December 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

Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County

by

Heather Dollins Staton and Earl E. Proper

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

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

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Kerri S. Barile, Principal Investigator — Date

ABSTRACT

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a Phase IA cultural resource study of the Ashland Bypass (ASBP) segment of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The DC2RVA corridor is divided into 22 segments and this document focuses on the ASBP segment only. This report includes background data that will place each recorded resource within context and provides the results of the preliminary architectural and archaeological fieldwork. The reconnaissance-level architectural surveys of all other segments and the Phase I archaeological survey are discussed in separate reports. For the purposes of the current report, the architectural area of potential effects (APE) is defined as extending 500 feet (152.4 m) on either side of the center of the existing railroad or limits of disturbance (LOD) alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. The archaeological APE consists of the defined LOD only. This report details the findings of all above-ground architectural resources over 48 years of age within the APE (the age limit was developed to correspond with the anticipated 2017 project completion date). The report also describes which portions of the LOD are archaeologically testable at the Phase IB level and which are not due to disturbance. This is a preliminary evaluation document designed to aid in project planning; the ensuing results provide the project team with information on additional Phase IB identification-level studies warranted to achieve cultural resource compliance.

In total, 119 above-ground resources over 48 years old were noted from the roadway during the vehicular survey. Of those, the Team identified 17 resources (042-0340, 042-0342, 042-0556, 042-0777, 042-0556, 042-5048, and 042-5731, 042-5732, 042-5733, 042-5734, 042-5745, 042-5746, 042-5749, 042-5751, 042-5752, 042-5767, 042-5768, and 500-0001/088-5413) that were included in the reconnaissance-level architectural surveys for other DC2RVA segments. As such, a revisit is not required as part of future survey. One additional resource (042-5761) was determined not eligible for the NRHP in 2016; because of the recent determination, a revisit during the Phase IB survey is not necessary. Of the remaining 101 resources, 12 are previously recorded and 89 are unrecorded. Two of the previously recorded resources (042-0051 and 042-0392) were determined eligible for the National Register of Historic Places (NRHP) by DHR staff in 1994 and one previously recorded resource (042-5014) was determined not eligible for the NRHP in 1998. These three resources should be revisited during the Phase IB survey to ensure that they should retain those previous eligibility determinations. The remaining nine previously recorded

resources have not been formally evaluated for the NRHP. In addition to the two resources recommended eligible and the one resource recommend not eligible by DHR staff, the Team recommends that those nine unevaluated resources and the 89 newly recorded resources should be surveyed as part of a Phase IB identification level study to render recommendations on potential NRHP eligibility.

The Phase IA archaeological survey found that throughout most of the ASBP segment, the project area is defined by agricultural fields and forested lots, with scattered rural home sites and small residential developments. The survey also examined six areas of proposed road improvements within the LOD associated with six proposed rail line crossings. Obvious disturbance within the ASBP segment LOD is confined to portions of these six road improvement areas. Therefore, as a result of the Phase IA archaeological reconnaissance study, Dovetail is recommending that approximately 100.5 acres (40.7 ha) of the overall 162.1-acre (65.6-ha) ASBP segment requires Phase IB archaeological testing (62 percent). This equates to the excavation of approximately 1,965 shovel test pits.

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1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a Phase IA cultural resource study of the Ashland Bypass (ASBP) segment of the Washington, D.C. to Richmond High Speed Rail (DC2RVA) Project. In addition to the preliminary reconnaissance-level survey, this project includes a background review and historic context for the ASBP segment. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666. This preliminary evaluation document is designed to aid in project planning; the ensuing results provide the project team with information on additional Phase IB identification-level studies warranted to achieve cultural resource compliance for the ASBP segment.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

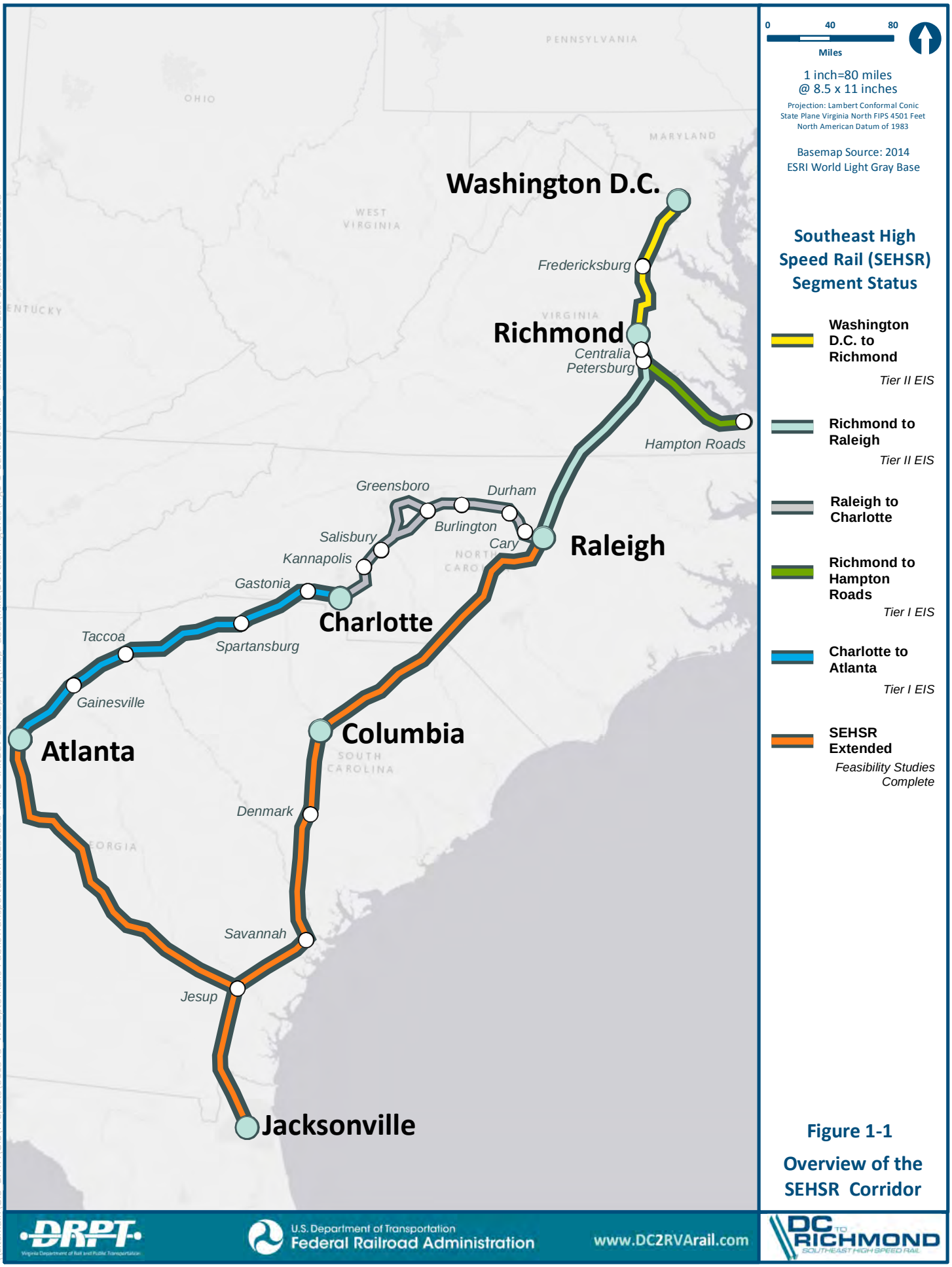

Figure 1-1

Overview of the SEHSR Corridor

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1.1 PROJECT LOCATION

The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 22 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-3). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Additional segments of the Project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg & Potomac Railway (RF&P) Crossing (MP CA-111.8) in Doswell, VA.

Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- 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
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.

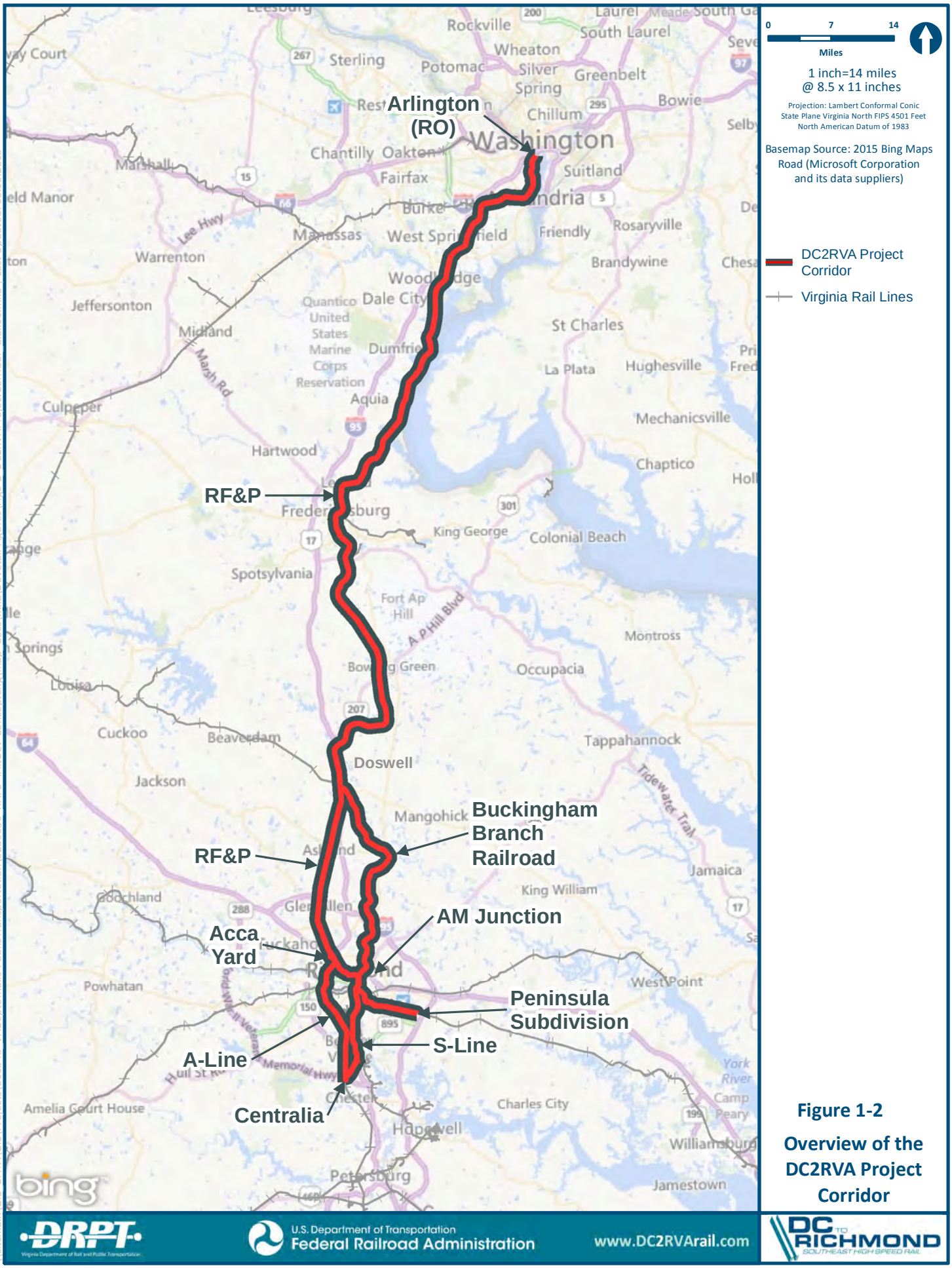
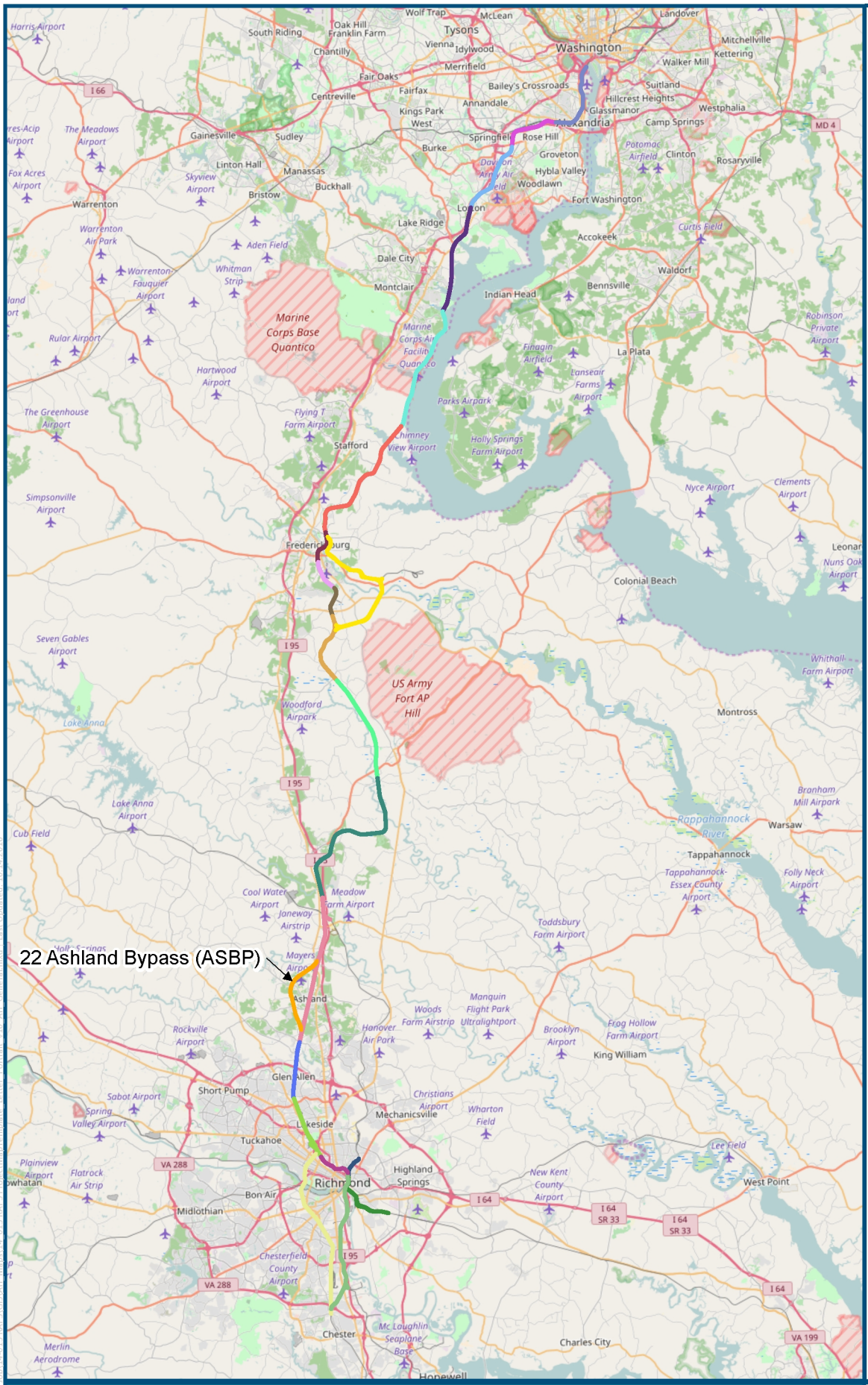


