Interpretive signage is certainly one option — but we encourage the DC2RVA team to consult directly with the officials at Fredericksburg and Spotsylvania National Military Park on whether this is indeed the best option, particularly at site 44SP0468. John Hennessy, Eric Mink and team will likely have a good sense of what would be ideal and may be able to suggest a path forward wherein the new interpretation could be seamlessly woven into the park’s existing interpretative offerings.

The Trust’s primary interest is in ensuring that the form of interpretation pursued is one that the public will be able to readily access and appreciate.

Thanks again for your ongoing outreach and associated efforts on this front.

Yours,

Mark

Mark P. Coombs

Deputy Director of Government Relations, American Battlefield Trust
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(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org

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From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Wednesday, October 17, 2018 9:43 AM
To: Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; Kambic, Emily <emily_kambic@nps.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
Subject: DC2RVA/Mitigation for War-Related Resources

Hi there,

Thanks again so much for coming to the meeting the other week for DC2RVA rail! I wanted to check back in on mitigation for impacts to war-related resources, as discussed at the meeting. It sounded like you all were fairly comfortable with the rough mitigation as suggested so long as we add a couple of public outreach components, namely interpretive signs and publication of an article and/or presentation of a public talk on the results. Would this work? Anything else to add? I'm compiling all feedback and thoughts so we can move forward with a few steps.

If feedback is easier by phone, just let me know and we can set up a call. Happy to!

Thanks so much,
Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Draft MOA for review

1 message

Betsy Hodges <betsy@hedgesgraphicdesign.com>
To: Kerri Barile <kbarile@dovetailcrg.com>

Sun, Feb 10, 2019 at 11:19 PM

Kerri,

I wasn't going to respond figuring you would understand The Ashland Museum is OK with summary you sent since we had worked it out with you. After reading through ACHP edits, I don't want silence to be interpreted as disinterest in the communications or opting out of any communications.

Thank you for working with us on the Berkleytown modification. We note the addition and we are fine with the mitigation summary as it pertains to Berkleytown.

As it is apparent that both ACHP and NTHP have done a knowledgeable review of the MOA, The Ashland Museum, a Consulting Party, adds our name to their comments and concerns.

Thanks.

Betsy
804-398-9173Ashland Museum
Exhibits Address: [105 Hanover Avenue, Ashland, VA 23005](#)
Mailing Address: PO Box 633, Ashland, VA 23005

On Feb 7, 2019, at 9:20 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hi all,

Just a quick reminder that comments on the MOA are due tomorrow. Call my cell if you want to chat about anything (540-623-5106) as I'm doing fieldwork tomorrow (Friday).

Thanks so much!
Kerri

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Kate S. Schwartz <ksschwartz@fredericksburgva.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>

Thu, Jan 24, 2019 at 1:38 PM

Hi Kerri,

We don't have any comments on the MOA. We are happy with the mitigation included for Fredericksburg and appreciate all your work!

Cheers,

Kate

Kate S. Schwartz

Historic Resources Planner

Community Planning and Building

Fredericksburg, VA

540.372.1179

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]**Sent:** Thursday, January 24, 2019 10:21 AM

To: Sarah Stokely; Bailefields, NPS; Kambic, Emily; Cheryl Sams; Robert Campbell; Eric Mink; Monteleone, Simone; MaVirta; Bradley Krueger; S. dham, Tammy; Hammig, Laurel; Briggs, Don; Krick, Robert; helen_mahan@nps.gov; Roberts CIV Catherine; Eleanor Breen; Cynthia Liccese-Torres; Michael Finchum; cpennington@co.caroline.va.us; Catherine Miliaras; Al Cox; Erik Nelson; Kate S. Schwartz; Chen, Kimberly M. - PDR; Inman, Amy - DED; Cheely, Claudia; Paon, Justin S.; Josh Farrar; Nora Amos; Rosie SHALF; Betsy Hodges; ashlandmuseum@comcast.net; PETER KOLAKOWSKI; executivedirector@cvbt.org; Jim Campi; Mark Coombs; Adam Gillenwater; G. Sco Walker; Danielle Worthing; Cyane Crump; Jessica Russo; Lisa Bergstrom; Elizabeth Kostelny; Justin Sarafin; Robert Nieweg; Sharee Williamson; Robert Gray; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger

Cc: DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Ruiz, Nick (DRPT); Estes, Michael; Burch, Carey; Walter, Stephen C; Harrington, Karen; ecalhour@dovetailcrg.com; Heather Staton; Holma, Marc (DHR); John Winkle

Subject: Re: DC2RVA Rail/Draft MOA for review

Hey there,

Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.

As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.

Thanks so much!

Kerri

On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Chen, Kimberly M. - PDR <Kimberly.Chen@richmondgov.com>
 To: Kerri Barile <kbarile@dovetailcrg.com>

Mon, Jan 7, 2019 at 12:48 PM

Kerri,

Thank you for the opportunity to review the attached documents, especially the draft MOA. I appreciate the Commission of Architectural Review being added as a consulting party for items M through P, pages 23-29. I respectfully request that the City of Richmond, Planning and Preservation Division, be added to the discussions and dissemination of reports associated with items M through P, pages 23-29. While the City of Richmond is listed as a consulting party, the division is responsible for planning and preservation activities citywide and should be included in these activities.

Thank you,

Kim

Kimberly M. Chen, Principal Planner
Dept. of Planning and Development Review
Planning and Preservation Division
[900 East Broad Street, Room 510](#)
[Richmond, VA 23219-1907](#)
[804.646.6364](#)

kimberly.chen@Richmondgov.com

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]

Sent: Friday, January 4, 2019 1:33 PM

To: Sarah Stokely; Baileyfields, NPS; Kambic, Emily; Cheryl Sams; Robert Campbell; Eric Mink; Monteleone, Simone; Mañu Virta; Bradley Krueger; Stidham, Tammy; Hammig, Laurel; Briggs, Don; Krick, Robert; helen_mahan@nps.gov; Roberts CIV Catherine; Eleanor Breen; Cynthia Liccese-Torres; Michael Finchum; cpennington@co.caroline.va.us; Catherine Miliaras; Al Cox; Erik Nelson; Kate S. Schwartz; Chen, Kimberly M. - PDR; Inman, Amy - DED; Cheely, Claudia; Patton, Justin S.; Josh Farrar; Nora Amos; Rosie SHALF; Betsy Hodges; ashlandmuseum@comcast.net; PETER KOLAKOWSKI; executivedirector@cvbt.org; Jim Campi; Mark Coombs; Adam Gillenwater; G. Scott Walker; Danielle Worthing; Cyane Crump; Jessica Russo; Lisa Bergstrom; Elizabeth Kostelny; Justin Sarafin; Robert Nieweg; Sharee Williamson; Robert Gray; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger

Cc: DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Ruiz, Nick (DRPT); Estes, Michael; Burch, Carey; Walter, Stephen C; Harrington, Karen; ecalhour@dovetailcrg.com; Heather Staton; Holma, Marc (DHR); John Winkle

Subject: DC2RVA Rail/Draft MOA for review

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1/7/2019

Dovetail Cultural Resource Group Mail - RE: DC2RVA Rail/Draft MOA for review

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We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

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Kerri S. Barile, Ph.D., RPA | President

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kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Cheely, Claudia <cdcheely@hanovercounty.gov>
 To: Kerri Barile <kbarile@dovetailcrg.com>

Thu, Jan 24, 2019 at 11:12 AM

The next meeting date of the Hanover County Historical Commission is February 19th; I will share the MOA then. I have reviewed the MOA and it represents the mitigation on discussed previously. I do have one question: There are references to the Hanover County Historical Society, the first of which is in the paragraph stating they were asked to participate but did not respond. So, in later paragraphs regarding the mitigation on proposed for the Doswell Historic District, should the references be to the Historical Commission since they are the historical organization with Hanover that did review the project?

From: Kerri Barile <kbarile@dovetailcrg.com>

Sent: Friday, January 4, 2019 1:33 PM

To: Sarah Stokely <sstokely@achp.gov>; Bailefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matthew Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; S. dham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; John Winkle <john.winkle@dot.gov>

Subject: DC2RVA Rail/Draft MOA for review

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We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

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1/24/2019

Dovetail Cultural Resource Group Mail - RE: DC2RVA Rail/Draft MOA for review

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Kerri Barile <kbarile@dovetailcrg.com>

Re: [EXTERNAL] Re: DC2RVA Draft MOA: ACHP Comments

1 message

Hammig, Laurel <laurel_hammig@nps.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: "Stidham, Tammy" <tammy_stidham@nps.gov>

Fri, Feb 15, 2019 at 9:27 AM

Hi Kerri,
We reviewed the MOA and have no comments since there are no stipulations or provisions that relate to us.

Thank you,
Laurel

Laurel Hammig, AICP | National Park Service

Regional Planner
National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

O: 202-619-6347
C: 202-875-3609

On Sat, Feb 9, 2019 at 9:22 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Thank you Sarah and Sharee!
Kerri

On Fri, Feb 8, 2019 at 11:48 PM Sharee Williamson <SWilliamson@savingplaces.org> wrote:

Hi Kerri – Please find attached comments from the National Trust for Historic Preservation on the draft MOA. I layered our comments on top of the ACHP's for ease of review.

In general, we agree with the comments from the ACHP stating that there is a need to provide greater clarity throughout the document on how mitigation measures will be implemented. Also, as noted in our comments, we believe that additional clarity is needed about how consulting parties will remain involved during implementation of the MOA. Additional comments and language suggestions regarding the project's impacts in Richmond's Shockoe Bottom area are also included.

We appreciate this opportunity to provide comments. Please don't hesitate to contact me with any questions.

Sincerely,
Sharee

Sharee Williamson | Associate General Counsel

P 202.588.6194 | E SWilliamson@savingplaces.org

NATIONAL TRUST FOR HISTORIC PRESERVATION
The Watergate Office Building

2600 Virginia Avenue NW Suite 1100 Washington, DC 20037

SavingPlaces.org

From: Sarah Stokely [mailto:sstokely@achp.gov]

Sent: Friday, February 08, 2019 6:51 PM

To: Kerri Barile <kbarile@dovetailcrg.com>

Cc: Jaime Loichinger <jloichinger@achp.gov>; John Winkle <john.winkle@dot.gov>; Katherine Zeringue <katherine.zeringue@dot.gov>; Emily Stock <emily.stock@drpt.virginia.gov>; Julie V. Langan <julie.langan@dhr.virginia.gov>; Marc Holma <marc.holma@dhr.virginia.gov>; Betsy Merritt <emerritt@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Nieweg <RNieweg@savingplaces.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historichrichmond.com>; Cyane Crump <ccrump@historichrichmond.com>; Jessica Russo <jrusso@historichrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>

Subject: DC2RVA Draft MOA: ACHP Comments

Dear Kerri,

The Advisory Council on Historic Preservation (ACHP) has completed its review of the *Draft Memorandum of Agreement among the Federal Railroad Administration, the Virginia Historic Preservation Office, the Advisory Council on Historic Preservation, and the Virginia Department of Rail and Public Transportation Regarding the Washington, D.C. to Richmond, Virginia Southeast High Speed Rail Project* submitted to ACHP via email on January 22, 2019.

This is a comprehensive Memorandum of Agreement (MOA) and it contains a good process for addressing the undertaking's adverse effects. Our comments generally focus on clarifying roles and responsibilities, ensuring consistency in the administrative stipulations with our guidance, and addressing the applicability of design guidelines for any new construction in or near historic properties. We have provided our comments, insertions, and red line edits in the attached Word document.

We understand FRA's desire to move forward with this agreement. This Section 106 agreement document, therefore, should adhere to our regulations and be comprehensive so as to avoid the potential for subsequent procedural challenges. Accordingly, we urge FRA to consider revising the agreement document to address all comments provided by consulting parties. If you have any questions, please feel free to contact me.