Figure 1-2

Overview of the DC2RVA Project Corridor



0 5 10
Miles
0 8 16
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: Esri 2016
Open Street Map

Legend

DC2RVA Project Segments

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

Figure 1-3
DC2RVA Project Segments
Noting the ASBP (22) Segment

10/2016

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

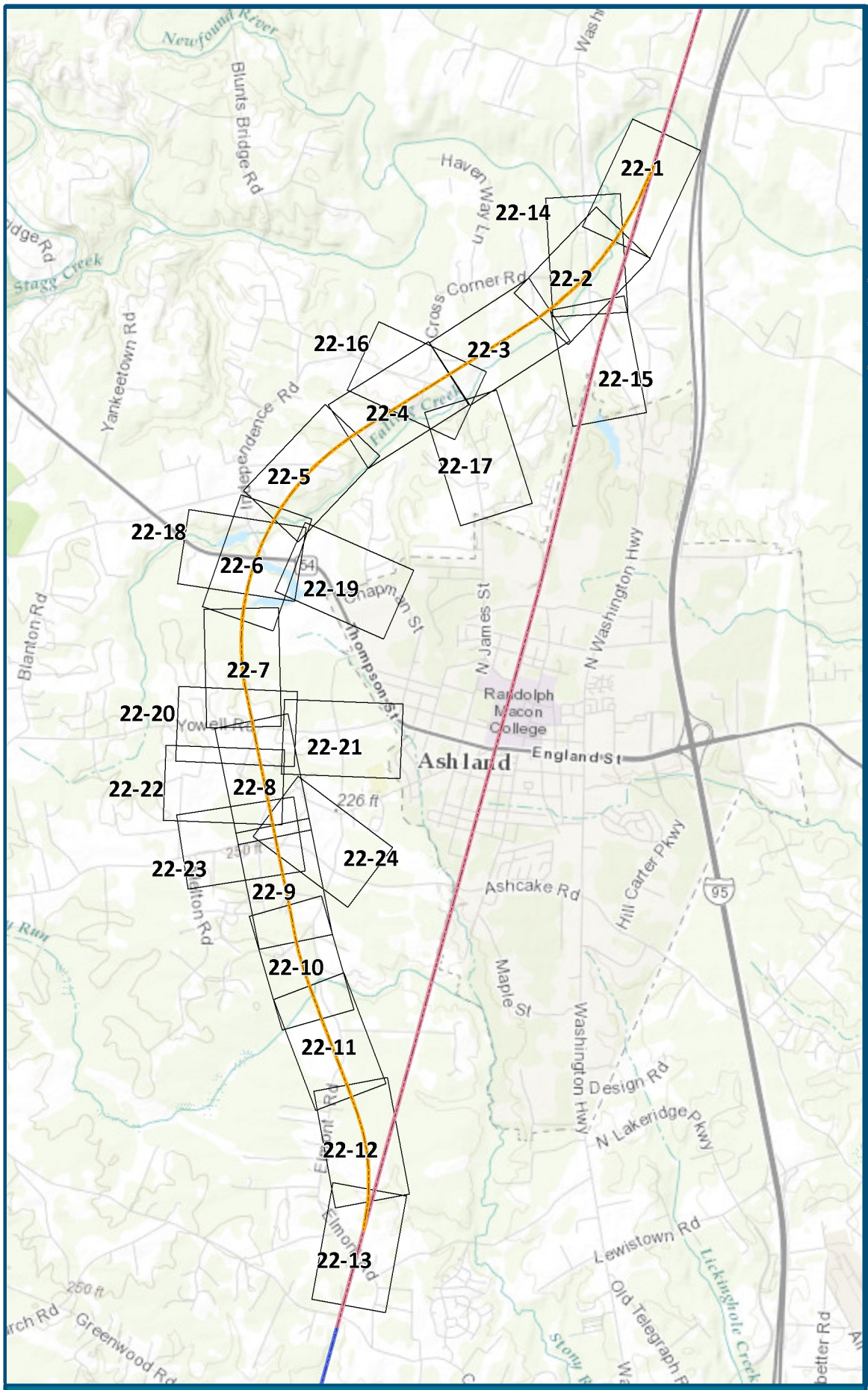
The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond, VA (just north of Main Street Station) east to Beulah Road in Henrico County, and on the bypass areas around the Town of Ashland, VA and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 CURRENT STUDY

The current study included a Phase IA cultural resource study of the 162.1-acre (65.6-ha) ASBP segment of the DC2RVA corridor (Figure 1-4). The current study was designed to provide preliminary information on the APE and outline the potential for the area to contain National Register of Historic Places (NRHP)-eligible cultural resources for planning purposes. As such, this initial study included a background review to identify previously recorded resources within the project footprint and within 0.5 miles (0.8 km) of the architectural APE, a historic map review, a vehicular and partial pedestrian reconnaissance of the APE and surrounding viewshed to inspect the ASBP segment in consideration for archaeological potential and to note above-ground resources over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date). These project tasks resulted in the development of a list of architectural properties to be recorded during subsequent Phase I-level studies and maps showing the areas where archaeological Phase I identification-level survey would be needed.

For the purposes of the current report, the archaeological APE includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. The architectural APE is defined as extending 500 feet (152.4 m) on either side of the center of the existing railroad or limits of disturbance (LOD) alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project.



0 0.4 0.8
Miles
0 0.6 1.2
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri World Topo Map

Legend

DC2RVA Project Segments

- **13 North Doswell to Elmont (NDEL)**
- **14 Elmont to Greendale (ELGN)**
- **22 Ashland Bypass (ASBP)**

Figure 1-4
Detail of Project Segment ASBP

11/2016

2 ENVIRONMENTAL CONTEXT

The ASBP segment, located in Hanover County, lies north, west, and south of Ashland, VA, creating a loop to the west of the city. The northern approximately 500 feet (152.4 m) of the segment, located northeast of Ashland Mill and just south of the South Anna River, follows the existing CSX rail line through a substantial forested area. Once the segment leaves the existing rail, it is generally defined by active agricultural fields and forest interspersed with rural home sites. The final approximately 700 feet (213.4 m) at the southern end of the ASBP segment again follows the existing rail line, ending 800 feet (243.8 m) north of the railroad crossing at Elmont Road.

2.1 Hydrology

The northern portion of the ASBP segment is drained by Falling Creek and its tributaries. Falling Creek empties into the South Anna River, which joins the North Anna River to form the Pamunkey River. The Pamunkey makes confluence with the Mattaponi River at West Point, Virginia to form the York River, which empties into the Chesapeake Bay approximately 70 miles (112.7 km) southeast of the corridor. The southern portion of the ASBP segment is drained by Stoney Run and its tributaries. Stoney Run empties into the Chickahominy River, which flows into the James River at the border of Charles City and James City Counties. The James River empties into the Chesapeake Bay approximately 70 miles (112.7 km) southeast of the corridor. The Chesapeake Bay then joins the Atlantic Ocean between Cape Charles and Cape Henry.

2.2 Geology

The ASBP segment is located within the inner Coastal Plain physiographic province. Sediments of the Tertiary Pliocene Sand and Gravel underlie the majority of the corridor in this segment (Dietrich 1990). These sediments are described as interbedded yellowish-orange to reddish-brown gravelly sand, sandy gravel, and fine to coarse sand. They are poorly to well-sorted, cross-bedded in part, and include lesser amounts of clay and silt in thin to medium beds. Pliocene Sand and Gravel commonly caps drainage divides (altitude 250–170 feet [76.2–51.8 m]) in the western part of Coastal Plain (United States Geological Survey [USGS] 2016; Virginia Division of Mineral Resources 1993).

2.3 Soils

Fertile, well-drained soils attracted both humans and game over millennia. Wild grasses, fruits, and seeds, consumed by people before and after adoption of agriculture, flourished in such settings. Numerous archaeologists have cited the correlation between the distribution of level to gently sloping, well-drained, fertile soils and archaeological sites (e.g., Lukezic 1990; Potter 1993; Turner 1976; Ward 1965). Soil scientists classify soils according to natural and artificial fertility and the threat posed by erosion and flooding, among other attributes. Soil Classes 1 and

2 represent the most fertile soils, those best suited for not only agriculture but for a wide range of uses. Soil productivity must be considered in relation to the productivity of the surrounding soils.

Thirty-three soil types are mapped within the ASBP archaeological APE (Table 2-1). Water is also present, covering 0.8 percent of the APE. The Class 1 Orangeburg-Faceville fine sandy loams, with the highest probability for the presence of prehistoric and historic archaeological sites, are only present in 0.5 percent of the study corridor. However, Class 2 soils, including Orangeburg-Faceville fine sandy loams and Norfolk fine sandy loam among others, are also high probability locations for sites. These Class 2 soils are found in 57.3 percent of the corridor. The tendency of all but one of these soils to erode may adversely affect the integrity of any sites present. The remainder of the soil types in the APE have a lower potential for the presence of archaeological sites due to the presence of excess water or excess slope. Any cultural materials recovered from the cut and fill land Udorthent soils would likely be not in situ.

TABLE 2-1: SOILS IDENTIFIED WITHIN THE ASBP ARCHAEOLOGICAL APE

Soil Name	Slope	Class	Characteristics	Approximate Percentage of APE
Orangeburg-Faceville fine sandy loams	2–7%	2e	Well drained, tendency to erode	18.8%
Norfolk fine sandy loam	2–7%	2e	Well drained, tendency to erode	13.0%
Fluvaquents, nearly level	0–2%	6w	Poorly drained, frequent flooding	7.9%
Pinkston-Mayodan sandy loam	15–25%	6e	Well drained, tendency to erode	6.1%
Dunbar fine sandy loam	0–2%	2w	Somewhat poorly drained, excess water	5.3%
Duplin fine sandy loam	2–7%	2e	Moderately well drained, tendency to erode	5.3%
Bourne fine sandy loam	2–7%	2e	Moderately well drained, tendency to erode	5.2%
Aquults, nearly level	0–2%	4w	Poorly drained, excess water	5.1%
Pinkston-Mayodan sandy loams	25–45%	7e	Well drained, tendency to erode	4.3%
Caroline-Dogue complex	7–15%	4e	Well drained to moderately well drained, tendency to erode	3.6%
Udults-Ochrepts complex, moderately steep	15–25%	6e	Well drained, tendency to erode	2.6%
Udults-Ochrepts complex, sloping	7–15%	4e	Well drained, tendency to erode	2.5%
Coxville loam	0–2%	4w	Poorly drained, excess water	2.4%
Edgehill variant very gravelly sandy loam	2–7%	3s	Well drained, soil limitations within the rooting zone	2.4%
Creedmoor fine sandy loam	2–7%	2e	Moderately well drained, tendency to erode	1.7%

TABLE 2-1: SOILS IDENTIFIED WITHIN THE ASBP ARCHAEOLOGICAL APE

Soil Name	Slope	Class	Characteristics	Approximate Percentage of APE
Kempsville gravelly fine sandy loam	2–7%	2e	Well drained, tendency to erode	1.7%
Mayodan-Creedmoor complex	2–7%	2e	Well drained to somewhat poorly drained	1.5%
Udorthents, smoothed	N/A	N/A	Well drained, cut and fill, not prime farmland	1.1%
Colfax fine sandy loam	2–7%	3w	Somewhat poorly drained, excess water	0.9%
Pinkston-Mayodan sandy loams	7–15%	4e, 3e	Well drained, tendency to erode	0.9%
Caroline-Dogue complex	2–7%	2e	Well drained to moderately well drained, tendency to erode	0.8%
Creedmoor variant fine sandy loam	2–7%	3w	Somewhat poorly drained, excess water	0.8%
Kempsville-Bourne fine sandy loams	2–7%	2e	Well drained to moderately well drained, tendency to erode	0.8%
Udults-Ochrepts complex, gently sloping	2–7%	2e	Well drained, tendency to erode	0.8%
Spotsylvania-Bourne fine sandy loams	2–7%	2e	Well drained to moderately well drained, tendency to erode	0.7%
Goldsboro fine sandy loam	0–4%	2e	Moderately well drained, tendency to erode	0.5%
Atlee loam	0–4%	2e	Moderately well drained, tendency to erode	0.5%
Orangeburg-Faceville fine sandy loams	0–2%	1	Well drained, prime farmland	0.5%
Pamunkey fine sandy loam	2–7%	2e	Well drained, tendency to erode	0.4%
Orangeburg fine sandy loam	2–7%	2e	Well drained, tendency to erode	0.3%
Varina-Bourne complex	2–7%	2e	Well drained to moderately well drained, tendency to erode	0.3%
Worsham fine sandy loam	0–2%	4w	Poorly drained, excess water	0.3%
Udalfs-Ochrepts complex, steep	45–65%	7e	Well drained, tendency to erode	0.2%

Source: Soil Survey Staff 2015; Dovetail 2016

3 METHODOLOGY

The current study included a Phase IA cultural resource study of the ASBP segment of the DC2RVA corridor (see Figure 1-3). In addition to the survey, a background review and historic context of the ASBP segment was completed. The background review consisted of searching the DHR site and survey file records, as well as examining historic maps of the area to assess the potential of the project area to contain significant cultural resources. This research included an investigation of records on previous cultural resource investigations and previously recorded archaeological sites and architectural properties within a 0.5-mile (0.8 km) radius of the project area to understand the previously recorded cultural context of the project area.

Although the work did not include in-depth historical research on all of the parcels within the project area, a historic map review provided information on general historic land use and area occupants. Maps from the nineteenth and twentieth centuries were consulted. This information provided data on the potential for unrecorded resources in the project vicinity.

The DC2RVA Team compiled prehistoric and historic contexts for the county through which the ASBP segment extends: Hanover County. These were done as part of a previous reconnaissance-level architectural report (Manning and Salvato 2016) as well as the archaeological background review and predictive model report (Klein et al. 2015). As such, those historic contexts were not included or repeated in the current report.

The goals of the fieldwork were to identify any areas that could warrant subsurface archaeological investigation and locate above-ground resources over 48 years in age that may require identification-level (Phase IB) study. No subsurface fieldwork or recordation of buildings, districts, objects, structures, or sites was completed during this study. The survey methodology employed to meet these goals was chosen with regard to the project's scope (i.e., provide important data on the integrity of surface and subsurface deposits and identify potential archaeological sites) and local field conditions. Topographic maps and development plans for the parcels were also used to identify areas that had the potential for intact soils and note remains of historic properties.

Data obtained during the background review, historic map review, available environmental data and field survey was then used to determine a recommended level of effort for the Phase IB archaeological study. A description of the variables and ensuing results can be found in the results section below. For above-ground resources, the DC2RVA Team generated a table listing all architectural resources over 48 years in age within the project parcels and a 0.5-mile (0.8-km) radius of the project area.

4 BACKGROUND REVIEW

Prior to conducting fieldwork, Dovetail conducted a background review of the ASBP segment to identify previous cultural resource surveys within 100 feet (30.5 m) of the segment limits of disturbance (LOD), previously recorded architectural resources within a 0.5-mile (0.8-km) radius around the APE, and previously recorded archaeological sites within 0.5-mile (0.8-km) radius of the LOD. This task included an evaluation of DHR files, maps, and reports and Civil War Sites Advisory Committee (CWSAC) maps to obtain the required information. The goal was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey.

4.1 PREVIOUS SURVEYS

No previous cultural resource surveys occurred within, abutting, or within 100 feet (30.5 m) of the ASBP segment LOD; however, several surveys have taken place within 500 feet (152.4 m) of the ASBP segment LOD. In 1988, DHR awarded a matching grant to the Hanover County Board of Supervisors for a reconnaissance-level survey of Hanover County's historic resources conducted by Land and Community Associates (Neville et al. 1990). This grant was specifically for the documentation and evaluation of 450 historic architectural resources located in Hanover County. A second phase of survey commenced in June 1991 to document an additional 400 architectural resources (Neville et al. 1992). A combined report detailed the results of the Phase I survey for 950 properties, specifying exemplary and representative examples of several types of historic resources that exist in the county. Eligibility recommendations were made for all of the properties surveyed during this effort and of the 950 total, approximately 155 resources were recommended as potentially eligible for listing in the NRHP.

Ashley Neville, owner of Ashley Neville, LLC, completed an architectural survey of approximately 72,897 acres in western Hanover County in 2015 (Neville and Pennington 2012). Seventy-nine properties were recorded and of those Neville recommended ten for additional research to determine their NRHP potential: 042-5325, 042-5326, 042-5347, 042-5353, 042-5362, 042-5370, 042-5374, 042-5376, 042-5378, and 042-5387. Furthermore, Ashley Neville, LLC recommended that the Beaverdam village be studied as a potential district and a Multiple Property Documents investigation of rural stores in Hanover County be conducted.

In 1998, the Virginia Transportation Research Council (VTRC) completed two large-scale bridge surveys in the Commonwealth of Virginia: the survey of metal truss bridges and the survey of movable span bridges (Miller and Clark 1998a, 1998b). In the 1970s VRTC completed a study that focused on pre-1932 metal truss bridges; this late-1990s study "rectifies the lack of information on post-1932 metal truss bridges and establishes an historical context for all of Virginia's metal truss bridges" (Miller and Clark 1998a). During the field survey, VRTC

identified 245 extant metal truss bridges owned by the Virginia Department of Transportation (VDOT). Of those, they recommended that 32 are eligible for listing in the NRHP.

This study of Virginia's movable span bridges, completed as part of a 1994 Memorandum of Agreement (MOA) between VDOT, FHWA, the Advisory Council on Historic Preservation, and DHR, included a field survey of all 20 extant movable span bridges; however only those that were over 40 years of age at the time of survey and owned by VDOT were evaluated for NRHP for the NRHP (n=11). Following the survey, "out of eleven extant, pre-1960 movable span bridges under VDOT ownership or management, none were determined to be eligible for the National Register of Historic Places, reflecting the extremely commonplace engineering and technology of these structures" (Miller and Clark 1998b).

4.2 PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES

A total of 129 architectural properties has been previously recorded within 0.5 miles (0.8 km) of the ASBP segment architectural APE (See table in Appendix A). Of those, five resources have been previously determined eligible for, or are listed in, the NRHP by DHR staff. Maplewood (042-0051) is a circa-1912 Colonial Revival dwelling with a boxwood garden, shed, and garage. As an excellent surviving example of this early-twentieth century architectural style, Maplewood was determined eligible for the NRHP in 1992 (DHR 2016). Montevideo (042-0392), a circa-1790, two-story, brick building was determined eligible in 1994 for its local significance in the areas of architecture and agriculture. In 2013, the DHR State Review Board determined that the circa-1928 Speers Gas Station in the town of Ashland (166-0009) is eligible for the NRHP under Criteria A and C as an excellent example of the "house type" gas station (DHR 2016). The Ashland Historic District (166-0001) is within the town of Ashland, Virginia. The district is divided by railroad tracks and features a mix of residential, commercial, civic, educational, religious, and light industrial resources. The district was nominated to the NRHP in 1982 and was listed in February 1983 (VHLC 1982). The final eligible resource is the Taylorsville Historic District (042-5307), which comprises 14 contributing primary resources and three non-contributing primary resources. The buildings within this district were constructed from circa-1860 throughout the mid-twentieth century. It was determined eligible for the NRHP in 2011 by DHR staff (DHR 2016). Two additional resources were previously determined potentially eligible: 088-5413 and 043-5347. The portion of the Richmond, Fredericksburg, and Potomac Railroad (088-5413) spans Caroline, Hanover, Henrico, and Spotsylvania counties and the town of Ashland. DHR staff determined that this resource is potentially eligible for the NRHP under Criterion A in the area of transportation. The Richmond-Ashland Trolley Line (043-5347) is an early-twentieth century line that, as the name suggests serviced passengers between Ashland and Richmond until the late 1930s. DHR determined that this resource is potentially eligible for the NRHP in 2014 and a recent survey in September of 2016 recommended that the boundary be expanded to the north; however DHR has not yet formally evaluated this boundary expansion. Seven of the 129 architectural properties previously recorded within 0.5 miles (0.8 km) of the ASBP segment architectural APE were determined not eligible for listing by DHR staff (042-0106, 042-0117, 042-0341, 042-5014, 042-5033, 042-5449, and 042-5761).

Twenty-eight resources were surveyed as part of a previous survey completed as part of the DC2RVA project (Chase 2016; Peckler 2016). Twenty-seven of these resources was recommended not eligible for individual listing in the NRHP; one resource, the Richmond,

Fredericksburg, and Potomac Railroad Historic District (500-0001) was recommended potentially eligible as part of the DC2RVA survey.

The remaining 87 resources have not been formally evaluated for the NRHP. Most of these resources are single-family dwellings constructed in the nineteenth and early- to mid-twentieth centuries. One of the outliers is Greenfield (042-0391). It was constructed around 1790 with a hall-and-parlor plan and, according to the 1990 survey, includes several outbuildings including a silo, gazebo, barn, a tenant house, two sheds, and two corn cribs (DHR 2016). Another unevaluated resource is Greenland (042-5760), a large property comprising comprising earthworks, a cemetery, kitchen, barn, and garden (Wade 2016). Other outliers include three buildings located in the town of Ashland constructed between 1973 and 1985 along Route 1 (166-0042, 166-0043, and 166-0044), two mills (042-0091 and 042-0096), two bridge-related resources (042-0103 and 042-0557), three schools (042-0333, 042-0395,and 042-0403), three cemeteries (042-0599, 042-0784, and 042-0785), one church (042-0337), one pre-1862 road bed (042-0777), one Civil War earthwork along the South Anna River (042-0835), one nineteenth-century historic district (042-5048), and one turn-of-the-twentieth-century commercial building (166-0021).

4.3 PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES

One archaeological site has been previously recorded within 0.5 miles (0.8 km) of the ASBP segment (Table 4-1). Prehistoric site 44HN0096 was recorded in 1978 and dated to the Early Archaic period. However, the DHR site form lists Kirk, LeCroy, Savannah River, Halifax, Pee Dee pentagonal, and triangular projectile points in the artifact assemblage. This suggests that occupations at the site continued throughout the Archaic and Woodland periods. No site type is listed on the site form and the site has not been evaluated by the DHR.

TABLE 4-1: ARCHAEOLOGICAL SITES WITHIN 0.5 MILES (0.8 KM) OF THE ASBP SEGMENT

Site Number	Name/Type	Temporal Period	NRHP Designation	Comments
44HN 0096	Lewis Mills Site/No Data	Early Archaic	Not Evaluated	Inspection of Informant Collection, 1978

5 RESULTS

The cultural resource investigation of the ASBP segment of the DC2RVA Project involved Phase IA architectural and archaeological surveys. The Phase IA architectural survey consisted of a windshield survey of all above-ground resources over 48 years in age within the Project's architectural APE. Both previously recorded properties and newly recorded resources were noted during the current Phase IA architectural survey. The Phase IA archaeological survey included a pedestrian survey of the APE to identify any areas that could warrant Phase I/identification-level studies on this segment in the future.

5.1 ARCHITECTURAL RESULTS

The reconnaissance architectural study of the ASBP segment of the Project included noting all above-ground resources over 48 years in age within the Project's architectural APE.

In total, 119 above-ground resources over 48 years old were noted from the roadway during the vehicular survey. Of those, the Team identified 17 resources (042-0340, 042-0342, 042-0556, 042-0777, 042-0556, 042-5048, and 042-5731, 042-5732, 042-5733, 042-5734, 042-5745, 042-5746, 042-5749, 042-5751, 042-5752, 042-5767, 042-5768, and 500-0001/088-5413) that were included in the reconnaissance architectural survey of the North Doswell to Elmont (NDEL) segment, the survey of structures within the entire DC2RVA corridor, or the survey of DC2RVA road improvements. They were detailed in those reports for as part of the survey and the Project Team gave each resource an NRHP eligibility recommendation that time (Chase 2016; Peckler 2016; Staton and Lesiuk 2016). As such, a revisit was not required as part of the current Phase IA study and they are not shown on the maps within this report. In addition, they do not require additional field investigation during future Phase IB study of the ASBP segment. One additional resource, Willow Springs (042-5761) was determined not eligible for listing in the NRHP by DHR staff in 2016. Because this resource received a formal eligibility determination less than five years ago, it does not require a revisit as part of the Phase IB study.

The remaining 101 resources are made up of 96 single-family dwellings, two mills, one bridge, one church, and one pumphouse (see Figure 5-1 –Figure 5-8 for a sample of photographs depicting these resource types). On a whole, most of the resources date to the late-nineteenth century or the first, second, and third quarters of the twentieth century; however, a few outliers include: Greenlands (042-5760), circa 1770; Montevideo (042-0392), circa 1790; House, Route 788 (042-0393), circa 1850; Harris House (042-0343), circa 1870; and House, Route 657 (042-0592), circa 1880.

Twelve of the 101 resources in the ASBP Segment architectural APE have been previously recorded with the DHR (all previously recorded resources are shown on maps in Appendix B). Two resources were determined eligible for listing in the NRHP: Maplewood at 12483 Elmont Road (042-0051) and Montevideo (042-0392). Maplewood is a circa-1920, single-family dwelling

that is reflective of the Colonial Revival style. It was determined eligible for the NRHP in 1994 for architecture. Montevideo is a two-story, brick dwelling constructed around 1790 in the Federal style. For its local significance in the areas of architecture and agriculture, Montevideo was determined eligible for the NRHP in 1994. One additional resource, Bridge #1003 (042-5014), is a vehicular, four-span, concrete bridge constructed in 1925 that was determined not eligible for the NRHP by DHR staff in 1998. Because this determination occurred more than five years ago, the DC2RVA team recommends that these three resources be revisited during the Phase IB survey to ensure that they should retain their previous eligibility evaluations. Nine previously recorded resources (042-0091, 042-0096, 042-0343, 042-0361, 042-0372, 042-0393, 042-0402, 042-0592, 042-5760) have not been formally evaluated for the NRHP by DHR staff and should be included in the Phase IB survey.

The DC2RVA team identified 89 resources within the ASBP architectural APE that have not yet been recorded. As such, these 89 architectural resources should be the subject of a Phase IB identification-level study. This would include photodocumentation of each resource and any associated outbuildings, written notes, mapping, and compiling VCRIS packets for each documented property. Preliminary recommendations on potential NRHP eligibility will be rendered at that time.

In sum, **18 previously recorded resources do not need to be subject to a Phase IB survey because they were evaluated during a previous DC2RVA survey (n=17) or determined not eligible for the NRHP within the last five years (n=1). The DC2RVA Team recommends that 101 architectural resources within the ASBP segment should be included in a future Phase IB survey.**

FIGURE 5-1: HOLY CROSS LUTHERAN CHURCH AT 11471 ASHCAKE ROAD (TEMP NUMBER 34), EAST OBLIQUE

FIGURE 5-2: HOUSE AT 10246 ASHCAKE ROAD (TEMP NUMBER 21), SOUTHWEST ELEVATION

FIGURE 5-3: HOUSE AT 12008 YOWELL ROAD (TEMP NUMBER 17), SOUTH ELEVATION

FIGURE 5-4: HOUSE AT 12032 ASHCAKE ROAD (TEMP NUMBER 23), SOUTHWEST ELEVATION

FIGURE 5-5: HOUSE AT 12100 WEST PATRICK HENRY ROAD (TEMP NUMBER 13), SOUTH ELEVATION

FIGURE 5-6: HOUSE AT 12104 WEST PATRICK HENRY ROAD (TEMP NUMBER 13), SOUTH ELEVATION

FIGURE 5-7: HOUSE AT 12438 ELMONT ROAD (TEMP NUMBER 45A), WEST ELEVATION

FIGURE 5-8: HOUSE AT 13436 INDEPENDENCE ROAD (TEMP NUMBER 10), WEST ELEVATION

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
042-0051	Maplewood, 12483 Elmont Road	Hanover County	ca. 1912	DHR Staff: Eligible, 9/8/1994	Include in Phase IB
042-0091	Cross's Mill/King's Pond Mill, 13395-13405 Independence Road	Hanover County	ca. 1900	Not Evaluated	Include in Phase IB
042-0096	Ashland Roller Mills & Dam	Hanover County	ca. 1890	Not Evaluated	Include in Phase IB
042-0340	Swingle House	Hanover County	ca. 1890 House Demolished; New 2000 House	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-0342	Holman, Frank, House	Hanover County	1870	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
042-0343	Harris House, 11332 Old Elmont Road	Hanover County	ca. 1870	Not Evaluated	Include in Phase IB
042-0361	White Oak Farm	Hanover County	pre-1900	Not Evaluated	Include in Phase IB
042-0372	Blunt House, 12119 West Patrick Henry Road	Hanover County	ca. 1900	Not Evaluated	Include in Phase IB
042-0392	Montevideo	Hanover County	ca. 1790	DHR Staff: Eligible, 9/8/1994	Include in Phase IB
042-0393	House, Route 788	Hanover County	ca. 1850	Not Evaluated	Include in Phase IB
042-0402	Lakeview, Route 54	Hanover County	post-1875	Not Evaluated	Include in Phase IB
042-0556	Hoopers	Hanover County	ca. 1810	Current Study ongoing in DC2RVA Separate Report (Staton and Lesiuk 2016)	Additional Phase IB Not Required
042-0592	House, Route 657	Hanover County	ca. 1880	Not Evaluated	Include in Phase IB
042-0777	Route 646	Hanover County	Not Listed	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5014	Bridge #1003	Hanover County	1925	DHR Staff: Not Eligible, 4/1/1998	Include in Phase IB
042-5048	Elmont Historic District	Hanover County	late 19th c. – early 20th c.	Recommended Potentially Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5731	House, 14315 Elletts Crossing Road	Hanover County	c. 1900	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5732	House, 14310 Washington Highway	Hanover County	ca. 1952	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
042-5733	Electrical Building, 14300 Washington Highway	Hanover County	ca. 1950	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5734	House, 14281 Washington Highway	Hanover County	ca. 1945	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5745	Farmstead, 11328 Old Elmont Road	Hanover County	ca. 1920	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5746	House, 11316 Old Elmont Road	Hanover County	ca. 1900	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5749	Commercial Building, 11262 Elmont Road	Hanover County	ca. 1960	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5751	House, 11287 Tyson Trail	Hanover County	ca. 1940	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5752	House, 11305 Tyson Trail	Hanover County	ca. 1950	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016)	Phase IB Not Required
042-5760	Greenlands, 11357 Cross Corner Road	Hanover County	ca. 1770	Not Evaluated	Include in Phase IB
042-5761	Willow Springs, 14238 Blunts Bridge Road	Hanover County	ca. 1888	DHR Staff: Not Eligible, 2016	Additional Phase IB Not Required
042-5767	Bridge, Ellet's Crossing over CSX Tracks	Hanover County	1925	Recommended Not Individually Eligible/Contributing to the RF&P Historic District, 500-0001 in Previous DC2RVA Report (Chase 2016)	Phase IB Not Required