Thank you,

Sarah

Sarah C. Stokely

Program Analyst

Advisory Council on Historic Preservation

Telephone: 202-517-0224

Fax: 202-517-6381

Email: sstokely@achp.gov

--

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Draft MOA: ACHP Comments

1 message

Sharee Williamson <SWilliamson@savingplaces.org>

Fri, Feb 8, 2019 at 11:48 PM

To: Sarah Stokely <sstokely@achp.gov>, Kerri Barile <kbarile@dovetailcrg.com>

Cc: Jaime Loichinger <jloichinger@achp.gov>, John Winkle <john.winkle@dot.gov>, Katherine Zeringue <katherine.zeringue@dot.gov>, Emily Stock <emily.stock@drpt.virginia.gov>, "Julie V. Langan" <julie.langan@dhv.virginia.gov>, Marc Holma <marc.holma@dhv.virginia.gov>, Betsy Merritt <emerritt@savingplaces.org>, Robert Nieweg <RNieweg@savingplaces.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, "helen_mahan@nps.gov" <helen_mahan@nps.gov>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, "cpennington@co.caroline.va.us" <cpennington@co.caroline.va.us>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, "ashlandmuseum@comcast.net" <ashlandmuseum@comcast.net>, PETER KOLAKOWSKI <prkola1@verizon.net>, "executivedirector@cvbt.org" <executivedirector@cvbt.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historichrichmond.com>, Cyane Crump <ccrump@historichrichmond.com>, Jessica Russo <jrusso@historichrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>

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In general, we agree with the comments from the ACHP stating that there is a need to provide greater clarity throughout the document on how mitigation measures will be implemented. Also, as noted in our comments, we believe that additional clarity is needed about how consulting parties will remain involved during implementation of the MOA. Additional comments and language suggestions regarding the project's impacts in Richmond's Shockoe Bottom area are also included.

We appreciate this opportunity to provide comments. Please don't hesitate to contact me with any questions.

Sincerely,

Sharee

Sharee Williamson | Associate General Counsel

P 202.588.6194 | E SWilliamson@savingplaces.org

NATIONAL TRUST FOR HISTORIC PRESERVATION
The Watergate Office Building

2600 Virginia Avenue NW Suite 1100 Washington, DC 20037

SavingPlaces.org**From:** Sarah Stokely [mailto:sstokely@achp.gov]**Sent:** Friday, February 08, 2019 6:51 PM**To:** Kerri Barile <kbarile@dovetailcrg.com>

Cc: Jaime Loichinger <jloichinger@achp.gov>; John Winkle <john.winkle@dot.gov>; Katherine Zeringue <katherine.zeringue@dot.gov>; Emily Stock <emily.stock@drpt.virginia.gov>; Julie V. Langan <julie.langan@dhv.virginia.gov>; Marc Holma <marc.holma@dhv.virginia.gov>; Betsy Merritt <emerritt@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Nieweg <RNieweg@savingplaces.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historichrichmond.com>; Cyane Crump <ccrump@historichrichmond.com>; Jessica Russo <jrusso@historichrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>

Subject: DC2RVA Draft MOA: ACHP Comments

Dear Kerri,

The Advisory Council on Historic Preservation (ACHP) has completed its review of the *Draft Memorandum of Agreement among the Federal Railroad Administration, the Virginia Historic Preservation Office, the Advisory Council on Historic Preservation, and the Virginia Department of Rail and Public Transportation Regarding the Washington, D.C. to Richmond, Virginia Southeast High Speed Rail Project* submitted to ACHP via email on January 22, 2019.

This is a comprehensive Memorandum of Agreement (MOA) and it contains a good process for addressing the undertaking's adverse effects. Our comments generally focus on clarifying roles and responsibilities, ensuring consistency in the administrative stipulations with our guidance, and addressing the applicability of design guidelines for any new construction in or near historic properties. We have provided our comments, insertions, and red line edits in the attached Word document.

We understand FRA's desire to move forward with this agreement. This Section 106 agreement document, therefore, should adhere to our regulations and be comprehensive so as to avoid the potential for subsequent procedural challenges. Accordingly, we urge FRA to consider revising the agreement document to address all comments provided by consulting parties. If you have any questions, please feel free to contact me.

Thank you,

Sarah

Sarah C. Stokely

Program Analyst

Advisory Council on Historic Preservation

Telephone: 202-517-0224

Fax: 202-517-6381

Email: sstokely@achp.gov



DC2RVA MOA_Draft 5_1.22.19 - ACHP & NTHP edits.docx
5030K



Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Patton, Justin S. <jspatton@pwcgov.org>
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Mon, Feb 11, 2019 at 3:13 PM

That works. Please thank DRPT for me for working with us on this project.

From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Monday, February 11, 2019 2:45 PM
To: Patton, Justin S. <jspatton@pwcgov.org>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
Subject: Re: DC2RVA Rail/Draft MOA for review

Thanks so much! Here's a revised first sentence of that clause as approved by DRPT. This work?

Within one (1) year of the completion of the cultural landscape study, DRPT shall engage a qualified consultant to restore the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D.

On Mon, Feb 11, 2019 at 10:25 AM Patton, Justin S. <jspatton@pwcgov.org> wrote:

Hi Kerri,

Sorry for any confusion, I do have one comment or clarification.

Under Subpart 11.C.4., please clarify "assist," i.e. "Within one (1) year of the completion of the cultural landscape study, DRPT shall assist in the restoration of the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D."

Regards,

Justin

From: Patton, Justin S.
Sent: Monday, February 11, 2019 8:56 AM
To: 'Kerri Barile' <kbarile@dovetailcrg.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
Subject: RE: DC2RVA Rail/Draft MOA for review

Hi Kerri,

Prince William County has no comments on this first draft of the MOA.

Regards,
Justin

Justin S. Patton, RPA

County Archaeologist

Prince William County Planning Office (DS940)

5 County Complex Court, Suite 210

Prince William, VA 22192

O - 703.792.5729; F - 703.792.4401

To implement the Board's Zoning Ordinance and Comprehensive Plan goals, the Planning Office collaborates with the community and its customers to achieve a high quality of life and regional identity, through innovative land use planning.

Please consider the environment before printing this email.

From: Kerri Barile <kbarile@dovetailcrg.com>

Sent: Thursday, February 7, 2019 9:21 PM

To: Sarah Stokely <sstokely@achp.gov>; Balfield, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matthew Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; S. dham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Liccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy.hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historichrichmond.com>; Cyane Crump <ccrump@historichrichmond.com>; Jessica Russo <jrusso@historichrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; John Winkle <john.winkle@dot.gov>

Subject: Re: DC2RVA Rail/Draft MOA for review

Hi all,

Just a quick reminder that comments on the MOA are due tomorrow. Call my cell if you want to chat about anything (540-623-5106) as I'm doing fieldwork tomorrow (Friday).

Thanks so much!

Kerri

On Tue, Jan 29, 2019 at 3:00 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hey folks,

Welcome back, NPS friends! I know you likely have a bazillion things to get caught up on, so a new deadline for comments for the DC2RVA MOA is next **Friday, February 8 by COB**. This is for all consulting parties. If you have questions on the materials, just let me know.

Thanks!

Kerri

On Thu, Jan 24, 2019 at 10:20 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hey there,

Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.

As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.

Thanks so much!

Kerri

On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

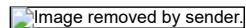
Kerri

--

Kerri S. Barile, Ph.D., RPA | President

Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137

kbarile@dovetailcrg.com



11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

721 Philadelphia Pike, Wilmington, Delaware 19809

Knowing the Past — Building the Future

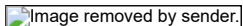
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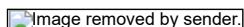
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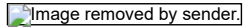
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Kerri Barile <kbarile@dovetailcrg.com>

MOA

1 message

Nora Amos <namos@ashlandva.gov>
To: Kerri Barile <kbarile@dovetailcrg.com>

Fri, Jan 25, 2019 at 4:16 PM

Kerri,

We have reviewed the MOA in regards to Berkleytown and concur with the recommendations. Thank you for your assistance.

Nora D. Amos

Town of Ashland

Director of Planning and Community Development

101 Thompson Street

P.O. Box 1600

Ashland, VA 23005

Phone: 804-798-1073

www.AshlandVa.gov

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Email 1: Saturday Dec 22, 4:20pm

Hello Mr. Kirchen;

I am writing to discuss with you some concerns regarding the 1816 Burying Ground for Free People of Colour and for Slaves on Shockoe Hill and the Dovetail Phase IB archeological survey report for the high speed rail project. Steve Thompson and I have been discussing the project with (especially the burial grounds) with Joanna Green. Please feel free to discuss this with Joanna. It is my understanding that you are the person that I should talk to in regards to the high speed rail project. One of my direct ancestors would have been buried at the location - I mention this to explain my interest and connection to the burial grounds.

I am going to be forwarding to you information and the questions that were being asked of Joanna as I would like to direct the questions and information to you. I have included Steve Thompson of Rivanna Archaeological Services on this email.

Dovetail's Phase IB archaeological survey report for the high speed rail project and also VDHR's letter of concurrence.

<https://www.dropbox.com/sh/o3hhulgwvvhxi59q/AAA7w5ToYoF9PxLuCdV3P2CEa?dl=0>

cemetery site using its ID (44HE1203)

Would you please clarify DHR's position? Please see the email below to Joanna from Steve Thompson:

.....

Joanna,

I've had a chance to look at Dovetail's high speed rail Phase IB report and DHR's comments. For clarification, in concurring with Dovetail's conclusion that the cemetery (44HE1203) remains "unevaluated as the portions of the site within the project APE are minimal" and that "the portion in the APE does not contribute to its overall eligibility," is it DHR's position that no further work at the site is warranted prior to future phases of the high speed rail project, at least as regards Section 106? The concern solely with NRHP eligibility seems sort of odd to me; quite apart from NRHP eligibility, wouldn't the project also be required to make a good faith effort to determine whether burials survive within the limits of disturbance so as not to be in violation of state law? Assuming it is accurate, Dovetail's placement of the cemetery in Figure 4-103, Map 2 in their report suggests that a considerable portion of the cemetery lay south of present-day Hospital Street. While it is hard to argue with their conclusion that the Hospital Street road cut would have removed all evidence of the cemetery within its course and in the cut along its north side, it is not clear to me that the same can be said of the

south side of the street where burial of historic grade under (late 19th - 20th-century?) fill seems a possibility.

Steve

Steve Thompson, PhD, RPA
Rivanna Archaeological Services, LLC
410 E. Water Street, Suite 1100
Charlottesville, VA 22902
434-293-3108 (office) | 434-981-9466 (mobile)

Email 2: Saturday Dec 22, 4:36pm

Mr. Kirchen,

is the rest of the burial grounds that wraps around to the North of the Hebrew Cemetery and Alms House being considered in regards to the rail project? Would that area not be affected by high speed rail? The burials that took place outside of the walls of the Shockoe Hill Cemetery, it is my understanding that those burials were made back there. And I believe that the burial ground for people of colour and for slaves was extended back to that area. That area near the burial ground and behind the Alms House was also the site of the Gallows. Though it appears that black people were executed at or near their burial ground. The burials were made right next to where the person was hung. Supposedly John and Jane Williams were executed near the Powder Magazine according to what I read.

Yours truly,

Lenora

Email 3: Saturday Dec 22, 6:07pm

Mr. Kirchen,

would you mind looking at this please? I noticed the location of 127-6659 The Powder Magazine (historical) below. According to the 1864 Map of the City of Richmond, that is not where the Powder Magazine was located in 1864 when it was blown up on evacuation day. There was mention in the City Council records that the magazine was in need of repair. The specifics were not given in the City Council minutes, but according to the maps it seems to me that it was moved to a slightly different

location. A newspaper account regarding the incident of the explosion states that the magazine was somewhat in a ravine.

Lenora

Email 4: Saturday Dec 22, 7:01pm

Mr. Kirchen-

these are examples of just a few of the burials that occurred outside of the Shockoe Hill Cemetery Walls. Below are two pages from the Shockoe Hill Cemetery Burial Register. To my understanding they would have been buried on the hill behind the Alms House and Hebrew Cemetery. Though the place for those burials does not appear on maps. It is my understanding that the boundaries of the burial grounds beyond that which is behind the cemetery walls have not been established and over time the burial grounds were extended.