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
042-5768	Bridge, Route 1 over CSX Tracks	Hanover County	1968	Recommended Not Individually Eligible/Non-Contributing to the RF&P Historic District, 500-0001 in Previous DC2RVA Report (Chase 2016)	Phase IB Not Required
500-0001 / 088-5413	Richmond Fredericksburg, and Potomac Railroad Historic District	Multiple	ca. 1837-1943	Recommended Potentially Eligible Previous DC2RVA Report (Chase 2016)	Phase IB Not Required
4	House, 11063 Cross Corner Road	Hanover County	1953	N/A	Include in Phase IB
6	House, 14247 Blunts Bridge Road	Hanover County	1890	N/A	Include in Phase IB
7	House and Cemetery, 14158 Independence Road	Hanover County	1900	N/A	Include in Phase IB
8	House, 11447 Governors Lane	Hanover County	1939	N/A	Include in Phase IB
9	House, 13480 Independence Road	Hanover County	1967	N/A	Include in Phase IB
10	House, 13436 Independence Hall	Hanover County	1947	N/A	Include in Phase IB
11	House, 12079 W. Patrick Henry Road	Hanover County	1967	N/A	Include in Phase IB
13	Houses, 12100-12104 Block of West Patrick Henry Road	Hanover County	pre-1968	N/A	Include in Phase IB
15	House, 11468 West Patrick Henry Road	Hanover County	pre-1943	N/A	Include in Phase IB
17	House, 12008 Yowell Road	Hanover County	1950	N/A	Include in Phase IB
19	House, 12467 Quailwood Lane	Hanover County	pre-1969	N/A	Include in Phase IB

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
21	House, 12046 Ashcake Road	Hanover County	ca. 1958	N/A	Include in Phase IB
22	House, 12038 Ashcake Road	Hanover County	1958	N/A	Include in Phase IB
23	House, 12032 Ashcake Road	Hanover County	1962	N/A	Include in Phase IB
24	House, 12081 Ashcake Road	Hanover County	pre-1968	N/A	Include in Phase IB
25	House, 12075 Ashcake Road	Hanover County	1940	N/A	Include in Phase IB
26	House, 12067 Ashcake Road	Hanover County	pre-1968	N/A	Include in Phase IB
27	House, 12059 Ashcake Road	Hanover County	1949	N/A	Include in Phase IB
28	House, 12039 Ashcake Road	Hanover County	1957	N/A	Include in Phase IB
29	House, 12027 Ashcake Road	Hanover County	1957	N/A	Include in Phase IB
30	House, 12017 Ashcake Road	Hanover County	1890	N/A	Include in Phase IB
31	House, 12009 Ashcake Road	Hanover County	1961	N/A	Include in Phase IB
32	House, 12395 Wildwood Boulevard	Hanover County	1961	N/A	Include in Phase IB
33	House, 12385 Wildwood Boulevard	Hanover County	pre-1968	N/A	Include in Phase IB
34	Holy Cross Lutheran Church, 11515 Ashcake Road	Hanover County	pre-1968	N/A	Include in Phase IB
35	House, 11497 Ashcake Road	Hanover County	pre-1968	N/A	Include in Phase IB
36	House, 11471 Ashcake Road	Hanover County	1959	N/A	Include in Phase IB
37	House, 11467, Ashcake Road	Hanover County	1957	N/A	Include in Phase IB

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
38	House, 11427 Ashcake Road	Hanover County	1918	N/A	Include in Phase IB
39	House, 11415 Ashcake Road	Hanover County	1950	N/A	Include in Phase IB
40	House, 11403 Ashcake Road	Hanover County	1944	N/A	Include in Phase IB
41	House, 11397 Ashcake Road	Hanover County	1957	N/A	Include in Phase IB
42	House, 12378 Elmont Road	Hanover County	1945	N/A	Include in Phase IB
43	House, 11371 Ashcake Road	Hanover County	1961	N/A	Include in Phase IB
44	House, 11402 Ashcake Road	Hanover County	1890	N/A	Include in Phase IB
45	House, 12464 Elmont Road	Hanover County	1960	N/A	Include in Phase IB
46	House, 12470 Elmont Road	Hanover County	1959	N/A	Include in Phase IB
47	House, 12478 Elmont Road	Hanover County	1950	N/A	Include in Phase IB
48	House. 11387 Hanover Avenue	Hanover County	pre-1968	N/A	Include in Phase IB
49	House, 11383 Hanover Road	Hanover County	1950	N/A	Include in Phase IB
50	House, 11392 Hanover Avenue	Hanover County	1951	N/A	Include in Phase IB
51	House, 11382 Hanover Avenue	Hanover County	1966	N/A	Include in Phase IB
52	House, 12320 Wildwood Boulevard	Hanover County	1963	N/A	Include in Phase IB
53	House, 12319 Wildwood Boulevard	Hanover County	ca. 1963	N/A	Include in Phase IB
54	House, 12311 Wildwood Boulevard	Hanover County	1966	N/A	Include in Phase IB

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
55	House, 12372 Lees Lane	Hanover County	ca. 1965	N/A	Include in Phase IB
56	House, 12368 Lees Lane	Hanover County	ca. 1965	N/A	Include in Phase IB
57	House, 12362 Lees Lane	Hanover County	1965	N/A	Include in Phase IB
58	House, 12014 Sunset Drive	Hanover County	1967	N/A	Include in Phase IB
59	House, 12008 Sunset Drive	Hanover County	ca. 1965	N/A	Include in Phase IB
60	House, 12002 Sunset Drive	Hanover County	ca. 1965	N/A	Include in Phase IB
61	House, 12299 Wildwood Boulevard	Hanover County	1969	N/A	Include in Phase IB
62	House, 12304 Wildwood Boulevard	Hanover County	1965	N/A	Include in Phase IB
63	House, 12310 Wildwood Boulevard	Hanover County	1965	N/A	Include in Phase IB
64	House, 12314 Wildwood Boulevard	Hanover County	1967	N/A	Include in Phase IB
65	House, 12017 Sunset Drive	Hanover County	1964	N/A	Include in Phase IB
66	House, 12297 Elmont Road	Hanover County	pre-1968	N/A	Include in Phase IB
67	House, 12190 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
68	House, 12180 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
69	House, 12176 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
70	House, 12172 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
71	House, 12166 Elmont Road	Hanover County	1955	N/A	Include in Phase IB

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
72	House, 12156 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
73	House, 12146 Elmont Road	Hanover County	1947	N/A	Include in Phase IB
74	House, 12134 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
75	House, 11348 Gwathmey Church Road	Hanover County	1947	N/A	Include in Phase IB
76	House, 11342 Gwathmey Church Road	Hanover County	pre-1966	N/A	Include in Phase IB
77	House, 12039 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
78	House, 12048 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
79	House, 12031 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
80	House, 12025 Elmont Road	Hanover County	pre-1966	N/A	Include in Phase IB
81	House, 12005 Elmont Road	Hanover County	1962	N/A	Include in Phase IB
82	House, 11509 Elmont Road	Hanover County	1969	N/A	Include in Phase IB
83	House, 11505 Elmont Road	Hanover County	1942	N/A	Include in Phase IB
84	House, 11501 Elmont Road	Hanover County	1942	N/A	Include in Phase IB
85	House, 11389 Loving Drive	Hanover County	pre-1966	N/A	Include in Phase IB
86	House, 11397 Loving Drive	Hanover County	1962	N/A	Include in Phase IB
87	House, 11404 Shady Farm Lane	Hanover County	1962	N/A	Include in Phase IB
88	House, 11491 Elmont Road	Hanover County	1961	N/A	Include in Phase IB
89	House, 11481 Elmont Road	Hanover County	1953	N/A	Include in Phase IB

TABLE 5-1: SUMMARY OF NOTED ABOVE-GROUND RESOURCES OVER 48 YEARS OLD IN THE APE AND RECOMMENDATIONS

DHR Number/ Temp Number	Name/Address	City/County	Date of Construction	Previous Eligibility Recommendation	Phase IB Recommendation
94	House, 14289 Blunts Bridge Road	Hanover County	ca. 1950	N/A	Include in Phase IB
96	House, 11496 Governors Lane	Hanover County	1886	N/A	Include in Phase IB
97	House, 11401 Governors Lane	Hanover County	ca. 1970 house, but older outbuildings?	N/A	Include in Phase IB
101	House, 11460 Yowell Road	Hanover County	1948	N/A	Include in Phase IB
104	Pumphouse, Sunset Drive	Hanover County	pre-1968	N/A	Include in Phase IB
105	House, 11332 Gwathmey Church Road	Hanover County	1945	N/A	Include in Phase IB
27a	House, 12053 Ashcake Road	Hanover County	1900	N/A	Include in Phase IB
45a	House, 12438 Elmont Road	Hanover County	1910	N/A	Include in Phase IB
66a	House, 12204 Elmont Road	Hanover County	1953	N/A	Include in Phase IB

Source: Dovetail, 2016.

5.2 ARCHAEOLOGICAL RESULTS

The approximately 162.1-acre (65.6-ha) ASBP segment is located in Hanover County. On its northern end, the ASBP segment LOD begins along the existing CSX railroad grade, approximately 6,000 feet (1,828.8 m) north of the existing railroad crossing at U.S. Route 1. After following the grade southward for 500 feet (152.4 m), the segment LOD veers to the southwest, beginning a western loop around Ashland, Virginia before returning to the existing CSX grade approximately 1,500 feet (457.2 m) north of the railroad crossing at Elmont Road. From this point, the LOD follows the existing grade southward for 700 feet (213.4 m) to the southern corridor terminus. In addition to examining ASBP segment LOD associated with the rail corridor, this survey also examined six areas of proposed road improvements within the LOD associated with six proposed rail line crossings. Throughout most of the ASBP segment, the project area is defined by agricultural fields and forested lots, with scattered rural home sites and small residential developments. Many of the rural home sites are historic in nature and will likely have historic archaeological sites associated with them.

Visual reconnaissance began at the northern end of the ASBP segment LOD along the existing CSX grade. The LOD in this northernmost section exhibits evidence of heavy disturbance from grading associated with the existing railroad (Figure 5-9). Once the ASBP segment leaves the

existing rail grade, it passes through a wooded area between the grade and U.S. Route 1 which is mainly defined by bluffs overlooking Falling Creek. With the exception of slope in excess of 15 percent on the sides of these bluffs and small localized inundated areas, this portion of the LOD corridor is considered testable (Figure 5-10 through 5-12).

The ASBP segment crossing of U.S. Route 1 is the first area of proposed road improvements. The LOD for these improvements include approximately 3,700 feet (1,127.8 m) along U.S. Route 1, as well as the entirety of Attkisson Road and short sections of Cross Corner Road and Elletts Crossing Road which intersect with U.S. Route 1. This portion of the LOD all appears disturbed by grading and filling associated with road construction, as well as the presence of buried utilities and is considered not testable (Figure 5-13 through 5-16).

FIGURE 5-9: VIEW OF THE NORTHERN END OF THE ASBP SEGMENT ALONG THE EXISTING CSX GRADE, LOOKING NORTH

FIGURE 5-10: VIEW OF THE EDGE OF A BLUFF IN THE ASBP SEGMENT BETWEEN THE EXISTING CSX GRADE AND U.S. ROUTE 1, LOOKING SOUTH

FIGURE 5-11: VIEW OF A HIGH PROBABILITY LANDFORM IN THE ASBP SEGMENT BETWEEN THE EXISTING CSX GRADE AND U.S. ROUTE 1, LOOKING SOUTHWEST

FIGURE 5-12: VIEW OF SLOPE UP TO A BLUFF IN THE ASBP SEGMENT BETWEEN THE EXISTING CSX GRADE AND U.S. ROUTE 1, LOOKING SOUTHWEST

FIGURE 5-13: VIEW OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG U.S. ROUTE 1, LOOKING NORTH

FIGURE 5-14: VIEW OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG ATTKISSON ROAD, LOOKING NORTH

FIGURE 5-15: VIEW OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG CROSS CORNER ROAD, LOOKING EAST

FIGURE 5-16: VIEW OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG ELLETTS CROSSING ROAD, LOOKING EAST-SOUTHEAST

Between U.S. Route 1 and Blunts Bridge Road, the ASBP segment continues through alternating pastures, wooded lots, and rural home sites along the north side of Falling Creek. Buildings associated with two of these rural home sites, an office/work shed for a landscaping company whose owner lives in the home on the property, and outbuildings behind the main house at Greenlands (042-5760), are in the segment LOD. The property owner of Greenlands and the parcel immediately south both indicated the presence of possible Civil War resources and a cemetery in the vicinity of the ASBP LOD. Fieldwork indicated that these parcels remain intact and should be subjected to Phase IB archaeological survey to identify these purported deposits and any other yet undiscovered archaeological resources. With the exception of slope in excess of 15 percent and small localized inundated areas, this portion of the corridor LOD is considered testable (Figure 5-17 through 5- 20).

The ASBP segment crossing of Blunts Bridge Road is the second area of proposed road improvements. The LOD for these improvements include approximately 3,700 feet (1,127.8 m) along Blunts Bridge Road, as well as a short section of Cross Corner Road which intersects with Blunts Bridge Road and an access spur coming off the south side of Blunts Bridge Road starting in a gravel driveway. Portions of this road improvement area along Blunts Bridge Road, particularly in the wider portions in the center, are likely testable. The access spur location beyond the end of the gravel driveway is also likely testable, as is a narrow strip along the northwest side of the short section of Cross Corner Road. The remainder of LOD within this proposed road improvement area is probably untestable due to narrowness and disturbances such as roadside ditches associated with Blunts Bridge Road (Figure 5-21 through 5-24).

FIGURE 5-17: VIEW OF PASTURE WITHIN THE ASBP SEGMENT BETWEEN U.S. ROUTE 1 AND BLUNTS'S BRIDGE ROAD, LOOKING SOUTHWEST

FIGURE 5-18: VIEW OF A WOODED LOT WITHIN THE ASBP SEGMENT BETWEEN U.S. ROUTE 1 AND BLUNTS'S BRIDGE ROAD, LOOKING SOUTHWEST

FIGURE 5-19: VIEW OF THE LANDSCAPING OFFICE/WORK SHED WITHIN THE ASBP SEGMENT BETWEEN U.S. ROUTE 1 AND BLUNTS'S BRIDGE ROAD, LOOKING NORTHEAST

FIGURE 5-20: VIEW OF AN OUTBUILDING BEHIND THE MAIN HOUSE A GREENLANDS WITHIN THE ASBP SEGMENT BETWEEN U.S. ROUTE 1 AND BLUNTS'S BRIDGE ROAD, LOOKING WEST-SOUTHWEST

FIGURE 5-21: VIEW OF THE CENTRAL PORTION OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG BLUNTS BRIDGE ROAD, LOOKING EAST-SOUTHEAST. TESTING IS LIKELY BEYOND THE DITCHES ON BOTH SIDES

FIGURE 5-22: VIEW OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG CROSS CORNER ROAD AT THE BLUNTS BRIDGE ROAD INTERSECTION, LOOKING NORTHEAST. A NARROW STRIP ALONG THE NORTHWEST SIDE IN THE FIELD APPEARS TESTABLE

FIGURE 5-23: VIEW OF THE ACCESS SPUR WITHIN THE ASBP SEGMENT OFF THE SOUTH SIDE OF BLUNTS BRIDGE ROAD, LOOKING WEST

FIGURE 5-24: VIEW OF A NARROW PORTION OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG BLUNTS BRIDGE ROAD, LOOKING NORTH

Between Blunts Bridge Road and State Route 54 (West Patrick Henry Road), the ASBP segment continues through alternating agricultural fields, wooded lots, and rural home sites along the north side of Falling Creek until crossing over Falling Creek approximately 750 feet (228.6 m) north of the intersection of Route 54 and Independence Road. No buildings in this portion of the ASBP segment LOD are actually in the corridor, although it does pass very close to buildings on two properties. With the exception of slope in excess of 15 percent and small localized inundated areas, this portion of the LOD is considered testable (Figure 5-25 through 5-27).

The ASBP segment crossing of State Route 54 is the third area of proposed road improvements. The LOD for these improvements include approximately 3,700 feet (1,127.8 m) along Route 54, as well as a short section of Independence Road which intersects with Route 54. The LOD here is so narrow that the portions on the sides of the roads are likely disturbed by activities associated with road construction and not testable (Figure 5-28).

FIGURE 5-25: VIEW OF AN AGRICULTURAL FIELD WITHIN THE ASBP SEGMENT BETWEEN BLUNTS BRIDGE ROAD AND STATE ROUTE 54, LOOKING NORTHEAST

FIGURE 5-26: VIEW OF A WOODED LOT WITHIN THE ASBP SEGMENT BETWEEN BLUNTS BRIDGE ROAD AND STATE ROUTE 54, LOOKING NORTH-NORTHEAST

FIGURE 5-27: VIEW OF THE ASBP SEGMENT BETWEEN BLUNTS BRIDGE ROAD AND STATE ROUTE 54 PASSING BETWEEN BUILDINGS AT A RURAL HOUSE SITE, LOOKING SOUTHEAST

FIGURE 5-28: VIEW OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG STATE ROUTE 54, LOOKING EAST. THE INTERSECTION WITH INDEPENDENCE ROAD IS VISIBLE IN THE DISTANCE

Between State Route 54 and Ashcake Road, the ASBP segment moves away from the south side of Falling Creek, turning more to the south and then the south-southeast and enters the Stoney Run drainage. The segment LOD continues through alternating agricultural fields and forested areas, and also crosses Yowell Road. The segment LOD also passes between three dwellings at the north end of Quailwood Lane north of Ashcake Road. South of Yowell Road, the ASBP segment LOD passes just outside of the western fenceline of a wastewater pumping station. This portion of the ASBP segment LOD is considered testable except for approximately 500 feet (152.4 m) where it crosses the pumping station access road and another 500 feet (152.4 m) where it crosses the west side of the pumping station facility, as well as slope in excess of 15 percent and small localized inundated areas (Figure 5-29 through 5-32).

The ASBP segment crossing of Yowell Road is the fourth area of proposed road improvements. The LOD for these improvements include approximately 3,600 feet (1,097.3 m) along Yowell Road, as well as an access spur corridor leading from the south side of Yowell Road to the east side of the pumping station. Portions of the LOD within this road improvement area along Yowell Road, particularly in the wider portions in the center, are likely testable. The access spur location is also likely testable, with the exception of the very end where it enters the graded pumping station lot. The remainder of this proposed road improvement area is probably untestable due to disturbances such as buried utilities, fence lines, and roadside ditches associated with Yowell Road (Figure 5-33 through 5-34).

FIGURE 5-29: VIEW OF AN AGRICULTURAL FIELD WITHIN THE ASBP SEGMENT BETWEEN STATE ROUTE 54 AND ASHCAKE ROAD, LOOKING SOUTH

FIGURE 5-30: VIEW OF AN FORESTED AREA WITHIN THE ASBP SEGMENT BETWEEN STATE ROUTE 54 AND ASHCAKE ROAD, LOOKING SOUTH

FIGURE 5-31: VIEW OF TWO OF THREE DWELLINGS AT THE NORTH END OF QUAILWOOD LANE FROM THE ASBP SEGMENT LOD BETWEEN STATE ROUTE 54 AND ASHCAKE ROAD, LOOKING WEST

FIGURE 5-32: VIEW OF ACCESS ROAD DISTURBANCE JUST WEST OF THE WASTEWATER PUMPING STATION IN THE ASBP SEGMENT BETWEEN STATE ROUTE 54 AND ASHCAKE ROAD, LOOKING NORTH-NORTHWEST

FIGURE 5-33: VIEW OF THE CENTRAL PORTION OF A ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT ALONG YOWELL ROAD ROAD, LOOKING WEST. TESTING IS LIKELY BEYOND THE DITCHES ON BOTH SIDES

FIGURE 5-34: VIEW OF THE ACCESS SPUR CORRIDOR WITHIN THE ASBP SEGMENT OFF THE SOUTH SIDE OF BLUNTS BRIDGE ROAD, LOOKING SOUTH

The Ashcake Road crossing by the ASBP segment is the fifth area of proposed road improvements. The LOD for these improvements include approximately 4,600 feet (1,402.1 m) along Ashcake Road. The LOD at the center of the road improvement corridor actually separates from the existing Ashcake Road just west of Quailwood Lane, looping slightly to the north through an active agricultural field planted in corn at the time of the survey, before rejoining the existing Ashcake Road approximately 1,800 feet (548.6 m) to the east. This portion of the LOD within the proposed road improvement corridor is testable. The portions east and west of this central area are considered untestable for being narrow and disturbed by roadside ditches (Figure 5-35 through 5-37).

Between Ashcake Road and Elmont Road, the ASBP segment passes through substantial forested areas, as well as agricultural fields, two small residential developments, and an open grassy area containing a large, unmarked storage tank (presumably for water) and attached cubical building presumably containing pumping machinery. There is also a narrow access spur following an existing driveway at the west end of Farmers Inn Lane. Three total buildings within the two residential developments fall within the LOD. With the exception of the narrow access spur, slope in excess of 15 percent, and small localized inundated areas, this portion of the ASBP segment is considered testable (Figure 5-38 through 5-42).

FIGURE 5-35: VIEW OF THE LOCATION WHERE THE ROAD IMPROVEMENT CORRIDOR ALONG ASHCAKE ROAD WITHIN THE ASBP SEGMENT BEGINS LOOPING TO THE NORTH THROUGH CORNFIELDS, LOOKING WEST

FIGURE 5-36: VIEW OF A ROAD IMPROVEMENT CORRIDOR JUST NORTH OF ASHCAKE ROAD WITHIN THE ASBP SEGMENT LOOPING THROUGH A CORNFIELD, LOOKING EAST

FIGURE 5-37: VIEW OF A NARROW PORTION OF A ROAD IMPROVEMENT CORRIDOR ALONG ASHCAKE ROAD WITHIN THE ASBP SEGMENT, LOOKING EAST

FIGURE 5-38: VIEW OF AN FORESTED AREA WITHIN THE ASBP SEGMENT BETWEEN ASHCAKE ROAD AND ELMONT ROAD, LOOKING SOUTHWEST

FIGURE 5-39: VIEW OF AN AGRICULTURAL FIELD WITHIN THE ASBP SEGMENT BETWEEN ASHCAKE ROAD AND ELMONT ROAD, LOOKING NORTH-NORTHWEST

FIGURE 5-40: VIEW OF A PORTION OF A SMALL RESIDENTIAL DEVELOPMENT WITHIN THE ASBP SEGMENT BETWEEN ASHCAKE ROAD AND ELMONT ROAD, LOOKING NORTH-NORTHWEST

FIGURE 5-41: VIEW OF THE OPEN, GRASSY AREA WITHIN THE ASBP SEGMENT BETWEEN ASHCAKE ROAD AND ELMONT ROAD, LOOKING NORTH-NORTHWEST. THE LARGE, UNMARKED STORAGE TANK AND ATTACHED CUBICAL BUILDING ARE VISIBLE IN THE UPPER RIGHT OF THE FRAME

FIGURE 5-42: VIEW OF THE NARROW ACCESS SPUR FOLLOWING THE EXISTING DRIVEWAY WITHIN THE ASBP SEGMENT BETWEEN ASHCAKE ROAD AND ELMONT ROAD, LOOKING SOUTHWEST

The Elmont Road crossing by the ASBP segment is the sixth area of proposed road improvements within the LOD. These improvements include approximately 3,500 feet (1,066.8 m) along Elmont Road. With the exception of the narrow final 500 feet (152.4 m) at the north and south ends, this road improvement area appears be wide enough to have testable swaths beyond drainage ditches and buried utilities on both sides of Elmont Road (Figure 5-43 through 5-45).

South and east of Elmont Road, the ASBP segment initially passes through a lawn area and a dwelling before entering a substantial wooded area. South of this wooded area, the LOD crosses a powerline cut before entering pasture approximately 100 feet east of a rural house site. The segment LOD then enters additional woods as it rejoins the existing CSX railroad grade. This entire portion of the ASBP segment is considered testable, with the exception of the final 500 feet (152.4 m) along the rail grade at the southern end, as well as slope in excess of 15 percent, and small localized inundated areas (Figure 5-46 through 5-50).

FIGURE 5-43: VIEW OF A NARROW NORTHERN ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT AT ELMONT ROAD, LOOKING NORTH

FIGURE 5-44: VIEW OF A NARROW SOUTHERN ROAD IMPROVEMENT AREA WITHIN THE ASBP SEGMENT AT ELMONT ROAD, LOOKING NORTH

FIGURE 5-45: VIEW OF A WIDER PORTION OF THE IMPROVEMENT AREA CORRIDOR WITHIN THE ASBP SEGMENT AT ELMONT ROAD, LOOKING NORTH-NORTHWEST

FIGURE 5-46: VIEW OF THE LAWN AREA AND DWELLING WITHIN THE ASBP SEGMENT SOUTH AND EAST OF ELMONT ROAD, LOOKING SOUTH-SOUTHEAST

FIGURE 5-47: VIEW OF A WOODED AREA WITHIN THE ASBP SEGMENT SOUTH AND EAST OF ELMONT ROAD, LOOKING SOUTH

FIGURE 5-48: VIEW OF A POWERLINE CUT CROSSING THE ASBP SEGMENT SOUTH AND EAST OF ELMONT ROAD, LOOKING NORTH

FIGURE 5-49: VIEW OF PASTURE WITHIN THE ASBP SEGMENT SOUTH BEHIND A RURAL HOUSE SITE SOUTH AND EAST OF ELMONT ROAD, LOOKING SOUTH

FIGURE 5-50: VIEW OF THE SOUTHERN END OF THE ASBP SEGMENT ALONG THE EXISTING CSX GRADE, LOOKING NORTH

As a result of the Phase IA archaeological reconnaissance survey, Dovetail is recommending that approximately 100.5 acres (40.7 ha) of the overall 162.1-acre (65.6-ha) ASBP segment requires Phase IB identification-level survey (62 percent) survey (see maps in Appendix C). This would comprise a full pedestrian survey with systematic shovel testing to identify archaeological sites in the APE. This equates to the excavation of approximately 1,965 shovel test pits (STPs).

6 SUMMARY AND RECOMMENDATIONS

Dovetail, on behalf of the DRPT, conducted a Phase IA cultural resource survey of the ASBP segment of the DC2RVA Project. The proposed Project is being completed under the auspices of the FRA in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, 119 above-ground resources over 48 years old were noted from the roadway during the vehicular survey (Table 6-1). Of those, the DC2RVA Team identified 17 resources (042-0340, 042-0342, 042-0556, 042-0777, 042-0556, 042-5048, and 042-5731, 042-5732, 042-5733, 042-5734, 042-5745, 042-5746, 042-5749, 042-5751, 042-5752, 042-5767, 042-5768, and 500-0001/088-5413) that were included in the reconnaissance-level architectural surveys for other segments. As such, a revisit is not required as part of the current Phase IA study and they are not recommended for future Phase IB survey. One additional resource (Willow Springs, 042-5761) was determined not eligible for the NRHP in 2016; because of the recent determination, a revisit during the Phase IB survey is not necessary. Of the remaining 101 resources, 12 are previously recorded and 89 are unrecorded. Two of the previously recorded resources (Maplewood, 042-0051 and Montevideo, 042-0392) were determined eligible for the NRHP by DHR staff in 1994 and one previously recorded resource (Bridge #1003, 042-5014) was determined not eligible for the NRHP in 1998. These three resources should be revisited during the Phase IB survey to ensure that they retain characteristics exhibited during those previous eligibility determinations. The remaining nine previously recorded resources (042-0091, 042-0096, 042-0343, 042-0361, 042-0372, 042-0393, 042-0402, 042-0592, and 042-5760) have not been formally evaluated for the NRHP. In addition to the two resources recommended eligible and the one resource recommend not eligible by DHR staff, the Team recommends that those nine unevaluated resources and the 89 newly recorded resources should be surveyed as part of the Phase IB study.