12/19/1848 - Jno Madery age 36, Pauper, Buried Outside
12/19/1848 - Mary Thomas's child age 5 days, Buried Outside
12/25/1848 - Jno Madery's infant Child, Buried Outside
12/26/1848 - Daniel Delaney age 45, Buried Outside
01/09/1849 - Ellen Lew age (no age), Buried Outside
1/20/1849 - Mrs. Francis Brown age 66, Buried Outside

Email 5: Monday Dec 24, 9:46am

Mr. Kirchen,

I would like to include a few more maps of the burying ground for you to consider. The first is the 1905 Sanborn Fire Insurance Map of the City of Richmond from the Library of Congress. It appears according to this map that the railroad tracks were built right on top of the burying ground and that the burying ground extends to the north of the tracks. One of the questions in my mind is were burials disturbed when the tracks were laid, or were the tracks laid right on top of the graves? On the 1876 or 1877 Beers Atlas and the Baist Atlas of 1889 the burial ground appears to extend to the edge of Bacon Quarter Branch. The tracks were laid south of the Bacon Quarter Branch. I have also included two map overlays of the burial grounds from the 1835 and 1877 maps from the blog of historical architect Gibsom Worsham. He posted them to Urban Scale Richmond. The map images show that the burial ground extends to the south of present day Hospital Street, and a good deal to the North of the railroad tracks.

I look forward to hearing from you.

Yours truly,

Lenora

Email 6: Monday Dec 24, 6:17pm

Mr. Kirchen,

I am requesting please that mapping out of actual parcels from deed records be done. This should be part of the high speed rail project's due diligence for the burying ground location on Shockoe Hill in it's entirety.

It is my opinion that the burial grounds may extend into all of the parcels marked below.

Yours truly,

Lenora

Lenora McQueen

Owner: Shockoe Hill Apartments Ii Lp

Property Detail: [N0000233002B](#)

Owner: Shockoe I Apartments Llc

Property Detail: [N0000233003](#)

Owner: C S X Transportation Inc Tax Department J910

Property Detail: [N0000233020](#)

Owner: Hebrew Cemetery Co Of Richmond

Property Detail: [N0000233004](#)

Owner: Tally Walter L & Leontyne B

Property Detail: [N0000233006](#)

Owner: Harris Investment Holdings Llc

Property Detail: [N0000115002](#)

Owner: Shockoe Centre Owners Association

Property Detail: [E0000452020T](#)

Owner: Commonwealth Of Virginia
Property Detail: [N0000233008](#)

Owner: Slurry Pavers Inc
Property Detail: [N0000233018](#)

Owner: Demolition & Asbestos Removal Inc C/o Debbie Atkinson
Property Detail: [N0000233005](#)

Owner: Virginia Electric & Power Co
Property Detail: [N0000233014](#)

Owner: Hospital Street Holdings Llc
Property Detail: [N0000233012](#)

Owner: Hospital Street Holdings Llc
Property Detail: [N0000233010](#)

Owner: Hospital Street Holdings Llc
Property Detail: [N0000115004](#)

Owner:

...

[Message clipped] [View entire message](#)
14 Attachments

Email 7: Saturday January 5, 3:42pm

Roger,

thank you and Mr. Holma for taking my concerns regarding the 1816 Burying Ground for Free People of Colour and for Slaves into consideration. I look forward to hearing from you again once you are able to make your review.

The passage below is from the book "The Military History of the Virginia Military Institute from 1839 to 1865, page 406 appears to show that the burial ground was extended to the area behind the Alms House. It says that to the rear of the Alms House is where the colored cemetery was located, as well as the gallows. Not mentioned here, though I probably already did mention that I believe that the paupers buried outside of the walls of the Shockoe Hill Cemetery were buried behind the Alms House as well.

Yours truly,

Lenora



600 E. Main St., Suite 2102
Richmond, VA 23219

Date: January 16, 2019

To: Lenora McQueen

From: Emily Stock (Virginia Department of Rail and Public Transportation [DRPT])
and Kerri Barile (Project Team)

RE: Circa 1816 "Graveyard for Free People of Color and Slaves" (archaeological site 44HE1203)

Dear Ms. McQueen:

Thank you very much for your inquiry into the Washington, D.C. to Richmond High Speed Rail (DC2RVA) project and cultural resource studies in Richmond, Virginia. Your emails, authored between December 22, 2018 and January 5, 2019, were sent to us by the Virginia Department of Historic Resources (DHR)—the Virginia State Historic Preservation Office. In particular, your emails raised questions on the DC2RVA project and the Graveyard for Free People of Color and Slaves (site 44HE1203) and included numerous maps and other historical records. We are pleased to have this opportunity to share additional data on the work done to date on this resource as well as upcoming research tasks associated with the historic experience of enslaved individuals in Richmond.

As you know, the DC2RVA project has required compliance with the National Historic Preservation Act of 1966. Archaeological and architectural surveys, as well as extensive archival research, were completed between 2015 and 2018 on areas within the project area of potential effects (APE). For archaeological resources, this primarily included areas that will be physically impacted by the proposed construction (also known as the Limits of Disturbance [LOD]). Cultural resource specialists have conducted archaeological studies on the entire 123-mile long corridor, recording dozens of sites. Upon recordation, the team worked very closely with project engineers and sponsors to assure that significant sites are avoided or, at a minimum, that any impacts are limited to the greatest degree possible.

Studies near the Graveyard for Free People of Color and Slaves (site 44HE1203) have been ongoing since 2015. As project plans have been developed, additional archaeological studies and archival research have been completed to assure that all portions of the APE have been thoroughly explored. This includes fieldwork as well as the creation of "georeferenced" overlays wherein historic maps are overlain on modern aerials to assure that all historic sites are taken into consideration in the APE. Near Hospital Street, Graveyard for Free People of Color and Slaves (site 44HE1203) was first identified by the DC2RVA team using this process and based on our overlay studies. It was recorded with DHR in the spring of 2018. The ensuing Phase I survey report, which you referenced in your emails, was the initial documentation of the site.

Although DHR concurred that the site had been impacted by area development, DHR, DRPT and the project team recognized the significance of this resource, and the site was determined to be a “historic property” for the purposes of this study (defined as a resource that is potentially eligible for, eligible for or listed on the National Register of Historic Places). This assured that the site was included in all dialogues regarding impacts from the proposed project.

The project team has also continued studies on Graveyard for Free People of Color and Slaves (site 44HE1203) since publishing the report in 2018 to assure that any areas with the potential to contain graves are avoided. Figure 1 (attached) shows a synthesis of some of the research and subsequent avoidance plans. This image depicts a modern aerial and the 1835 Bates map. Both show the graveyard site boundaries (in red) and the original project APE as shown in the Phase I report (in gold). Through numerous dialogues and work sessions completed after publication of the Phase I report, impacts to the site were avoided (in purple) by reducing the footprint in this area. Work will now parallel existing Hospital Street, and all work will be confined to the existing, disturbed road right of way. No physical impacts will be made outside of the existing road corridor. Figures 2–5 are current photographs that depict this disturbed right of way corridor and additional area changes caused by the installation of I-95 in the 1960s, construction of a gas station and subsurface storage tanks in the last quarter of the twentieth century (note: the gas station was on top of the Graveyard for Free People of Color and Slaves [site 44HE1203]), and building an office on the southwest corner of the graveyard site.

Knowing that burials are often not contained to mapped boundaries, similar studies were also rendered on adjacent sites that could contain additional burial areas, particularly the area to the north and west of the mapped boundaries of Graveyard for Free People of Color and Slaves (site 44HE1203). Figure 6 illustrates the current boundaries of the Hebrew Cemetery (architectural resource 127-6166) and the APE, highlighting the avoidance of this entire area to stay away from potential interments. All proposed work associated with the DC2RVA rail improvements in this area is designed away from the potential burial areas, on the north and east sides of the track. Moreover, the proposed work is confined to the existing rail right of way, a space within 15–25 feet of the existing track and an area that has been completely disturbed over the past century through rail construction and other land improvements. Archaeological studies have confirmed this disturbance.

Beyond technical studies, the team has also spent the past year working with various federal, state, and local agencies and historical groups to disseminate data on historic properties along the corridor with a particular focus on the Shockoe area of Richmond. Thirty-three Consulting Parties (formal groups with a vested interest in area history and prehistory), over a dozen agencies, and 23 individuals with knowledge of the African-American heritage of this area have been involved in ongoing dialogues, culminating in well over 100 meetings, emails, and telephone calls regarding resources in Richmond. The DC2RVA team is committed to soliciting feedback on cultural resources, and data provided by these groups has been included in subsequent coordination with DHR, in the Final Environmental Impact Statement (FEIS, ongoing), and in the draft Memorandum of Agreement



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(MOA) written to outline mitigations to address project adverse effects to historic properties. This 65+-page MOA specifically highlights tasks that will be undertaken by DRPT to sponsor additional research on the African-American experience in historic Richmond, including: developing a historic context on the association between the railroad and the slave trade in Virginia, creating a webpage using the context data, crafting several sets of public signs outlining African-American history in this area, completing community engagement and ethnographic research regarding the history of this area and its importance to the African-American descendent community, and helping the City of Richmond develop a historic district inclusive of places of significance within the lexicon of the black experience in Shockoe, among other tasks. The Graveyard for Free People of Color and Slaves (site 44HE1203) will be included in these upcoming studies, and the research that you provided will be added to the collection of important data on this area. The team will also assure that your data is included in the existing site file located at the DHR, including the provided names of interred individuals, so that it may be seen by future researchers.

We understand that an on-site visit may be warranted to engage in a more robust dialogue on your concerns. As such, we are available to set up a meeting on site to include appropriate members of the project team so that we can view the current landscape, provide data on the DC2RVA project, and hear your concerns in person. Please contact us at Emily.Stock@drpt.virginia.gov/ 804-786-1052 or kbarile@dovetailcrg.com/ 540-899-9170 if you have any further questions, or would like to meet on site. If you prefer, we are also happy to participate in a call so we can describe the project verbally. We also encourage the participation of Steve Thompson from Rivanna Archaeological Services or any other individuals who may want to participate in this discussion and provide feedback. We look forward to hearing from you.

Respectfully submitted,

Emily Stock, Project Manager

and

Kerri Barile, Team Cultural Resource Lead

CC: Roger Kirchen, DHR
Marc Holma, DHR
John Winkle, Federal Railroad Administration
Sarah Stokely, Advisory Council on Historic Preservation
Mike Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

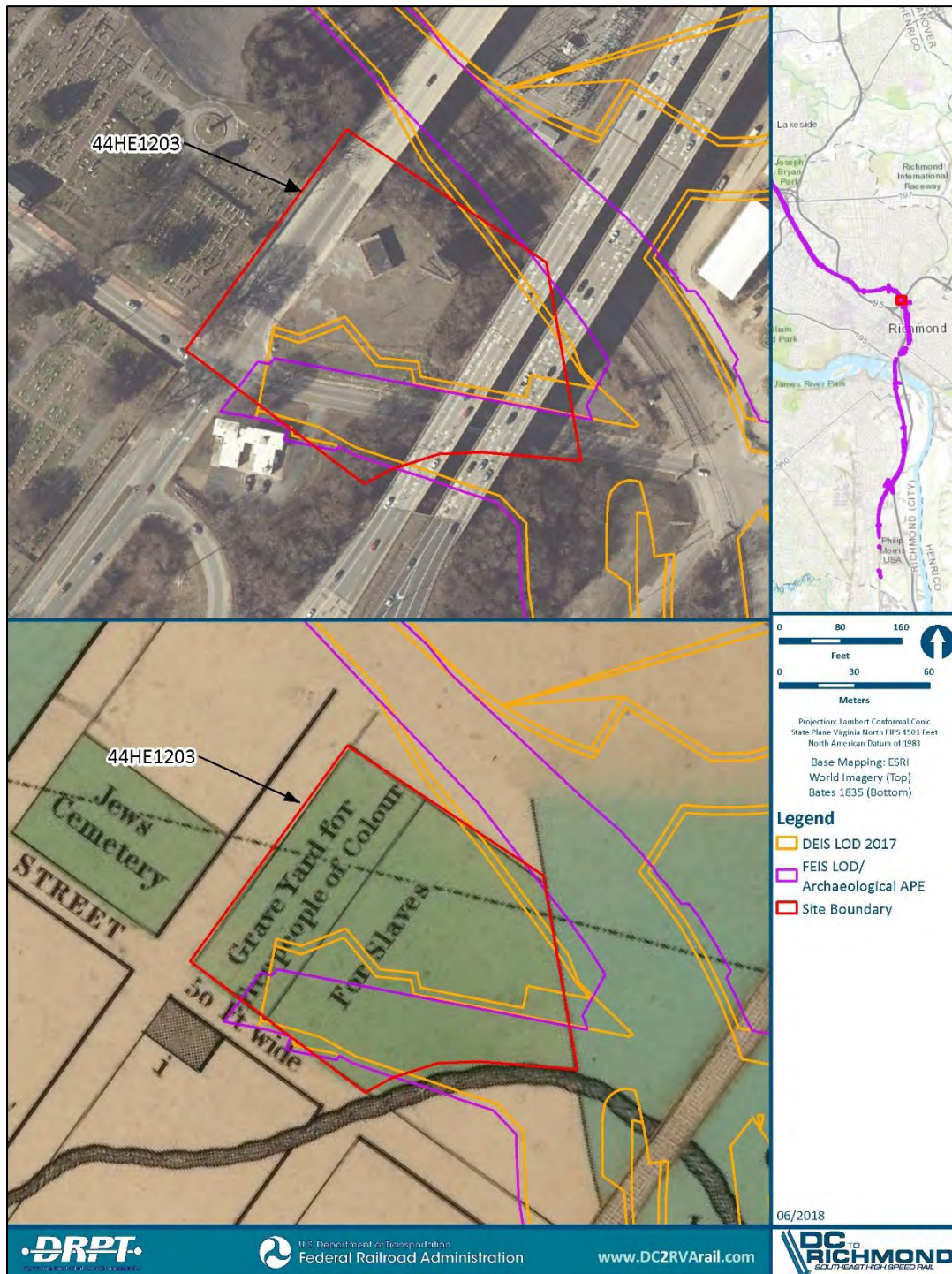


FIGURE 1: 2017 APE/LOD IN GOLD AND THE 2018 REDUCED APE/LOD IN PURPLE.



FIGURE 2: LOOKING WEST ALONG HOSPITAL STREET. I-95 IS IN THE FOREGROUND AND GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) LOCATION IS IN THE BACKGROUND (RED ARROW). NOTE THE HOSPITAL STREET ROAD CUT.



FIGURE 3: LOOKING EAST ALONG HOSPITAL STREET. GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) IS ON THE LEFT (RED ARROW). NO DC2RVA CONSTRUCTION WILL OCCUR OUTSIDE OF THE ROAD RIGHT OF WAY.



FIGURE 4: GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) LOOKING EAST. NOTE THE GAS STATION ON TOP OF THE SITE IN THE BACKGROUND. THE SITE ALSO CURRENTLY CONTAINS BURIED GAS TANKS.



FIGURE 5: LOOKING SOUTH ACROSS HOSPITAL STREET TO DRIVEWAY AND I-95 CUT ON SOUTHWESTERN PORTION OF MAPPED GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203).

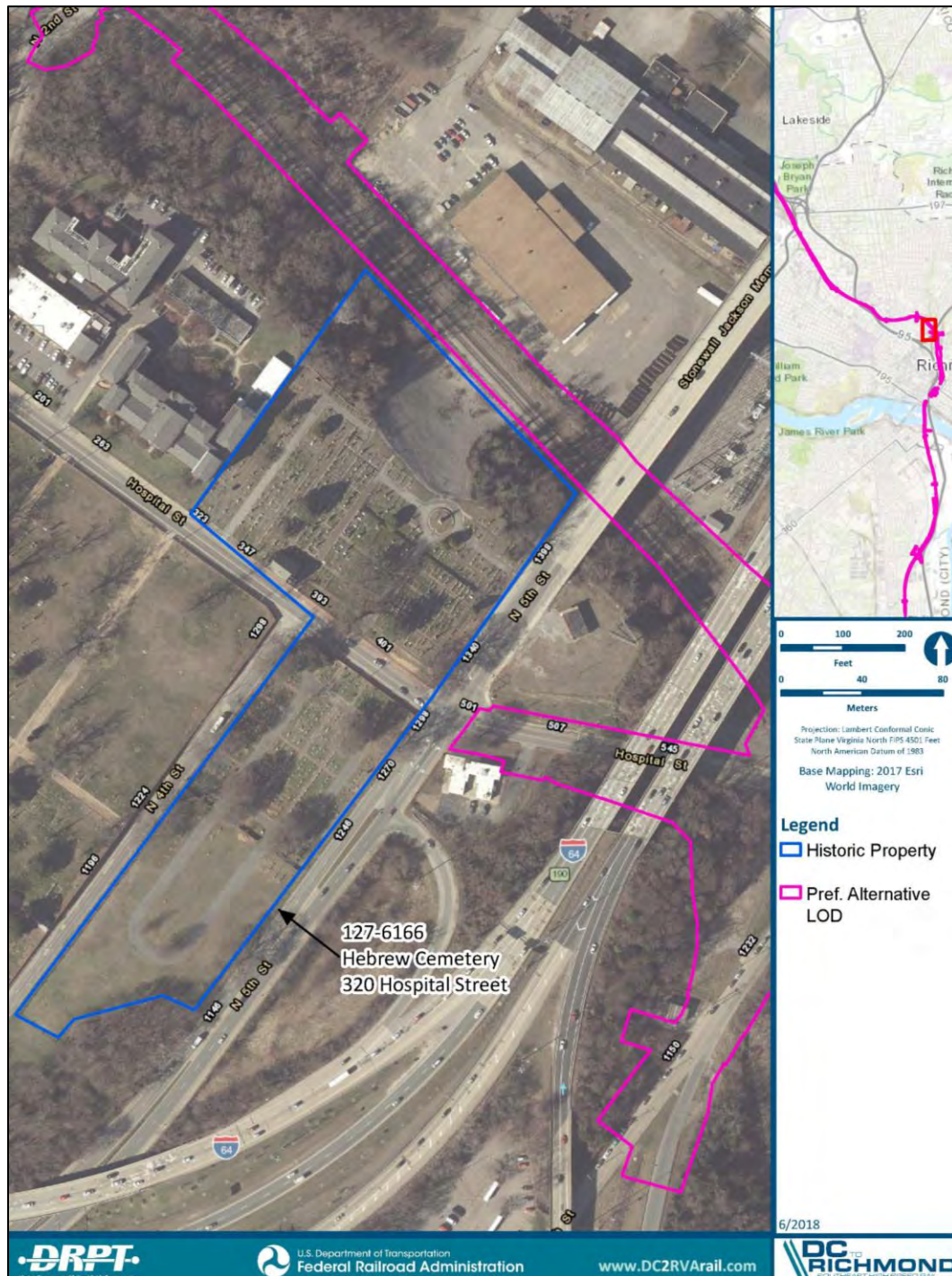


FIGURE 6: BOUNDARIES OF THE HEBREW CEMETERY JUST NORTH OF GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) SHOWING AVOIDANCE OF POTENTIAL GRAVES AND WIDENING OF TRACKS TO THE NORTH AND EAST ONLY.



Kerri Barile <kbarile@dovetailcrg.com>

Site 44HE1203 and DC2RVA

1 message

Ryan Smith <rksmith3@vcu.edu>

Wed, Jan 23, 2019 at 9:22 AM

To: roger.kirchen@dhhr.virginia.gov, kbarile@dovetailcrg.com

Cc: LENORA MCQUEEN <lenora.m@prodigy.net>, Ana Edwards <ourrosewood@gmail.com>

Dear Ms. Barile and Mr. Kirchen,

I am a faculty member in the Department of History at Virginia Commonwealth University. I am completing a book (under contract with the Johns Hopkins University Press) on the history and historic preservation of burial grounds in Richmond, Virginia which includes a chapter on the "second African Burial Ground," also known as the "Graveyard for Free People of Color and For Slaves" and as the "Potter's Field." For months, I have communicated with Lenora McQueen about the site and her connection to it. I have reviewed Emily Calhoun's 2013 report on the site and discussions of the site in the 2018 Phase 1B survey report from Dovetail. I write to share my opinion on the site as defined therein. In short, I share Ms. McQueen's concerns.

We can document use of the site beginning in 1816. By 1848, the site had grown so full that the city council expanded it southwest across Hospital Street, enclosing the grounds surrounding the new hospital to be used "as a Burying ground for coloured persons." Burials continued throughout both areas into the 1850s, as documented in Frederick Law Olmsted's description of a slave funeral there "near the foot of a hill, in a crumbling bank—the ground below being already occupied, and the graves apparently advancing in terraces up the hill-side." The growing site was also documented in newspaper reports of hangings in the rear of the poor house where black victims were buried, in newspaper accounts of black graves being disturbed by construction of the new powder magazine after the Civil War and during construction of the first Fifth Street viaduct bridge in 1891, in city directories following the Civil War, and in the memoirs of a Virginia Military Institute attendee who described a "Colored Cemetery" to the rear of the almshouse. Lastly, the Library of Virginia has records from the city of Richmond dating to 1862 which include quarterly reports from the keeper of the burial grounds, listing the names of those interred, the dates of their interment, and the causes of death. What is consistent throughout all these sources is that the site was big - sprawling well beyond the limited two acres initially set aside in 1816, as reflected in subsequent maps shown in Calhoun's study and also shared with you by Ms. McQueen. Another consistency is that the site continually fell victim to predations from the white community.

Unfortunately, your current reporting suggests that some (many? most?) graves were removed from this site to the state penitentiary grounds. I regard this as pure speculation/folklore in the absence of concrete evidence. Even if true, the small number of graves that may have been removed could have represented only a small fraction of the total burials. And while it is true that much of this ground has been disturbed by transportation projects and industrial uses, these desecrations do not minimize the overall significance of the site as a place of memory.

The high speed rail project's proposed widening of the tracks and the further disturbance of Hospital Street will surely impinge upon this site. This project will make it even more difficult for the public and for descendants to recognize the site for what it was. It will add to the city's ongoing, active disregard for the site, exemplified by the earlier decision in 1959 to sell it to a private landowner for use as a gas station. I would hope that our state preservation office, and the cultural resource firms reporting to it, would be much more responsive to such continued minimization of the site and would revise those plans accordingly.

If I can supply you with any more documentation to help revisit these decisions, please let me know. Ms. McQueen can speak for the descendant community. But I can speak for the academic community and for the students whom I regularly take on site visits that the avoidance plans presented here seem inadequate and will materially affect our interpretation of the site. Sincerely,

Ryan K. Smith
Department of History
Virginia Commonwealth University
(804) 828-9932
rksmith3@vcu.edu
<https://www.richmondcemeteries.org/>



January 24, 2019

Dear Ms. Barile and Ms. Stock

Thank you for copying me on your recent (01/16/2019) response to the concerns expressed by Lenora McQueen regarding potential impacts to the nineteenth-century site of Richmond's Graveyard for Free People of Color and Slaves (44HE1209) associated with the Washington, DC-Richmond highspeed rail project (DHR project file #2014-0666). As background to my involvement in this matter I should note that I have corresponded and collaborated regularly with Ms. McQueen, who lives in Texas, for the past ten years or so regarding her research into her family history, which reaches back into several prominent Antebellum Albemarle County plantations—most notably, Redlands, Morven, and Highland.

Ms. McQueen and I first became acquainted during my company's participation, from 2009 to 2012, in collaborative research undertaken with Monticello and University of Virginia archaeologists and historians at Morven, where Ms. McQueen's ancestral ties are particularly strong. At some point during that project, we learned through documentary research that one of Ms. McQueen's enslaved relatives moved from Albemarle to Richmond as part of the household of her recently-married Higgenbotham mistress/owner. Although long acquainted by email, Ms. McQueen and I met for the first time a little over one year ago when she traveled to Charlottesville as a panel participant in UVa's 2017 symposium on *Universities, Slavery, Public Memory, and the Built Landscape*. It was then that I first learned that Ms. McQueen had continued to pursue, in her characteristically thorough and resourceful and persistent style, this Richmond branch of her family. Roughly six months later, in May 2018, I received an email from Ms. McQueen informing me that she had learned, through internet research, that the so-called Talley Service Center parcel at 1305 N. 5th Street in Richmond (parcel ID N0000233006) was on a list of properties slated for public auction for delinquent taxes and asking for guidance. That was the point at which I began to learn about Richmond's Cemetery for Free People of Color and Slaves and Ms. McQueen's remarkable connections to this unrecognized (and unrecognizable) historic property. As you may know, Ms. McQueen was single-handedly responsible for having the mayor's office intervene and remove the Talley parcel from the auction block, widening the circle of those aware of this site, and greatly expanding, through her research, understanding of its history. For my part, I was able to provide Ms. McQueen access and insight into the recent "grey literature" relevant to the site and help her to understand why and how it was being considered by the DC-RVA highspeed rail project.