The Phase IA archaeological survey found that throughout most of the ASBP segment, the project area is defined by agricultural fields and forested lots, with scattered rural home sites and small residential developments. The survey also examined six areas of proposed road improvements within the LOD associated with six proposed rail line crossings. Obvious disturbance within the ASBP segment LOD is confined to portions of these six road improvement areas. Therefore, as a result of the Phase IA archaeological reconnaissance survey, Dovetail is recommending that approximately 100.5 acres (ha) of the overall 162.1-acre (65.6-ha) ASBP segment requires intense, Phase IB archaeological testing (62 percent). This equates to the excavation of approximately 1,965 STPs.

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-0051	Maplewood, 12483 Elmont Road	Hanover County	ca. 1912	Include in Phase IB
042-0091	Cross's Mill/King's Pond Mill, 13395-13405 Independence Road	Hanover County	ca. 1900	Include in Phase IB
042-0096	Ashland Roller Mills & Dam	Hanover County	ca. 1890	Include in Phase IB
042-0340	Swingle House	Hanover County	ca. 1890 House Demolished; New 2000 House	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-0342	Holman, Frank, House	Hanover County	1870	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-0343	Harris House, 11332 Old Elmont Road	Hanover County	ca. 1870	Include in Phase IB
042-0361	White Oak Farm	Hanover County	pre-1900	Include in Phase IB
042-0372	Blunt House, 12119 West Patrick Henry Road	Hanover County	ca. 1900	Include in Phase IB
042-0392	Montevideo	Hanover County	ca. 1790	Include in Phase IB
042-0393	House, Route 788	Hanover County	ca. 1850	Include in Phase IB
042-0402	Lakeview, Route 54	Hanover County	post-1875	Include in Phase IB
042-0556	Hoopers	Hanover County	ca. 1810	Included in Ongoing Separate DC2RVA Report (Staton and Lesiuk 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-0592	House, Route 657	Hanover County	ca. 1880	Include in Phase IB
042-0777	Route 646	Hanover County	19th century	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5014	Bridge #1003	Hanover County	1925	Include in Phase IB
042-5048	Elmont Historic District	Hanover County	late 19th century–early 20th century	Recommended Potentially Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5731	House, 14315 Elletts Crossing Road	Hanover County	ca. 1900	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5732	House, 14310 Washington Highway	Hanover County	ca. 1952	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5733	Electrical Building, 14300 Washington Highway	Hanover County	ca. 1950	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5734	House, 14281 Washington Highway	Hanover County	ca. 1945	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5745	Farmstead, 11328 Old Elmont Road	Hanover County	ca. 1920	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5746	House, 11316 Old Elmont Road	Hanover County	ca. 1900	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5749	Commercial Building, 11262 Elmont Road	Hanover County	ca. 1960	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5751	House, 11287 Tyson Trail	Hanover County	ca. 1940	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5752	House, 11305 Tyson Trail	Hanover County	ca. 1950	Recommended Not Eligible in Previous DC2RVA Report (Peckler 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5760	Greenlands, 11357 Cross Corner Road	Hanover County	ca. 1770	Include in Phase IB

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5761	Willow Springs, 14238 Blunts Bridge Road	Hanover County	ca. 1888	DHR determined this resource not eligible for the NRHP in 2016; Additional Phase IB Not Required
042-5767	Bridge, Ellet's Crossing over CSX Tracks	Hanover County	1925	Recommended Not Individually Eligible/Contributing to the RF&P Historic District, 500-0001 in Previous DC2RVA Report (Chase 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
042-5768	Bridge, Route 1 over CSX Tracks	Hanover County	1968	Recommended Not Individually Eligible/Non-Contributing to the RF&P Historic District, 500-0001 in Previous DC2RVA Report (Chase 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
500-0001 / 088-5413	Richmond Fredericksburg, and Potomac Railroad Historic District	Multiple	ca. 1837-1943	Recommended Potentially Eligible Previous DC2RVA Report (Chase 2016); Not Included in Phase IA Survey; Additional Phase IB Not Required
4	House, 11063 Cross Corner Road	Hanover County	1953	Include in Phase IB
6	House, 14247 Blunts Bridge Road	Hanover County	1890	Include in Phase IB
7	House and Cemetery, 14158 Independence Road	Hanover County	1900	Include in Phase IB
8	House, 11447 Governors Lane	Hanover County	1939	Include in Phase IB
9	House, 13480 Independence Road	Hanover County	1967	Include in Phase IB
10	House, 13436 Independence Hall	Hanover County	1947	Include in Phase IB
11	House, 12079 W. Patrick Henry Road	Hanover County	1967	Include in Phase IB
13	Houses, 12100-12104 Block of West Patrick Henry Road	Hanover County	pre-1968	Include in Phase IB
15	House, 11468 West Patrick Henry Road	Hanover County	pre-1943	Include in Phase IB
17	House, 12008 Yowell Road	Hanover County	1950	Include in Phase IB
19	House, 12467 Quailwood Lane	Hanover County	pre-1969	Include in Phase IB
21	House, 12046 Ashcake Road	Hanover County	ca. 1958	Include in Phase IB

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
22	House, 12038 Ashcake Road	Hanover County	1958	Include in Phase IB
23	House, 12032 Ashcake Road	Hanover County	1962	Include in Phase IB
24	House, 12081 Ashcake Road	Hanover County	pre-1968	Include in Phase IB
25	House, 12075 Ashcake Road	Hanover County	1940	Include in Phase IB
26	House, 12067 Ashcake Road	Hanover County	pre-1968	Include in Phase IB
27	House, 12059 Ashcake Road	Hanover County	1949	Include in Phase IB
28	House, 12039 Ashcake Road	Hanover County	1957	Include in Phase IB
29	House, 12027 Ashcake Road	Hanover County	1957	Include in Phase IB
30	House, 12017 Ashcake Road	Hanover County	1890	Include in Phase IB
31	House, 12009 Ashcake Road	Hanover County	1961	Include in Phase IB
32	House, 12395 Wildwood Boulevard	Hanover County	1961	Include in Phase IB
33	House, 12385 Wildwood Boulevard	Hanover County	pre-1968	Include in Phase IB
34	Holy Cross Lutheran Church, 11515 Ashcake Road	Hanover County	pre-1968	Include in Phase IB
35	House, 11497 Ashcake Road	Hanover County	pre-1968	Include in Phase IB
36	House, 11471 Ashcake Road	Hanover County	1959	Include in Phase IB
37	House, 11467, Ashcake Road	Hanover County	1957	Include in Phase IB
38	House, 11427 Ashcake Road	Hanover County	1918	Include in Phase IB
39	House, 11415 Ashcake Road	Hanover County	1950	Include in Phase IB
40	House, 11403 Ashcake Road	Hanover County	1944	Include in Phase IB
41	House, 11397 Ashcake Road	Hanover County	1957	Include in Phase IB
42	House, 12378 Elmont Road	Hanover County	1945	Include in Phase IB
43	House, 11371 Ashcake Road	Hanover County	1961	Include in Phase IB
44	House, 11402 Ashcake Road	Hanover County	1890	Include in Phase IB
45	House, 12464 Elmont Road	Hanover County	1960	Include in Phase IB
46	House, 12470 Elmont Road	Hanover County	1959	Include in Phase IB
47	House, 12478 Elmont Road	Hanover County	1950	Include in Phase IB
48	House. 11387 Hanover Avenue	Hanover County	pre-1968	Include in Phase IB
49	House, 11383 Hanover Road	Hanover County	1950	Include in Phase IB

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
50	House, 11392 Hanover Avenue	Hanover County	1951	Include in Phase IB
51	House, 11382 Hanover Avenue	Hanover County	1966	Include in Phase IB
52	House, 12320 Wildwood Boulevard	Hanover County	1963	Include in Phase IB
53	House, 12319 Wildwood Boulevard	Hanover County	ca. 1963	Include in Phase IB
54	House, 12311 Wildwood Boulevard	Hanover County	1966	Include in Phase IB
55	House, 12372 Lees Lane	Hanover County	ca. 1965	Include in Phase IB
56	House, 12368 Lees Lane	Hanover County	ca. 1965	Include in Phase IB
57	House, 12362 Lees Lane	Hanover County	1965	Include in Phase IB
58	House, 12014 Sunset Drive	Hanover County	1967	Include in Phase IB
59	House, 12008 Sunset Drive	Hanover County	ca. 1965	Include in Phase IB
60	House, 12002 Sunset Drive	Hanover County	ca. 1965	Include in Phase IB
61	House, 12299 Wildwood Boulevard	Hanover County	1969	Include in Phase IB
62	House, 12304 Wildwood Boulevard	Hanover County	1965	Include in Phase IB
63	House, 12310 Wildwood Boulevard	Hanover County	1965	Include in Phase IB
64	House, 12314 Wildwood Boulevard	Hanover County	1967	Include in Phase IB
65	House, 12017 Sunset Drive	Hanover County	1964	Include in Phase IB
66	House, 12297 Elmont Road	Hanover County	pre-1968	Include in Phase IB
67	House, 12190 Elmont Road	Hanover County	pre-1966	Include in Phase IB
68	House, 12180 Elmont Road	Hanover County	pre-1966	Include in Phase IB
69	House, 12176 Elmont Road	Hanover County	pre-1966	Include in Phase IB
70	House, 12172 Elmont Road	Hanover County	pre-1966	Include in Phase IB
71	House, 12166 Elmont Road	Hanover County	1955	Include in Phase IB
72	House, 12156 Elmont Road	Hanover County	pre-1966	Include in Phase IB
73	House, 12146 Elmont Road	Hanover County	1947	Include in Phase IB
74	House, 12134 Elmont Road	Hanover County	pre-1966	Include in Phase IB

TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
75	House, 11348 Gwathmey Church Road	Hanover County	1947	Include in Phase IB
76	House, 11342 Gwathmey Church Road	Hanover County	pre-1966	Include in Phase IB
77	House, 12039 Elmont Road	Hanover County	pre-1966	Include in Phase IB
78	House, 12048 Elmont Road	Hanover County	pre-1966	Include in Phase IB
79	House, 12031 Elmont Road	Hanover County	pre-1966	Include in Phase IB
80	House, 12025 Elmont Road	Hanover County	pre-1966	Include in Phase IB
81	House, 12005 Elmont Road	Hanover County	1962	Include in Phase IB
82	House, 11509 Elmont Road	Hanover County	1969	Include in Phase IB
83	House, 11505 Elmont Road	Hanover County	1942	Include in Phase IB
84	House, 11501 Elmont Road	Hanover County	1942	Include in Phase IB
85	House, 11389 Loving Drive	Hanover County	pre-1966	Include in Phase IB
86	House, 11397 Loving Drive	Hanover County	1962	Include in Phase IB
87	House, 11404 Shady Farm Lane	Hanover County	1962	Include in Phase IB
88	House, 11491 Elmont Road	Hanover County	1961	Include in Phase IB
89	House, 11481 Elmont Road	Hanover County	1953	Include in Phase IB
94	House, 14289 Blunts Bridge Road	Hanover County	ca. 1950	Include in Phase IB
96	House, 11496 Governors Lane	Hanover County	1886	Include in Phase IB
97	House, 11401 Governors Lane	Hanover County	ca. 1970 house with older outbuildings	Include in Phase IB
101	House, 11460 Yowell Road	Hanover County	1948	Include in Phase IB
104	Pumphouse, Sunset Drive	Hanover County	pre-1968	Include in Phase IB
105	House, 11332 Gwathmey Church Road	Hanover County	1945	Include in Phase IB
27a	House, 12053 Ashcake Road	Hanover County	1900	Include in Phase IB
45a	House, 12438 Elmont Road	Hanover County	1910	Include in Phase IB
66a	House, 12204 Elmont Road	Hanover County	1953	Include in Phase IB

Source: Dovetail, 2016.

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APPENDIX A: BACKGROUND REVIEW TABLE