So, with that aside I offer the following comments based on my reading of CRA's 2015 report on geoarchaeological investigations within VDOT's I-64 right-of-way below the Shockoe Creek

bridge, Dovetail's 2018 report on Phase IB archaeological investigations within the highspeed rail corridor, consideration of many aspects of Ms. McQueen's own copious research into this site that she regularly shares with me, and your January 16, 2019 letter...

Thank you very much for your quick and detailed response to our concerns. I am clearly a late-comer to this discussion, having arrived from a wholly different starting point, and have only recently learned of the role being played by the high-speed rail project in the research and understanding of Richmond's Graveyard for Free People of Color and Slaves. I am particularly pleased to learn of the extensive consultation and community engagement already undertaken and yet envisioned by your project. Before receiving your letter, I was completely unaware of the number of consulting parties involved in this undertaking and of the breadth and scope of their engagement, especially as regards the additional research and interpretive efforts that will be addressed through implementation of the mentioned MOA. That said, I continue to have outstanding questions and concerns that were not wholly addressed in your letter that I have tried to better articulate through the following series of questions and comments.

Questions and Responses

- 1) Are you able to share the MOA mentioned in your letter? Can you provide names of the Consulting Parties to this project? Can you provide minutes of meetings and/or other discussions and events that touch on or make specific mention of the Graveyard for Free People of Color and Slaves (44HE1203)?
- 2) Apart from the VDOT-sponsored research conducted within that department's right-of-way below the I-64 bridge, what are the other research efforts have been "ongoing since 2015" near the Graveyard for Free People of Color and Slaves mentioned in your letter? (The V-CRIS site form lists only a single CRM event – Dovetail's February 4, 2018 pedestrian reconnaissance of the locale.)
- 3) Can you please elaborate/explain the process of geo-registration of the 1835 Bates map? Specifically, what ground-control points were used in this registration? And, why does the southwesternmost corner of the cemetery not align with the present-day northeastern corner of the intersection of Fifth and Hospital streets, which would appear to be how the site was depicted by Bates? Some consideration of the assumptions and potential inaccuracies common to geo-registration of historic maps is appropriate in this context.
- 4) Why does the 1877 Beers map of Richmond (sheets from the 1889 Baist Atlas), showing a much enlarged "Potters Field," not receive equal consideration in the delineation of the boundaries of the historic cemetery? The evaluation of the site's potential significance in Dovetail's Phase IB report (p.4-225) (and in the V-CRIS site form) acknowledges that the cemetery was established around 1816 and that it may have lasted as late as 1890. However, explicit discussion and consideration of the cemetery's use through the middle and into the late nineteenth century, its likely expansion, and ultimate abandonment seems to only repeat research sponsored by VDOT in 2013. In particular, the anecdotal claim reported in 2013 that burials at the cemetery may have been relocated around 1890 in association with construction of the Northside/Fifth Street viaduct, though repeated, is not pursued or further substantiated. Lenora McQueen's research demonstrates very

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clearly that the public cemetery that began as the “Graveyard for Free People of Color and Slaves” remained in operation and continued to receive significant numbers of African American burials until June 1879, with 1,770 African American burials reported by the cemetery’s keeper in the six-and-a-half years between January 1873 and June 1879 (an average rate of more than 20 burials per month).¹ This evidence clearly indicates that the cemetery remained active—indeed, very much so—for nearly a half-century after publication of the Bates map and that it was substantially expanded beyond the boundaries shown on that early document. Inclusion and explicit discussion of the cemetery’s depiction on the 1877 Beers map (and 1889 Baist Atlas) combined with understanding of its use after the Civil War as can be gleaned from other documentary sources arguably yields a much larger and historically more complicated site than that portrayed in the Phase IB report.

- 5) That said (and following on from Item 3, above), delineation of the cemetery’s boundaries solely based on its depiction at the *margins* of nineteenth-century maps of *uncertain and possibly variable cartographic accuracy* seems misguided and other efforts to more accurately determine its boundaries should be explored. For example, identification, through deed research, and platting of the boundaries of the parcel sold by the City to E. G. Rex in 1866 or 1867 for the construction of a new powder magazine may help better understand the late-nineteenth-century limits of the cemetery.² Research into other deeds for neighboring properties and platting of their boundaries onto existing conditions and parcel maps, such as the tract purchased in the Bacon’s Quarter Branch valley immediately north of the cemetery by Tanner & Delaney Engine Co. around 1881 (and later acquired by Richmond Locomotive & Machine Works c.1887), might also aid in more accurately establishing the boundaries of the City-owned cemetery. Similarly, exploring deeds and other documents associated with land acquisition and construction around 1900 of the Sea Board Airline Railroad may help to clarify the nineteenth-century boundary between publicly-owned (that may have received human burials) and privately held land to the north and east.
- 6) The physical evidence of the present-day landscape, as well as that collected by the VDOT-sponsored field research in 2013, abundantly supports the conclusion that the Graveyard for Free People of Color and Slaves/Potters Field has been heavily disturbed and that, at least in certain portions of the historic cemetery, the survival of intact burials seems highly unlikely. The Phase IB report and your letter highlight the depth of the cuts along the north side of Hospital Street and the west side of the I-64 right-of-way as good illustrations of this conclusion. However, using your registration of the 1834 Bates map

¹ "Note – The hill-side adjoining the Hebrew Cemetery, used for many years as a burial-place for colored persons, was abandoned in June last. These people are now interred in Oakwood Cemetery" (*Richmond Dispatch*, 1 January 1880). Counts of “colored” interments broken down between adults and children and often between men and women, as reported by the Superintendent of Shockhoe Hill Cemetery were reported, typically, in January, in the *Richmond Dispatch*. Colored interments were noted as being made “in ground adjacent” to the white Shockoe Hill cemetery.

² Richmond’s powder magazine, apparently located east of Fifth Street and south of the present Hospital Street, was deliberately destroyed. The recommendation by the City’s Committee on Public Grounds and Buildings to sell “the ground north of that formerly occupied by the powder magazine” to E. G. Rex “for the re-erection of a powder magazine” was reported in the October 8, 1866 edition of the *Daily Dispatch*. The subsequent discovery of approximately 100 human skeletons during construction of the new magazine the following year was reported by the *Richmond Whig* (April 9, 1867) and *Daily Dispatch* (April 9, 1867).

how confident can we be that intact graves do not survive, possibly below fill, within the current LOD on the south side of Hospital Street? Are there other areas within the LOD, particularly north of the Hebrew Cemetery and Talley Service Center parcel that might also contain intact graves? Relying solely on visual examination of current conditions to assess whether intact burials are present seems inadequate and, at the very least, hypotheses about site and landscape modification should be tested through additional field investigation. While intact graves may not be present, what is the potential that disinterred and scattered human remains survive in disturbed surface soils within the LOD in the vicinity of the historic cemetery? Is more complete documentation, through a combination of archival research and archaeological/geo-archaeological field investigation, necessary to develop a more complete understanding of this site and its developmental history?

- 7) The Phase IB report limits discussion of the potential significance of the Graveyard for Free People of Color and Slaves/Potters Field to the possibility that intact graves belonging to the cemetery survive. In essence, the perspective articulated in the report is that if there is no evidence of graves, the property (by definition) lacks integrity and therefore cannot possess historical significance. However, suppose we think about the cemetery less in terms of its early – mid-nineteenth-century function and setting and more in terms of later nineteenth-century Jim Crow era historical themes? Although much research remains to be conducted, evidence currently available suggests that, following the impacts associated with the 1867 powder magazine construction, serious disturbances to (and perhaps, ultimately, destruction of) large parts of the historic cemetery were associated with the extension and widening of the Fifth Street corridor in the mid to late 1880s, itself part of the process of Richmond’s demographic, and economic expansion and the opening of peripheral lands for new, predominately white, suburban development north of Bacon’s Quarter Branch. Already in 1883, the *Daily Dispatch* was reporting that “improvements at the extreme north end of Fifth Street” were impinging upon “bodies buried in that locality,” though whether these were Jewish, African American, or indigent bodies was not specified.³ A pair of historic photographs held by the Valentine Museum and dating between approximately 1887 and 1891 and bracketing construction of the Fifth Street viaduct reveal very graphically the enormous extent of alterations to this location.⁴

While the possibility that graves may have been relocated cannot be dismissed without further research, whatever happened to the cemetery must be considered in light of the comments of the editor of the *Richmond Planet*, the city (and state’s) highly important African American newspaper, in 1896 that the city’s expansion north entailed “the desecration of the burial ground on Poor-house Hill, North 5th Street” during which “graves were dug into, bones scattered, coffins exposed, and the hearts of the surviving families made to bleed by the desecration of the remains of their loved ones.”⁵ Not considering this later history of the Graveyard for Free People of Color and Slaves/Potters Field and confining consideration of its potential historical significance to

³ *Daily Dispatch*, October 9, 1883, p.1

⁴ <http://65.246.64.204/rediscoveryproficiopublicsearch/ArchivesShowItem.aspx?180247-BIBLIO;>
<http://65.246.64.204/rediscoveryproficiopublicsearch/ShowImageView.aspx?180247>

⁵ “The Colored Cemeteries,” *Richmond Planet*, March 21, 1896, p.2

the presence of intact graves and/or other surviving physical evidence of a former memorial or commemorative landscape, runs the very real risk of implying that the late-nineteenth-century destruction and desecration of sites integral to the formation and maintenance of African American cultural and community identity somehow lacks historical significance. The re-creation /re-birth of Richmond after the Civil War included a range of acts *both commemorative and destructive* that left their enduring marks on the City's landscape and these marks continue to influence and shape the way Richmond's residents and visitors alike understand its history.

- 8) Phase II level research, both archaeological and documentary, is warranted at 44HE1203
- a. to more fully define the historic aerial limits of the Graveyard for Free People of Color and Slaves/Potters Field,
 - b. to develop a clearer and more detailed understanding of the site's history of use and demise, and
 - c. to provide a fuller consideration of the site's potential historical significance, especially in light of themes relevant to current understandings of Richmond's Reconstruction and Jim Crow era history and that expands consideration to include NR Criterion A (that the site is associated with events that have made a significant contribution to the broad patterns of our history).

This last item is undeniably challenging given that our accepted methods for discussing and evaluating the historical significance of cultural properties typically requires the presence of tangible, physical qualities. The current situation provides us all with an opportunity to consider how we might acknowledge and commemorate sites whose significance lies, at least in part, in their deliberate erasure/removal. Such sites necessarily lack integrity, but surely they remain imbued with historical significance.

Thank you for considering these thoughts and I look forward to our continued discussion,

A handwritten signature in black ink, appearing to read 'Steve Thompson', with a long horizontal line extending to the right.

Steve Thompson, PhD, RPA

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Re: DC2RVA High Speed Rail project and the Graveyard for Free People of Color and Slaves

1 message

LENORA MCQUEEN <lenora.m@prodigy.net>

Sun, Jan 27, 2019 at 11:45 PM

To: Steve Thompson <sthompson@rivarch.com>, Kerri Barile <kbarile@dovetailcrg.com>

Cc: "Kirchen, Roger (DHR)" <Roger.Kirchen@dhv.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhv.virginia.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hvinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hvinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hvinc.com>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Wilson, Joanna (DHR)" <johna.wilson@dhv.virginia.gov>

Dear Roger and Kerri:

My 4th great-grandmother Kitty would have been buried in the slave burial ground at 5th and Hospital Street. She died a little over 160 years ago in the City of Richmond, in the home of her owner who lived on the south-side of Franklin between 6th and 7th. That place today is a parking garage. The daughter of her owner Elizabeth wrote a heartfelt letter to her sister in Philadelphia the very same morning that Kitty died, lovingly, but very sadly informing her sister of the death of their beloved Kitty. The letter brought tears to my eyes as I read of her long illness, and painful death. I was touched by how much love was expressed for her in that letter by Elizabeth. Kitty's daughters who were present were devastated. The other children and grandchildren unknowing of what had occurred - as they had been sold after the death of their owner a few years prior, splitting up the family. The deceased owner was Elizabeth's father. Elizabeth told of how she had Kitty's body neatly prepared for the grave, "it is what she would have done for me" she said. Kitty was dressed in the garment that she herself had requested for that purpose. Her last words she spoke to her children in an attempt to comfort them as she herself lay dying, seeing them weeping - "Don't cry children, don't cry for me, I am going home" - she breathed her last breath and died.

Elizabeth and her sister who also lived in Richmond intended to follow Kitty's body to the grave the next day. She indicated that their intention was that no respect would be spared for Kitty. My intention also is that no respect should be spared for Kitty, other family members buried there at the burial ground, or for the other many thousands that were interred at the cemetery at 5th and Hospital Street. In my eyes Kitty holds a place of high honor. And all of those people buried there were probably loved by someone. They were someone's child, someone's mother, someone's father, brother, sister, aunt, uncle, grandparent, grandchild, cousin, friend..... They were someone's someone. They are still someone's someone. They deserve to be honored. They deserve to be remembered. They deserve to have their story told, and no longer hidden. And they deserve to be allowed to rest in peace.

I came to Richmond last year to find Kitty (also others in the family). I had only known of the intention of her owner to keep her, the owner being the mother of Elizabeth. I had no idea of what had actually happened. So I came to Richmond, and I found Kitty. The excitement I felt when I realized that I could go to the place that she would have been buried. I remember the confusion, and the disappointment upon reaching my destination. I didn't understand the place at all, and I kept thinking that I must be in the wrong place, it can't possibly be this place... And I had hoped that I was in the wrong place. And I left there not knowing, until sometime later that it was actually the right place. How sad... That desolate hillside with an abandoned gas station on it and a billboard - It is so disrespectful. But with all that has happened there, it does not make that place not important. With all that has happened it does not make the people interred there not important. It deserves something better. They deserve something better. Even those whose skeletal remains were obviously moved, they deserve something better, as even today their essence remains.

I have been deeply involved in research trying to uncover the history of the place where my Kitty was laid to rest by those who loved her. It has been a horribly sad and disturbing journey seeing the degradation, the disrespect, and the destruction associated with this burial ground. I have no idea if she rests there in peace or if she fell victim to one of the many atrocities that befell that graveyard. Though even if she herself were untouched, how could she rest in peace? The history of the burial ground is tragic. It's story is also incomplete.

The very day after I read that letter for the first time telling of Kitty's death and while attending the symposium on the President's Commission on Slavery at the University of Virginia, I learned the first tragic piece of history directly connected to the graveyard. It was a main topic at the symposium - grave robbing for the medical colleges, and this graveyard was one of the targets. I was absolutely horrified. I later learned of the well at VCU where human remains were thrown away as if they were trash. The medical waste well at VCU that was accidentally uncovered dates to the time of this graveyard. That was only the first of several horrifying pieces of news regarding the burial ground that I received. Following was the news of the explosion of the gunpowder magazine on evacuation day in 1865. Then it appears that Hospital Street was moved, its course driven through the burial ground, and also the selling of a piece of the graveyard land for the construction of a new gunpowder magazine (more than 100 skeletons being uncovered when the foundation was dug in 1867). Perhaps the street was moved to accommodate the two new magazines that were built.

The archaeological testing and excavations that are mentioned in the 2013 VDOT report appears to have taken place in the same spot where the new Gun Powder Magazines were built. This is the land sold by the City in 1866 expressly for the erection of the new Gun Powder Magazines, there were two sales, and two magazines. The Powder Magazines appear clearly on the 1877 map which was mentioned but not imaged in the report. My opinion is that the search here was not extensive enough and the conclusions were drawn prematurely; I say this in light of the evidence. I also learned that Fifth Street was run through the burial ground, and the Northside / 5th Street Viaduct as well. Additionally a walkway leading to Richmond Locomotive was run through it, and later railroad tracks were built on it. There is the gas station that was placed upon it, and the billboard, etc. Each one of those very deliberate actions destroyed the graves of someone's loved ones. I think about how hurt and devastated Kitty's family would have been and also the many others who were affected by those actions taken for another's monetary gain. It truly breaks my heart.

This burial ground is supposed to be a place of eternal rest - a place of honor and memorial, just like at the two burial grounds next to it. The disparity between them is shocking, and quite beyond words. On any given day a descendant of those buried at the Shockoe Hill Cemetery or the Hebrew Cemetery

can go and visit the grave of their ancestor which is still to this day lovingly cared for and attended to. That is not true of the African American Community who had enslaved ancestors who died before 1879 in the City of Richmond. The descendants exist not only in Richmond, but all over the country. We the descendant community of that burial ground can only wonder what happened, and what is going to happen next? Would you do what you are proposing to do for the sake of high-speed rail to the Hebrew Cemetery or to Shockoe Hill Cemetery? I assume that the answer would be no. So I have to ask, when is enough, enough? When will our ancestors who were laid to rest at that corner be honored, and left in peace? Have you considered how many true descendants of those who were buried in that burial ground exist? It was the slave burial ground for the city for 49 years and a very active one. And it continued as a very active burial ground for 13 additional years. Not to mention those who were free people of color who would have been buried there as well prior to 1865. There were many thousands of people buried there. That could mean that there are millions of people who descended from those who were buried in that graveyard. But most of them have been robbed of their history. And they have been robbed of that place in which they can pay their respects to the ones that came before them. But that part can be changed, at least on some level.

The burial ground appears to have never been called Potter's Field, not officially prior to its inclusion on the 1877 Bates Map. Reports of interments for both black persons and white were made by the Superintendent of the Shockoe Hill Burial Ground who kept registers and who made regular reports to the City Council and to the standing committee of the City Council which was called the Shockoe Hill Burying Ground Committee, and much later the Committee on Cemeteries. Occasional references to the Poor House Cemetery or Poor House Hill were not references to a Potter's Field. The 1869 City Directory refers to the burial ground for colored people as the African Burial Ground and the Shockoe Hill Cemetery as the Poor House Cemetery. This same publication lists John Pearce as the Superintendent of both burying grounds in addition to the Jewish Cemetery. Later reporting in the 1870s appears to be made under the name Shockoe Hill Cemetery with the black cemetery being more specifically referred to as the adjoining ground. On February 21, 1878 The Daily Dispatch reported under the heading "ADDITIONAL BURYING-GROUND NEEDED" 304 colored interments had been made that year. Also mentioned was that it was impossible to make any new interments without disturbing some previous burial due to the overcrowded conditions.

I can not say whether or not any burials were removed to the prison graveyard, though it would seem from the description made that the majority of those burials were prison inmates. I can say that the number of interments made for colored people at the burial ground at 5th and Hospital between 1873 and June of 1879 was 1,808 which I believe exceeded the number of burials at the prison graveyard about 5 times over, not to mention the thousands buried in prior years.

I ask please for a direct response to the letters written by Steve Thompson, Phd of Rivanna Archaeological Services, and history professor Ryan Smith, Phd. The opinions they have expressed, and the concerns and questions which have been raised in their letters mirror my own. I too would like to know the answers.

I continue to have deep concerns for the burial ground at 5th and Hospital Street (1816 Graveyard for Free People of Colour and For Slaves / 1877 Potter's Field). The reports made indicate that the burial ground is being minimized in terms of its size and its history. I appreciate the response I received from you Kerri and the invitation to visit the site. I don't believe however that the letter you so kindly sent to me answered my questions or addressed my concerns. I feel it important that these things be specifically addressed in writing. Though at some point I would certainly welcome the opportunity to talk to you. At this time I would not be able to pay the site a visit in person, at least not in the near future as far as I know, as I live too far away. Traveling that distance and enduring the expense, as well as lost time from work - unfortunately it is something that I can not do. If something changes, I hope the invitation will remain open. I thank you for the offer.

I ask that this burial ground be recognized and studied to its fullest extent, its dimensions and history fully explored. I ask please that DHR change its position in regards to the matter of the burial ground and request further testing and exploration.

My goal is not to completely derail and halt your project. I seek only to ensure that the site be treated with dignity and respect. This is an opportunity for all parties to come together to collaborate, increase understanding and formulate a mutually acceptable solution, a better solution to this tragedy. Among other things, I myself have done extensive research in relationship to the burial ground which I believe would be quite helpful. This research is also ongoing.

Your consideration of this matter is deeply appreciated. Thank you.

Yours truly,

Lenora

Lenora McQueen

On Sunday, January 27, 2019, 8:18:37 PM CST, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hey Steve,

Thanks for your letter and for your voicemail on Saturday. We're reading through the letter, and I will be back in touch shortly to set up a call or an on-site meeting so we can talk more.

Thanks again and more to follow!
Kerri

On Thu, Jan 24, 2019 at 12:41 PM Steve Thompson <sthompson@rivarch.com> wrote:
Dear Ms. Barile and Ms. Stock,

Please see my attached comments in regards to your recent response to questions and concerns raised by Lenora McQueen regarding the DC-RVA rail project and Richmond's Graveyard for Free People and Slaves.

Regards,

Steve

Steve Thompson, PhD, RPA
Rivanna Archaeological Services, LLC
410 E. Water Street, Suite 1100
Charlottesville, VA 22902
434-293-3108 (office) | 434-981-9466 (mobile)
www.rivarch.com

On Wed, Jan 16, 2019 at 3:55 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Ms. McQueen,

Thank you very much for reaching out to the Virginia Department of Historic Resources (DHR) regarding the Washington, DC to Richmond, Virginia segment of the Southeast High Speed Rail project and potential impacts on the Graveyard for Free People of Color and Slaves (DHR project file #2014-0666). Roger Kirchen at the DHR forwarded your emails to us, and we have prepared some data to share regarding the project and the cemetery (attached).

As the letter mentions, if you would like, we would love to meet you on site to look at the area and describe the project. Sometimes things are so much easier to see in person/3D than on flat maps! Just let us know if you would like to meet, and we can absolutely schedule a date. We are also more than happy to chat on the phone if you prefer.

Thanks again!
Kerri

--

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kbarile@dovetailcrg.com



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Kerri Barile <kbarile@dovetailcrg.com>

Circa 1816 "Graveyard for Free People of Color and Slaves" (archaeological site 44HE1203)

1 message

Ellen Chapman <ellen.chapman@gmail.com>

Mon, Feb 4, 2019 at 12:16 PM

To: kbarile@dovetailcrg.com, info@dc2rvarail.com

Cc: LENORA MCQUEEN <lenora.m@prodigy.net>, Steve Thompson <sthompson@rivarch.com>, Ana Edwards <ourrosewood@gmail.com>, Derek Miller <miller.derek.r@gmail.com>, "Kirchen, Roger (DHR)" <roger.kirchen@dhr.virginia.gov>

Dear Dr. Barile and Ms. Stock,

I write regarding the potential impacts of the high speed rail project to Richmond's Graveyard for Free People of Color and Slaves (44HE1209), after communications with Lenora McQueen and Steve Thompson. I conducted my dissertation on Richmond's archaeology and also coordinate a community organization, RVA Archaeology, focused on archaeological education and advocacy in the city. I am currently engaged in research on the Virginia State Penitentiary project referenced in Calhoun's 2013 VDOT report, and our research has also failed to identify confirmation that Viaduct burials were relocated in the Penitentiary. Regardless of potential burial relocation and the presence of modern utilities, I hope that there is archaeological monitoring planned for the portion of the project along this cemetery.

I offer the following comments on the project:

- 1) I echo Steve Thompson's recommendations for additional Phase II before moving forward with construction on the south side of Hospital Street, especially given Richmond's egregious history of moving black burials for public works projects. If there is a way of becoming more educated regarding the site integrity and the potential for human remains before moving ahead, I think it's morally important that we do so.
- 2) As far as any of us are aware, Lenora McQueen is the only person who has identified their status as a descendant of someone buried in Richmond's Graveyard for Free People of Color and Slaves. Given this, I believe it is appropriate for her to be invited to be listed as a consulting party in the MOA and as a person to contact in the Unanticipated Discoveries Plan in the event that human remains are identified during the project. It might also be helpful to discuss the treatment plans for this site and any plans for archaeological monitoring and avoidance measures.
- 3) I welcome the offer of a site visit to discuss the question of the burial ground's integrity and potential exposure by the project, although Ms. McQueen lives in Texas and might prefer responses in writing and over the phone. The RVA Archaeology group would also be interested in setting up a public event in Richmond to discuss the archaeology and history being uncovered as part of the DC-Richmond high speed rail project.
- 4) I echo Steve's request for more details regarding the MOA and ask that the document and the list of consulting groups and individuals be released to Lenora if at all possible as a way of continuing this conversation.