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-0051	Maplewood, Route 626	ca. 1912	DHR Staff: Eligible	9/8/1994
042-0091	Cross's Mill/King's Pond Mill, Route 669	ca. 1900	Not Evaluated	
042-0096	Ashland Roller Mills & Dam, Route 1	ca. 1890	Not Evaluated	
042-0103	R.F.& P. Railroad Trestle Piers	1836	Not Evaluated	
042-0106	Gwathmey Baptist Church, Center Street Road	ca. 1892	DHR Staff: Not Eligible	12/21/1979
042-0112	House, Center Street	ca. 1895	Not Evaluated	
042-0113	Gwathmey, Judge, House, Route 663	ca. 1891	Not Evaluated	
042-0117	Gwathmey Historic District	19th and 20th Century	DHR Staff: Not Eligible	3/13/1984
042-0330	Farm, 11417 Cedar Lane	1900	Not Evaluated	
042-0331	Kenwood Farm, Route 623	ca. 1900	Not Evaluated	
042-0333	Elmont Elementary School (White), Route 626 Near Route 801	ca. 1900	Not Evaluated	
042-0334	Crawford Place, Kenwood/Crawford Place, Route 626 Near Route 801	ca. 1880	Not Evaluated	
042-0335	Cobb, James E., House (Oropillo House), Route 626	1910	Not Evaluated	
042-0336	Priddy, Henry, House, Route 626	ca. 1900	Not Evaluated	
042-0337	Kenwood Methodist Church, Route 626 At Route 801	1890	Not Evaluated	
042-0338	Fogg, Tom, House, Route 801	ca. 1880	Not Evaluated	
042-0339	Kirk House, Route 626 At Route 801	ca. 1890	Not Evaluated	
042-0340	Swingle House, Off Route 626	ca. 1890	Not Evaluated	
042-0341	Cobb Store, Route 626 At Rail Road	ca. 1900	DHR Staff: Not Eligible	9/8/1994
042-0342	Holman, Frank, House, Route 626	ca. 1870	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-0343	Harris House, Holman, Jim, House, Route 816	ca. 1870	Not Evaluated	
042-0344	House, Rt. 626, Route 626	ca. 1840	Not Evaluated	
042-0345	Stomping Branch Farm, Route 626	ca. 1850	Not Evaluated	
042-0361	White Oak Farm, Route 657 and Route 665	pre-1900	Not Evaluated	
042-0362	Allen Farm, Route 657 At Route 679	ca. 1880	Not Evaluated	
042-0371	Bungalow, Route 54	ca. 1930	Not Evaluated	
042-0372	Blunt House, Patrick Henry Road, West, Route 54	ca. 1900	Not Evaluated	
042-0391	Greenfield, House, Route 641	ca. 1790	Not Evaluated	
042-0392	Montevideo, Route 641	ca. 1790	DHR Staff: Eligible	9/8/1994
042-0393	House, Rt. 788 , Route 788 At U.S. Route 1	ca. 1850	Not Evaluated	
042-0395	School at Gum Tree, Route 738, East Of Route 1	ca. 1905	Not Evaluated	
042-0402	Lakeview, Route 54	post-1875	Not Evaluated	
042-0403	Independence School, Route 669	ca. 1920	Not Evaluated	
042-0420	Sinton House, Route 663	ca. 1890	Not Evaluated	
042-0421	Snead House, Route 707	ca. 1890	Not Evaluated	
042-0556	Hoopers, Route 667	ca. 1810	Not Evaluated	
042-0557	Dry Bridge, 10411 Old Ridge Road, Route 738	ca. 1850	Not Evaluated	
042-0558	Baker-Thompson House, 10406 Old Ridge Road, Route 738	ca. 1915	Not Evaluated	
042-0559	Lakewood, Route 1	ca. 1800	Not Evaluated	
042-0561	Elm Grove, Route 748	ca. 1840	Not Evaluated	
042-0573	Yowell House, At. 665 W. Of Ashland Town Limits	ca. 1880	Not Evaluated	
042-0592	House, Route 657	ca. 1880	Not Evaluated	
042-0598	Farm, Route 669	pre-1925	Not Evaluated	
042-0599	Little Bethel Methodist Church Cemetery, Route 669 & Route 667	1895	Not Evaluated	
042-0777	Route 646, Route 646	pre-1862	Not Evaluated	
042-0784	Woodland Cemetery, Not Listed	unknown	Not Evaluated	
042-0785	Shiloh Baptist Cemetery, Not Listed	unknown	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-0835	Earthworks (S. Anna River), Off Route 738	ca. 1864	Not Evaluated	
042-0841	Jenkins Log House, Route 801	ca. 1870	Not Evaluated	
042-0842	House, Route 663	unknown	Not Evaluated	
042-5014	Bridge #1003, Route 1	1925	DHR Staff: Not Eligible	4/1/1998
042-5033	Ashland Auto, Route 1, Route 641	ca. 1950	DHR Staff: Not Eligible	9/13/2001
042-5048	Elmont Historic District, Cedar Lane/Elmont Road	ca. 1890	Not Evaluated	
042-5159	Dwelling, 10499 Oak Ridge Road , 10499 Oak Ridge Road	ca. 1940	Not Evaluated	
042-5160	Dwelling, 10382 Old Ridge Road , 10382 Old Ridge Road	ca. 1930	Not Evaluated	
042-5162	Fairview, 10291 Oak Ridge Road	ca. 1900	Not Evaluated	
042-5188	House, 11397 Cedar Lane	ca. 1940	Not Evaluated	
042-5189	Maplewood, 11408 Cedar Lane	ca. 1930	Not Evaluated	
042-5190	House, 11147 Elmont Road	ca. 1940	Not Evaluated	
042-5191	House, 11151 Elmont Road	ca. 1940	Not Evaluated	
042-5192	Roger Buchanan House, 11154 Elmont Road	ca. 1920	Not Evaluated	
042-5193	House, 11159 Elmont Road	ca. 1915	Not Evaluated	
042-5194	House, 11162 Elmont Road	ca. 1920	Not Evaluated	
042-5195	House, 11168 Elmont Road	ca. 1900	Not Evaluated	
042-5196	House, 11257 Kenwood Church Road	ca. 1945	Not Evaluated	
042-5197	Dishman House, 11243 Kenwood Church Road	ca. 1945	Not Evaluated	
042-5198	Sally Vistrum House, 11233 Kenwood Church Road	ca. 1945	Not Evaluated	
042-5199	Maxey House, 11211 Elmont Road	ca. 1925	Not Evaluated	
042-5200	House, 11257 Elmont Road	ca. 1920	Not Evaluated	
042-5201	House, 11247 Elmont Road	ca. 1925	Not Evaluated	
042-5202	Railroad House, 11248 Elmont Crossing Lane	ca. 1930	Not Evaluated	
042-5203	Viola House, 11222 Oak Lawn Lane	ca. 1900	Not Evaluated	
042-5204	Gilman House, 11204 Oak Lawn Lane	ca. 1900	Not Evaluated	
042-5205	House, 11284 Cobbs Road	ca. 1925	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-5206	House, 11281 Cobbs Road	ca. 1920	Not Evaluated	
042-5208	House, 11320 Gawthmey Church Road	ca. 1925	Not Evaluated	
042-5210	Hugo House, 11208 Gawthmey Road	ca. 1900	Not Evaluated	
042-5235	Greymont, 10462 Hickory Hill Road	ca. 1910	Not Evaluated	
042-5236	House, 10431 Hickory Hill Road	ca. 1910	Not Evaluated	
042-5307	Taylorsville Road Historic District	ca. 1850	DHR Staff: Eligible	10/12/2001
042-5449	Bridge ID No. 1026, Bridge Structure No. 09386, Bridge, Route 54	1930	DHR Staff: Not Eligible	3/21/2007
042-5484	Clarke Cemetery	post 1900	Not Evaluated	
042-5730	House, 14293 Elletts Crossing Rd	ca. 1952	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5731	House, 14315 Elletts Crossing Rd	ca. 1900	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5732	House, 14310 Washington Highway	ca. 1952	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5733	Electrical Building, 14300 Washington Highway	ca. 1950	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5734	House, 14281 Washington Highway	c. 1945	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-5735	Warehouse, 14214 Washington Highway	ca.1960	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5736	Motel, 14199 Washington Highway	ca.1935	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5738	Carter Family Farmstead /Farmstead Ruins, 12173 Center Street	ca.1910	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5739	Commercial Building, 11242 Gwathmey Church Road	ca.1950	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5740	House, 11252 Gwathmey Church Rd	ca.1960	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5741	House, 11258 Gwathmey Church Rd	ca.1945	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5742	House, 11262 Gwathmey Church Rd	ca.1945	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-5743	House, 11261 Gwathmey Church Rd	ca.1945	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5744	House, 11231 Gwathmey Church Rd	ca.1940	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5745	Farmstead, 11328 Old Elmont Rd	ca.1920	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5746	House, 11316 Old Elmont Rd	ca.1900	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5747	House, 11287 Elmont Rd	ca.1950	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5748	House, 11234 Elmont Crossing Lane	ca.1948	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5749	Commercial Building, 11262 Elmont Road	ca.1960	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-5750	Cobb House, 11237 Elmont Road	ca.1940	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5751	House, 11287 Tyson Trail	ca.1940	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5752	House, 11305 Tyson Trail	ca.1950	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5753	House, 11464 Cedar Lane	ca.1960	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5754	House, 11173 Kenmont Lane	ca.1910	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5755	House, 11175 Kenmont Lane	ca.1945	Not Formally Evaluated by DHR; Recommended Not Eligible for DC2RVA Project (Peckler 2016).	
042-5756	House, 11236 Gwathmey Church Road	ca. 1950	Not Evaluated	
042-5757	House, 12075 Holly Oaks Lane	ca. 1890	Not Evaluated/No Longer Extant	
042-5758	Summer Kitchen, Hanover Female Institute	ca. 1890	Not Evaluated	

TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

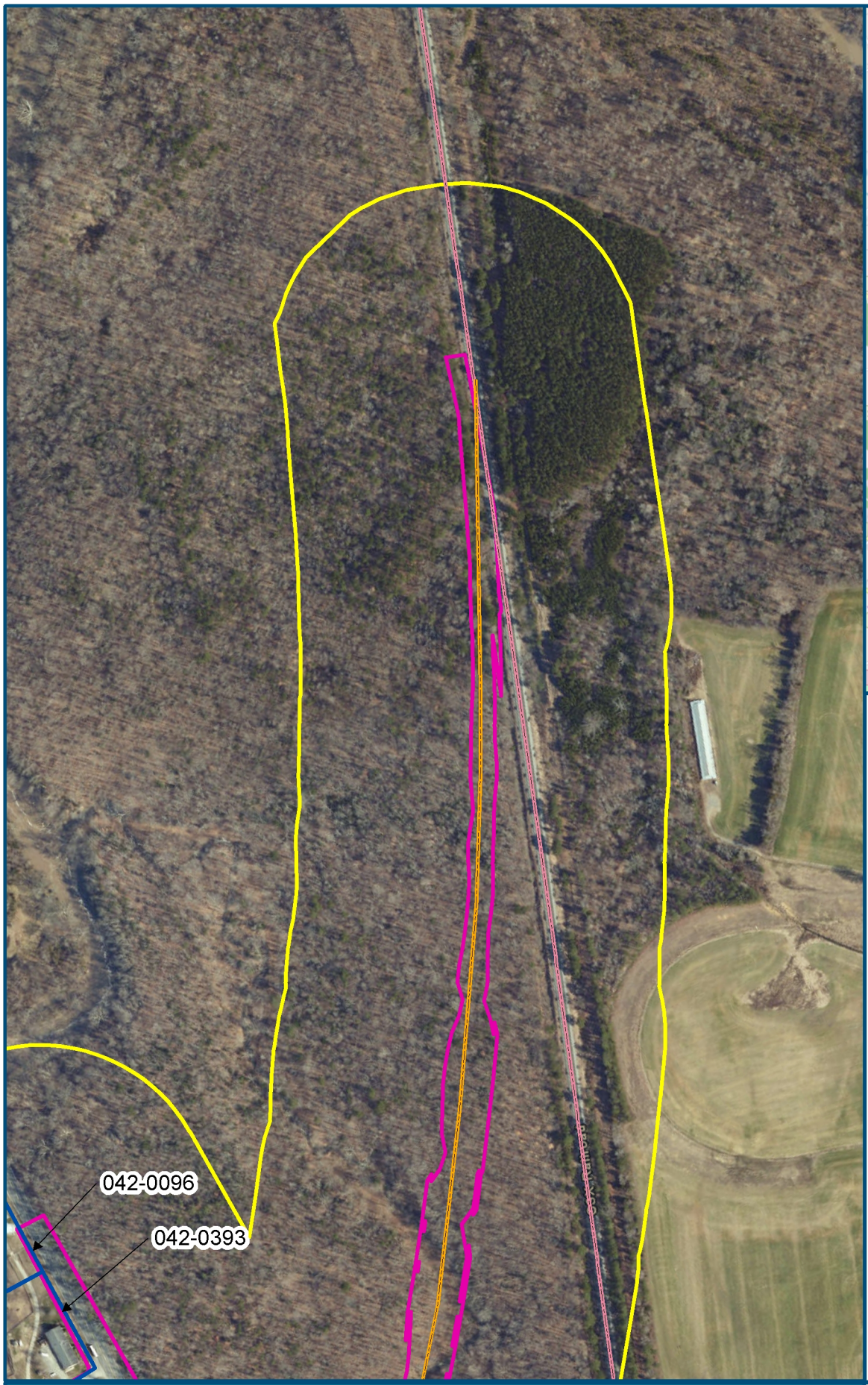
DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-5760	Greenlands 11357 Cross Corner Road	ca. 1770	Not Evaluated	
042-5761	Willow Springs Farms, 14238 Blunts Bridge Road	ca. 1888	Not Eligible	7/21/2016
042-5767	Bridge, Ellet's Crossing over CSX Tracks	1925	Not Formally Evaluated valuated by DHR; Recommended Not Individually Eligible for DC2RVA Project (Chase 2016).	
042-5768	Bridge, Route 1 over CSX Tracks	1968	Not Formally Evaluated valuated by DHR; Recommended Not Individually Eligible for DC2RVA Project (Chase 2016).	
043-5347	Richmond-Ashland Trolley Line	ca. 1900	Potentially Eligible	11/4/2014
088-5413	CSX Railroad Corridor, Richmond, Fredericksburg & Potomac Railroad	ca. 1837	DHR Staff: Potentially Eligible	12/19/2012
166-0001	Ashland Historic District	mid 19th c. - early 20th c.	Listed VLR & NRHP Under Criteria A and C	2/11/1983
166-0009	BP Gas Station, 511 Thompson St, Speers Gas Station	ca. 1928	DHR Board Det. Eligible	6/19/2016
166-0013	Henry Clay Elementary School	ca. 1920	Not Evaluated	
166-0014	Brenda Gilman House, 600 South James Street	ca. 1910	Not Evaluated	
166-0021	Bryant's Store, Citation Tackle, 506 Thompson Street	ca. 1900	Not Evaluated	
166-0022	House, 500 Thompson Street	ca. 1930	Not Evaluated	
166-0042	Edging Away, 14174 Washington Highway (Route 1)	ca. 1985	Not Evaluated	
166-0043	Ako's Enso, 14174 Washington Highway (Route 1)	1976	Not Evaluated	
166-0044	War Bonnet, 14174 Washington Highway (Route 1)	1973	Not Evaluated	
166-0064	House, 211 West Francis Street	ca. 1950	Not Evaluated	

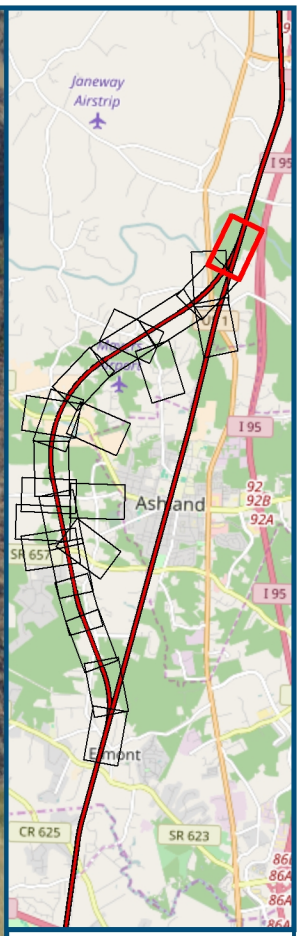
TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
166-5009	House, 504 South James Street	ca. 1950	Not Evaluated	
166-5011	House, 506 South James Street	ca. 1950	Not Evaluated	
500-0001	Richmond, Fredericksburg and Potomac Railroad Historic District (Historic)	ca. 1837-1943	Not Formally Evaluated valuated by DHR; Recommended Potentially Eligible for DC2RVA Project (Chase 2016).	

Source: Dovetail, 2016.