Thanks very much, we are interested in the collaborative history research that this project may entail, and look forward to your thoughts.

Best,
Ellen



Kerri Barile <kbarile@dovetailcrg.com>

On-site Meeting/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Mon, Feb 4, 2019 at 11:23 AM

To: Steve Thompson <sthompson@rivarch.com>, LENORA MCQUEEN <lenora.m@prodigy.net>, Ryan Smith <rksmith3@vcu.edu>
Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@thr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@thr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@thr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Hello Steve, Ms. McQueen, and Mr. Smith,

We deeply appreciate your continued comments regarding the circa 1816 cemetery near Hospital Street! Over the past few weeks, the DRPT, project team, and DHR have gone over your materials and your requests to assure that we fully understand your concerns and can address all questions, ensuring a robust dialogue on this area. Additional information on the Section 106 process and all meetings will be coming your way by the close of business today, as requested.

In the meantime, we would like to schedule the on-site meeting so that we can go over DC2RVA project plans directly at the site to facilitate our dialogue. In discussing potential times and dates with the involved parties, we would like to recommend that we meet on site on **Wednesday, February 13 at 3pm**. Alternative dates would be Tuesday, February 12 at 3pm or Thursday, February 14 at 3pm. Please let us know your availability, and I can send a formal calendar invite once a date is confirmed. If these dates and times do not work, we can look at availability during the following week.

Thank you again for all of your information, and we're looking forward to talking to you more on site.

Best,
Kerri

--

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Kerri Barile <kbarile@dovetailcrg.com>

Re: On-site Meeting/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

1 message

Ryan Smith <rksmith3@vcu.edu>

Mon, Feb 4, 2019 at 2:32 PM

To: Kerri Barile <kbarile@dovetailcrg.com>

Cc: Steve Thompson <sthompson@rivarch.com>, LENORA MCQUEEN <lenora.m@prodigy.net>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Dear Kerri,

Thanks for your message. To keep the on-site scheduling manageable, I defer to Steve Thompson's availability.

Ryan

Ryan K. Smith
Department of History
Virginia Commonwealth University
(804) 828-9932
rksmith3@vcu.edu

On Mon, Feb 4, 2019 at 11:23 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Steve, Ms. McQueen, and Mr. Smith,

We deeply appreciate your continued comments regarding the circa 1816 cemetery near Hospital Street! Over the past few weeks, the DRPT, project team, and DHR have gone over your materials and your requests to assure that we fully understand your concerns and can address all questions, ensuing a robust dialogue on this area. Additional information on the Section 106 process and all meetings will be coming your way by the close of business today, as requested.

In the meantime, we would like to schedule the on-site meeting so that we can go over DC2RVA project plans directly at the site to facilitate our dialogue. In discussing potential times and dates with the involved parties, we would like to recommend that we meet on site on **Wednesday, February 13 at 3pm**. Alternative dates would be Tuesday, February 12 at 3pm or Thursday, February 14 at 3pm. Please let us know your availability, and I can send a formal calendar invite once a date is confirmed. If these dates and times do not work, we can look at availability during the following week.

Thank you again for all of your information, and we're looking forward to talking to you more on site.

Best,
Kerri

--

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Kerri Barile <kbarile@dovetailcrg.com>

Requested Documents/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

1 message

Kerri Barile <kbarile@dovetailcrg.com>

Tue, Feb 5, 2019 at 8:46 AM

To: Steve Thompson <sthompson@rivarch.com>

Cc: Steve Thompson <sthompson@rivarch.com>, LENORA MCQUEEN <lenora.m@prodigy.net>, Ryan Smith <rksmith3@vcu.edu>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Good morning,

Thank you again for your patience as materials related to the DC2RVA project were culled together. I've created a Dropbox file that addresses the first two questions/requests in Steve Thompson's letter dated January 24, 2019. The files can be found here (https://www.dropbox.com/sh/pfiq48t6h1r6t91/AAAPS3lhuAAXCaO__vJs6xrma?dl=0) and they include:

- 1) Appendix U from the Draft EIS published in September 2017. This contains all Section 106 coordination documents between commencing the project in November 2014 and August 2017. It is 740 pages.
- 2) Appendix E from the upcoming Final EIS (in draft form as the document has not been published yet). This contains all Section 106 coordination between August 2017 and January 2019. It is 543 pages.
- 3) Draft MOA that has been through one round of reviews by FRA, DHR, and DRPT and is now in a second round of edits with these agencies as well as the ACHP and consulting parties. It is 71 pages.

These documents contain all 106 correspondence. Please know that I didn't overload you with materials to lead you on a wild goose chase! :) But the 106 outreach on this project has been long and robust so I wanted to send you what has been done. All of the coordination blends to include the entire corridor and we discussed all areas, including Richmond and the historic properties, in all dialogues with the agencies and vested groups for over four years, so it is a bit hard to tease out materials that only pertain to this cemetery. Hopefully the summary tables in the beginning can narrow down the topic of the correspondence and I am, of course, always available to highlight certain pieces. I've been living and breathing this project for over four years now!

One document that is NOT within this batch is the roster of commitments that is being made in association with the National Environmental Policy Act process. In addition to 106 mitigation, the project has NEPA commitments, some of which revolve around this portion of Richmond. The roster is currently being developed, and your input at our onsite meeting and through your letters is helping to refine this list. I mention this to keep in mind as you review the MOA- there are multiple legislative requirements that will include cultural resource commitments. We're looking forward to discussing these with you.

Beyond your request for these three categories of documents, we are also working on the other points in all letters and emails received on this project. We will have additional overlays, geo data, and descriptions of project impacts when we meet. I think a lot of your questions will be answered at that time, and we are really looking forward to our dialogue!

Again, I am absolutely here to discuss these materials between now and next Wednesday, and much more will be shared on site.

Thanks so much!
Kerri

On Tue, Feb 5, 2019 at 8:02 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Great! Thanks so much. More info to follow with details. Also, I have the materials you requested prepared and am waiting on just one more thing. I will upload them to Dropbox this morning. I apologize for the delay!
Kerri

On Tue, Feb 5, 2019 at 7:42 AM Steve Thompson <sthompson@rivarch.com> wrote:

Kerri,

Next Wednesday, February 13 at 3pm will work for me for an on-site meeting.

Steve

Steve Thompson, PhD, RPA
Rivanna Archaeological Services, LLC
410 E. Water Street, Suite 1100
Charlottesville, VA 22902
434-293-3108 (office) | 434-981-9466 (mobile)
www.rivarch.com

On Mon, Feb 4, 2019 at 11:23 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello Steve, Ms. McQueen, and Mr. Smith,

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Thank you again for all of your information, and we're looking forward to talking to you more on site.

2/5/2019

Dovetail Cultural Resource Group Mail - Requested Documents/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

Best,
Kerri

Kerri S. Barile, Ph.D., RPA | President

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA 44HE1203 Cemetery Visit

1 message

Stock, Emily <emily.stock@drpt.virginia.gov>

Tue, Feb 12, 2019 at 1:14 PM

To: Kerri Barile <kbarile@dovetailcrg.com>, Ellen Chapman <ellen.chapman@gmail.com>, Roger Kirchen <roger.kirchen@dhr.virginia.gov>, Marc Holma <marc.holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, Cyane Crump <ccrump@historichrichmond.com>, Whyatt <whyatt@hoffattnichol.com>, Karen Harrington <karen.harrington@hdrinc.com>, Antony Opperman <a.opperman@vdot.virginia.gov>, "Clarke, Dironna M. - DPW" <dironna.clarke@richmondgov.com>, Steve Thompson <sthompson@rivarch.com>, Christopher Smith <chris.smith@drpt.virginia.gov>, rksmith3@vcu.edu, Carey Burch <carey.burch@hdrinc.com>, Justin Sarafin <jsarafin@preservationvirginia.org>, Kim Chen <kimberly.chen@richmondgov.com>, Randy Selleck <randy.selleck@drpt.virginia.gov>, Ana Edwards <ourrosewood@gmail.com>, Michael McLaughlin <michael.mclaughlin@drpt.virginia.gov>, Jordy Yager <jordyyager@gmail.com>
Cc: LENORA MCQUEEN <lenora.m@prodigy.net>, "Wright, Andrew (DRPT)" <andrew.wright@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <nick.ruiz@drpt.virginia.gov>

I look forward to seeing you tomorrow at 3PM for the site visit.

Please note that we do not have permission to enter the privately-owned sections of the site. We do have permission to park on a City of Richmond-owned parcel to the southeast of the site.

Parking Location: SE corner of 7th Street and Hospital Street. Address: 703 Hospital Street See maps below.

Please plan to meet in this parking area a few minutes before 3PM. We can review maps and handouts from that vantage point, and then head out as a group to the Hospital Street sidewalk (east side of street) up to 5th Street.

Our head count is around 20. **Since we will be walking across a busy street and the railroad tracks, I would like to keep the group together as much as possible for safety.** To aid in discussion and to help orient us at the site, we've prepared a timeline with historical and current maps. DRPT will provide hard copies of the timeline at the site tomorrow. We will also have large-scale project plans to review together in the parking area before we start our walk.

Please carpool with colleagues to the extent possible - and call me if you have any last minute questions or change of plans. Thank you! Emily Stock (tel. 804-971-1381)



Emily Stock
Virginia Department of Rail and Public Transportation
emily.stock@drpt.virginia.gov
804-786-1052



Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA 44HE1203 Cemetery Visit

1 message

Ellen Chapman <ellen.chapman@gmail.com>

Fri, Feb 15, 2019 at 12:00 PM

To: LENORA MCQUEEN <lenora.m@prodigy.net>

Cc: Steve Thompson <sthompson@rivarch.com>, "Stock, Emily" <emily.stock@drpt.virginia.gov>, Kerri Barile <kbarile@dovetailcrg.com>, Roger Kirchen <roger.kirchen@thr.virginia.gov>, Marc Holma <marc.holma@thr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@thr.virginia.gov>, Cyane Crump <ccrump@historichrichmond.com>, WHyatt <whyatt@moffattnichol.com>, Karen Harrington <karen.harrington@hrrinc.com>, Antony Opperman <a.opperman@vdot.virginia.gov>, "Clarke, Dironna M. - DPW" <dironna.clarke@richmondgov.com>, Christopher Smith <chris.smith@drpt.virginia.gov>, Ryan Smith <rsmith3@vcu.edu>, Carey Burch <carey.burch@hrrinc.com>, Justin Sarafin <jsarafin@preservationvirginia.org>, Kim Chen <kimberly.chen@richmondgov.com>, Randy Selleck <randy.selleck@drpt.virginia.gov>, Ana Edwards <ourrosewood@gmail.com>, Michael McLaughlin <michael.mclaughlin@drpt.virginia.gov>, Jordy Yager <jordyyager@gmail.com>, Shawn O Utsey <soutsey@vcu.edu>, "Wright, Andrew (DRPT)" <andrew.wright@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <nick.ruiz@drpt.virginia.gov>, DC2RVAdocumentcontrol@hrrinc.com>

I'm so, so sorry Lenora.

It strikes me that since several of these events were happening prior to 50 years ago, if there is evidence of how the site was damaged, that is itself archaeological information worthy of being recorded so it can be used to explore the actions of the city regarding this cemetery. I would like more information regarding why a no adverse effect determination is being made when the designs are at 10% and in light of more archaeological testing and monitoring being planned at the site. It looks like there is a possibility that these sidewalks and road improvements are going to get constructed or modified on top of bodies and disarticulated human remains, also. That to me seems like an adverse effect.

On Fri, Feb 15, 2019 at 9:41 AM LENORA MCQUEEN <lenora.m@prodigy.net> wrote:

The Daily Dispatch, September 11, 1883

5th Street / Bones Exposed

The bones of a great many dead people were exposed and left that way for months when 5th Street was cut through. Some of the dead bodies and bones were used as fill to grade the street.

FIFTH STREET.

Mr. Rankin called attention to the condition of north Fifth street near the city armchouse. "Three months ago," he said, "Colonel Cutshaw cut through the street for the purpose of repaving a culvert. I am sick and tired," said Mr. Rankin, "of going to Colonel Cutshaw." He further averred that the matter was the source of a great deal of inconvenience to many persons.

Mr. Barwell called attention to the fact that the bones of a great many dead people had been left exposed at the point where the Street Committee had extended Fifth street.

Dr. Cabell thought this last matter was much exaggerated. He had seen no bones.

Mr. Cole said he had seen them. He said that Colonel Cutshaw, he heard, had been ordered to remove the bones. He thought it was true Colonel Cutshaw was being "hauled up and held to account."

Mr. Dickerson: "If there ever was an outrageous thing, this is one," and in the strongest language he claimed that the Street Committee should be called to account.

Mr. Crump said the matter had been fully attended to. Some of the dead bodies and bones had been used to fill in the grade of the street.

Mr. Bass had seen the bones, but thought that the supererogation of the ground made it impracticable to keep the bones from being exposed.

Mr. Barwell offered a resolution to the effect that the Street Committee be instructed to take steps to provide immediately for the decent interment of the bones disinterred, or which may be hereafter disinterred. The resolution was adopted.

Adjourned.

Lenora McQueen research

<https://chroniclingamerica.loc.gov/lccn/sn84-024738/1883-09-11/ed-1/seq-1/>

Steve may have something additional to say or add to this. At the moment - I just can't.....

Lenora

On Thursday, February 14, 2019, 4:18:16 PM CST, Stock, Emily <emily.stock@drpt.virginia.gov> wrote:

Thank you for participating in the site visit yesterday. Please see blue text below in response to your questions.

1. The Federal Railroad Administration's (FRA) and the Virginia Department of Historic Resources's (DHR) determination (January 4, 2019) that the project will have no adverse effect upon the Grave Yard site (44HE1203) remains in effect? **Yes. After extensive dialogues, review of project plans, and evaluation of comments received from consulting parties and other vested groups, the FRA and DHR have agreed with DRPT's determination that there is no adverse effect to site 44HE1203 associated with the DC2RVA project under Section 106 of the National Historic Preservation Act.**
2. How will the commitments outlined in the Recommendations section of the Draft Timeline of Events distributed yesterday be incorporated formally into project planning and the National Environmental Policy Act (NEPA) compliance process?
 1. Will these commitments be included as part of the MOA now being drafted for inclusion in the project's Final Environmental Impact Statement, or as some other component of the FEIS? **The commitments will be incorporated into the Final EIS and later the Record of Decision (ROD) as part of the DC2RVA project.**

FRA's signature on the ROD will formally and definitively make the commitments an enforceable part of the DC2RVA project. The commitments are not included in the MOA as the MOA only addresses historic properties that are adversely effected by the undertaking as related to Section 106.

2. Will there be an opportunity to review the text of these commitments before finalized? The draft text of the commitments were shared with you and other stakeholders on February 12th prior to our site meeting. The commitments will be revised based on data obtained during our on-site meeting and redistributed shortly; we welcome any comments you may have on these refined commitments or other aspects of the DC2RVA project. Once finalized, the commitments will be published with the Final EIS and can be reviewed at that time as well.
3. Can you provide current understanding of the DC2RVA project schedule?
 1. When is the Final EIS due to be completed? The Final EIS is currently scheduled to be completed later this Spring or early Summer, pending final review and acceptance by FRA.
 2. When does the project anticipate entering the "final design and construction phase" (when the site commitments will be implemented), and what are the variables that determine this? DRPT envisions building the overall 123-mile DC2RVA project in increments as funding becomes available. The Commonwealth of Virginia has assigned priority to project segments in Northern Virginia as well as the Long Bridge project across the Potomac River. The improvements in the Richmond area would likely follow completion of the DC2RVA improvements north of Fredericksburg. The schedule for all of these improvements is dependent on funding availability, which is difficult to predict—however, any final design and construction for the Richmond area improvements as part of DC2RVA is likely 10 to 15 years in the future.
 3. When does the Team anticipate project designs reaching "90 percent completion," and what are the variables that will determine this? Current plans provided in the Final EIS are at a 10 percent (conceptual) stage. Following release of the Final EIS, DRPT will be advancing plans for the Preferred Alternative to a 30 percent level to provide additional clarity on project components and to advance work in the higher priority segments in Northern Virginia. Additional site-specific data would be required to advance the plans beyond 30 percent, including topographic and property surveys, utility surveys, and geotechnical investigations. Richmond area plans will not be advanced into further phases of design until funds become available for final design and construction.

On Thu, Feb 14, 2019 at 9:00 AM Steve Thompson <sthompson@rivarch.com> wrote:

1. The Federal Railroad Administration's (FRA) and the Virginia Department of Historic Resources's (DHR) determination (January 4, 2019) that the project will have no adverse effect upon the Grave Yard site (44HE1203) remains in effect?
2. How will the commitments outlined in the Recommendations section of the Draft Timeline of Events distributed yesterday be incorporated formally into project planning and the National Environmental Policy Act (NEPA) compliance process?
 1. Will these commitments be included as part of the MOA now being drafted for inclusion in the project's Final Environmental Impact Statement, or as some other component of the FEIS?
 2. Will there be an opportunity to review the text of these commitments before finalized?
3. Can you provide current understanding of the DC2RVA project schedule?
 1. When is the Final EIS due to be completed?
 2. When does the project anticipate entering the "final design and construction phase" (when the site commitments will be implemented), and what are the variables that determine this?
 3. When does the Team anticipate project designs reaching "90 percent completion," and what are the variables that will determine this?

Thank you,

Steve

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Kerri Barile <kbarile@dovetailcrg.com>

Re: The Grave Yard for Free People of Colour and For Slaves - Site #44HE1203

1 message

Stock, Emily <emily.stock@drpt.virginia.gov>

Tue, Mar 5, 2019 at 1:25 PM

To: LENORA MCQUEEN <lenora.m@prodigy.net>

Cc: Kerri Barile <kbarile@dovetailcrg.com>, "Kirchen, Roger (DHR)" <roger.kirchen@dhrr.virginia.gov>, "Holma, Marc (DHR)" <marc.holma@dhrr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhrr.virginia.gov>, Steve Thompson <sthompson@rivarch.com>, Ryan Smith <rksmith3@vcu.edu>, Ellen Chapman <ellen.chapman@gmail.com>, Ana Edwards <ourrosewood@gmail.com>, Sarah Stokely <sstokely@achp.gov>, Cyane Crump <ccrump@historichrichmond.com>, Wayne Hyatt <whyatt@moffatnichol.com>, Carey Burch <carey.burch@hrrinc.com>, Karen Harrington <karen.harrington@hrrinc.com>, Antony Opperman <a.opperman@vdot.virginia.gov>, "Dironna M. - DPW Clarke" <dironna.clarke@richmondgov.com>, "Ruiz Nick (DRPT)" <nick.ruiz@drpt.virginia.gov>, Christopher Smith <chris.smith@drpt.virginia.gov>, Justin Sarafin <jsarafin@preservationvirginia.org>, "Kimberly M. - PDR Chen" <kimberly.chen@richmondgov.com>, "Selleck, Randy (DRPT)" <randy.selleck@drpt.virginia.gov>, "Shawn O. Utsey" <soutsey@vcu.edu>, "Wright Andrew (DRPT)" <andrew.wright@drpt.virginia.gov>, DC2RVAdocumentcontrol <dc2rvadocumentcontrol@hrrinc.com>, Michael McLaughlin <michael.mclaughlin@drpt.virginia.gov>, Jordy Yager <jordyyager@gmail.com>, "ekostelny@preservationvirginia.org" <ekostelny@preservationvirginia.org>

All:

Thanks to all who participated with DRPT at the Graveyard for Free People of Color and Slaves site visit on Feb. 13th. Attached are meeting notes, meeting attendance roster, and revised project commitments as discussed at the site visit. (See project commitment revisions highlighted in yellow.)

Lenora - I hope that these additional materials help to address your concerns. Please note that in addition to archaeological testing, DRPT is committing to develop a landscape analysis of the site, and will concurrently reevaluate its resource boundaries and National Register of Historic Places eligibility through consultation with the DHR using any newly acquired data. DRPT would move forward with these commitments during the final design and construction of the rail improvements in the Richmond area. I would like to discuss these commitments with you and will try to reach you by phone.

Best regards,
Emily Stock

On Fri, Mar 1, 2019 at 5:52 PM LENORA MCQUEEN <lenora.m@prodigy.net> wrote:

Thank you very much Emily.

Lenora

On Friday, March 1, 2019, 4:05:15 PM CST, Stock, Emily <emily.stock@drpt.virginia.gov> wrote:

Lenora:

Thanks for your email. Meeting notes are almost complete. We expect to have those, and a response to your inquiry on Monday.

Best regards,
Emily Stock

On Fri, Mar 1, 2019 at 3:58 PM LENORA MCQUEEN <lenora.m@prodigy.net> wrote:

Hello Kerri and Emily,

Would you please provide the detailed minutes from the February 13th site visit and the proposed commitments to the site? Additionally would you please provide the current definition of site #44HE1203 "The Grave Yard For Free People of Colour and For Slaves" as it is much larger as it was previously being defined in the 2018 report? It seems important to know specifically how the site is currently being viewed. A previous request was made to examine the chain of title histories of adjoining properties as the Grave Yard probably or possibly extended into those properties. Has that been done? If not - is it one of the proposed commitments? Is the site's historical significance in terms of the acts of destruction or partial destruction being considered? These acts are very much an important part of the history of the burial ground and should be a part of its told story especially considering the many thousands of people that were buried there.

At this point has there been any reconsideration of the position regarding adverse effect? It seems to me that no matter where construction would be done in the area, the potential to disturb remains exists - whether the remains are intact or scattered.

I look forward to hearing from you.

Yours truly,

Lenora

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Emily Stock
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804-786-1052

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3 attachments

DC2RVARail_44HE1203 Notes_2.13.19 for Distribution.pdf

473K

 **Meeting Sign-in Sheet.pdf**
449K

 **Site 44HE1203 Commitments 03052019.pdf**
113K

Site 44HE1203/Grave Yard for Free People of Color and Slaves

Cultural Resource Commitments for DC2RVA Rail Project

The following commitments will be included in the Final Environmental Impact Statement (Final EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail project (the Project) in association with the Grave Yard for Free People of Color and Slaves (archaeological site 44HE1203). The commitments are made to address stipulations set forth in the National Environmental Policy Act of 1969. Each commitment has been agreed to by the Virginia Department of Rail and Public Transportation (DRPT), and will be implemented, as appropriate, in the Project's design and construction phases. The Project will be designed and constructed in increments as funding becomes available; as each Project increment is funded and moves forward through design and construction, the commitments appropriate to that specific Project increment will also be implemented. In the event that the Project is turned over to another sponsor during construction, DRPT will continue to coordinate the following commitments with that sponsor and the appropriate federal, state, and local regulatory and managing agencies.

- 1) A landscape analysis of site 44HE1203 and surrounding area will be completed to understand the chronology of area development. This landscape analysis will include, among other tasks, archival research, oral histories with local historians and descendants, georeferenced overlays, a cut and fill analysis, and potentially 3D modeling of the data. Data to be gathered includes information on the history and development of the cemetery, post-interment impacts, and comments on the memorialization and interpretation of the site. The landscape analysis will be documented in a report and presented to the Virginia Department of Historic Resources (DHR), DRPT, Virginia Department of Transportation, City of Richmond, Historic Richmond Foundation, Preservation Virginia, and other vested groups interested in the history of this area for their use in future planning. Concurrently, the resource boundaries and National Register of Historic Places eligibility of site 44HE1203 will be reevaluated through consultation with the DHR using the newly acquired data.
- 2) Once DC2RVA project designs in this area have reached 90 percent completion, archaeological testing will be completed in the revised limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and composition of these areas and ascertain the potential for intact burials. Should intact shafts or soils be noted, archaeological stripping of overburden may occur to delineate potential interments. If interments are identified, the project design will be re-evaluated and additional measures taken to avoid or minimize potential impacts to the interment area.
- 3) A Secretary of the Interior (SOI)-qualified archaeologist will be on site during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction. In the event that remains are encountered, construction would stop and the DHR will be contacted to evaluate next steps.