APPENDIX B: ASBP SEGMENT MAPS WITH ARCHITECTURAL APE





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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri
Open Street Map

Legend

- Limits of Disturbance
- Previously Recorded Resources Recommended for Phase IB
- 500ft Buffer

DC2RVA Project Segments

- 13 North Doswell to Elmont (NDEL)
- 22 Ashland Bypass (ASBP)

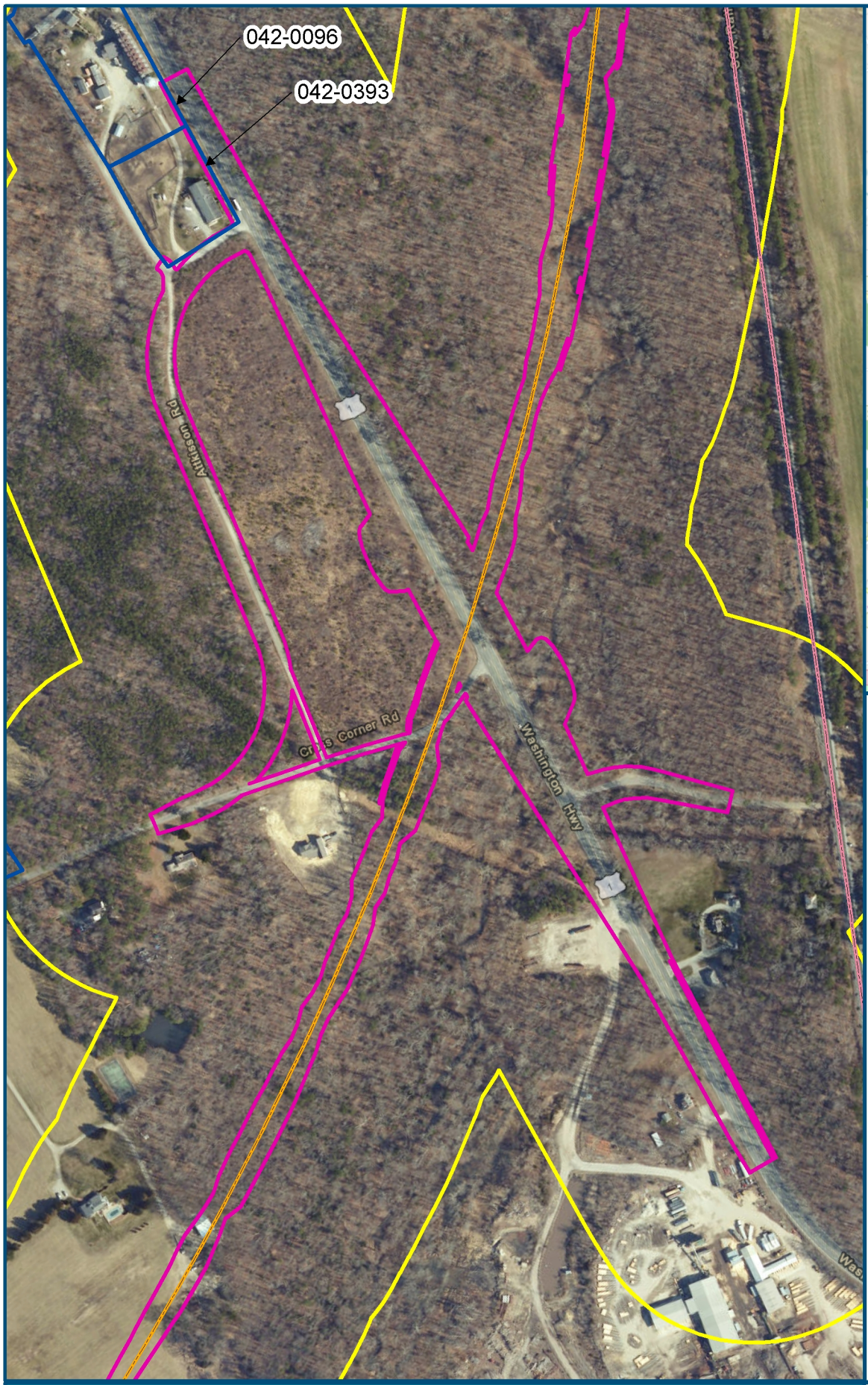
11/2016

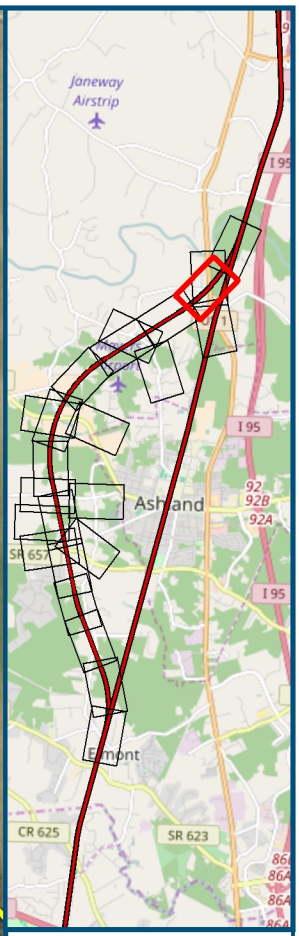
DRPT

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTH-EAST HIGH SPEED RAIL





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Feet
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri
Open Street Map

Legend

- Limits of Disturbance
- Previously Recorded Resources Recommended for Phase IB
- 500ft Buffer

DC2RVA Project Segments

- 13 North Doswell to Elmont (NDEL)
- 22 Ashland Bypass (ASBP)

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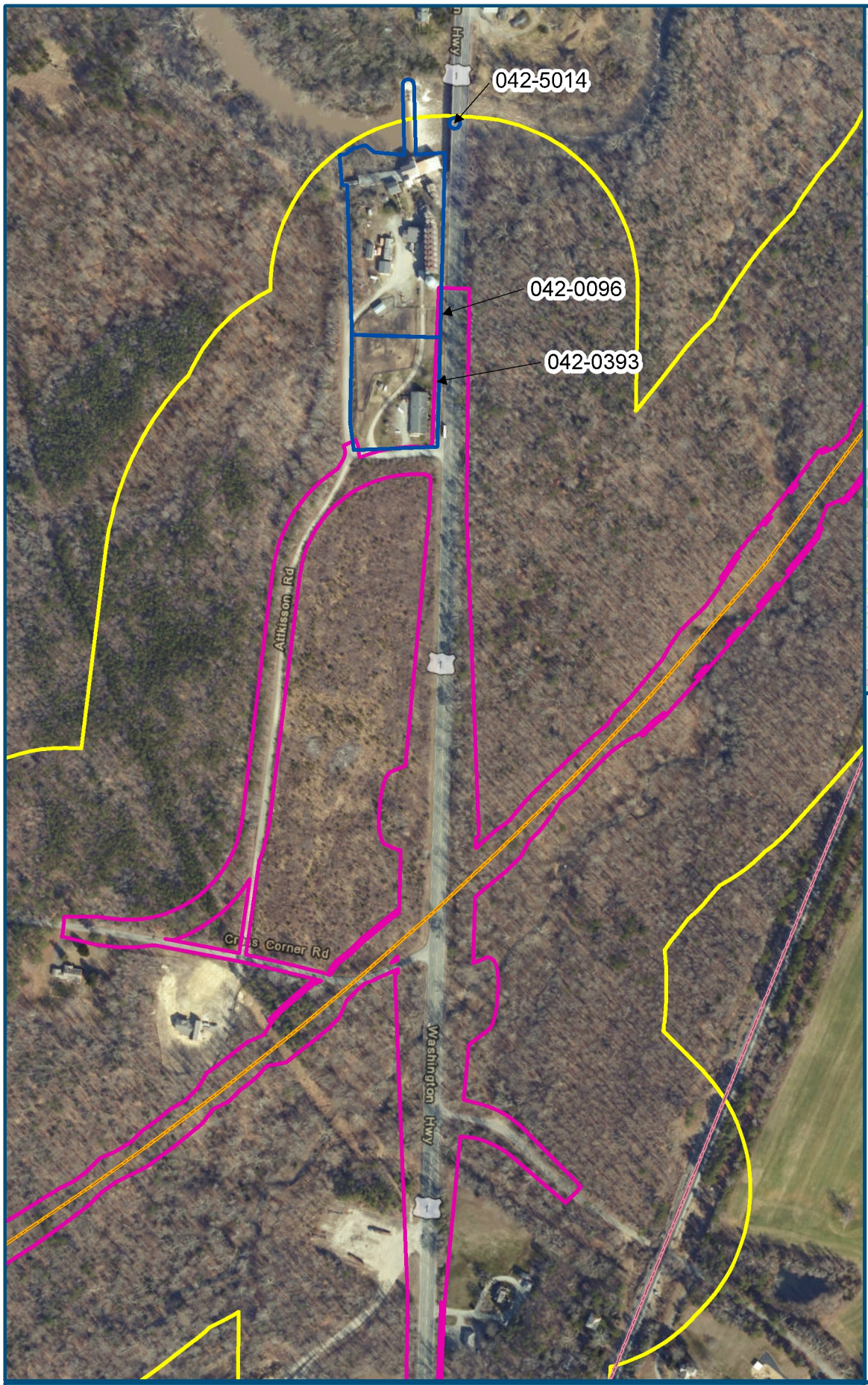
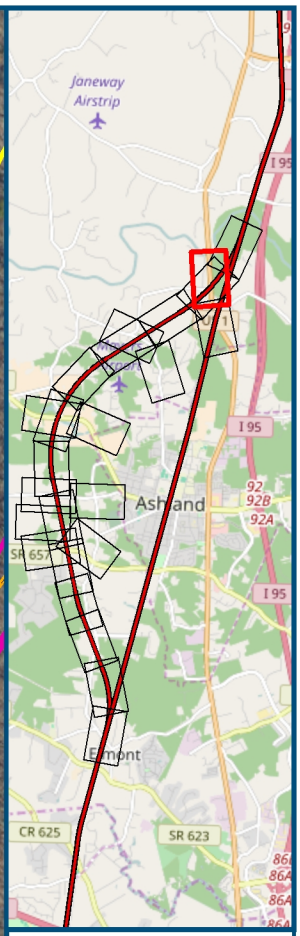
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL





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Meters

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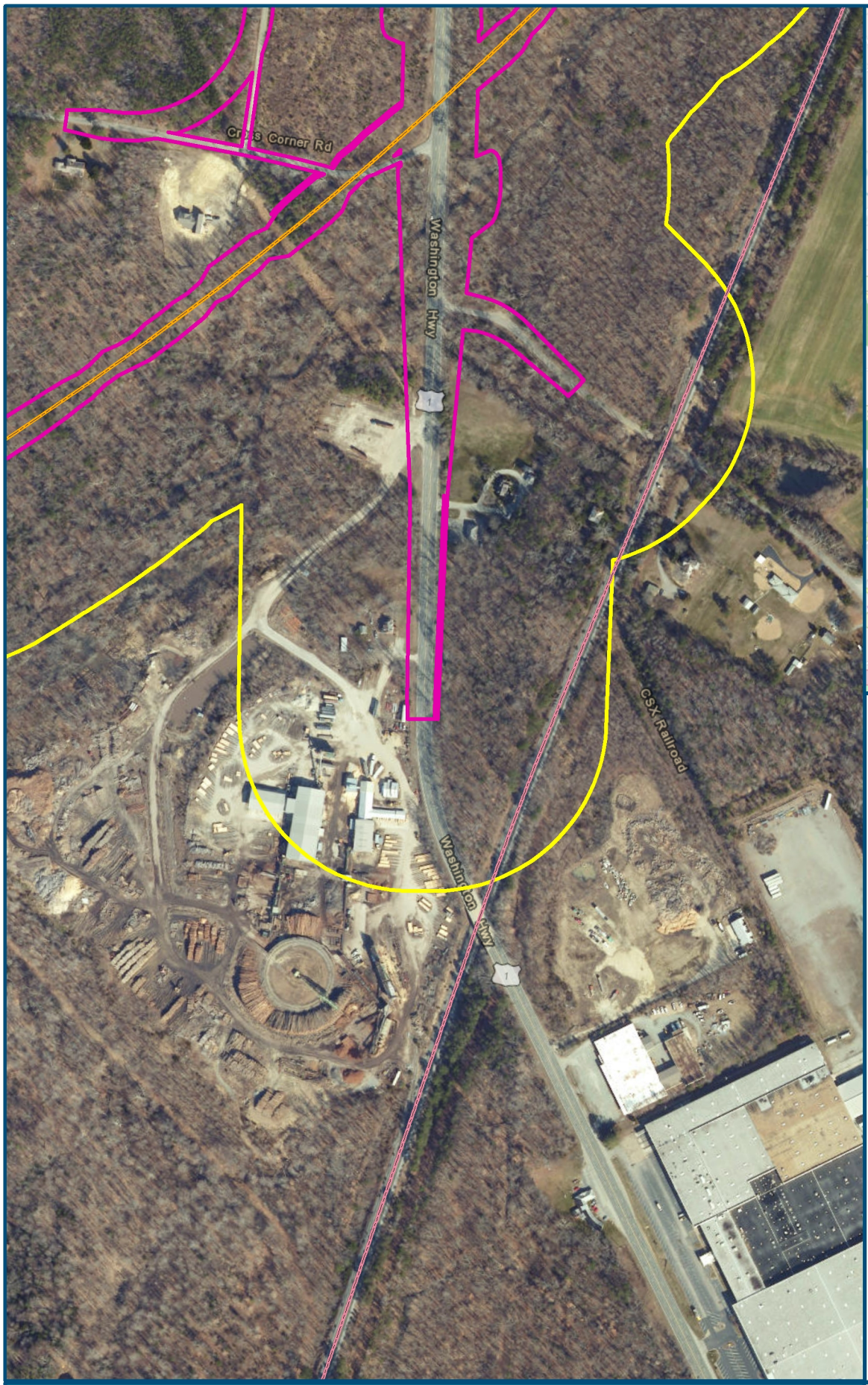

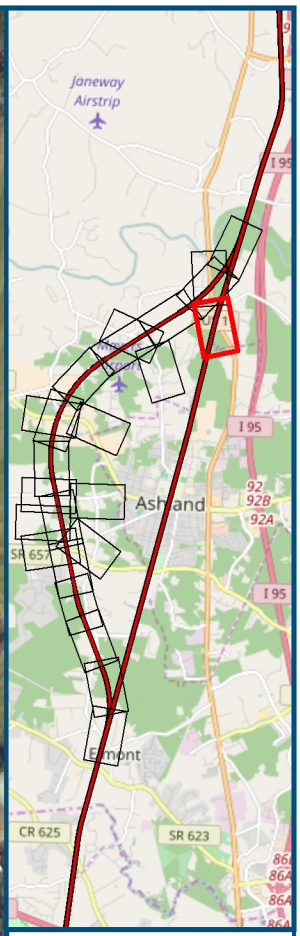

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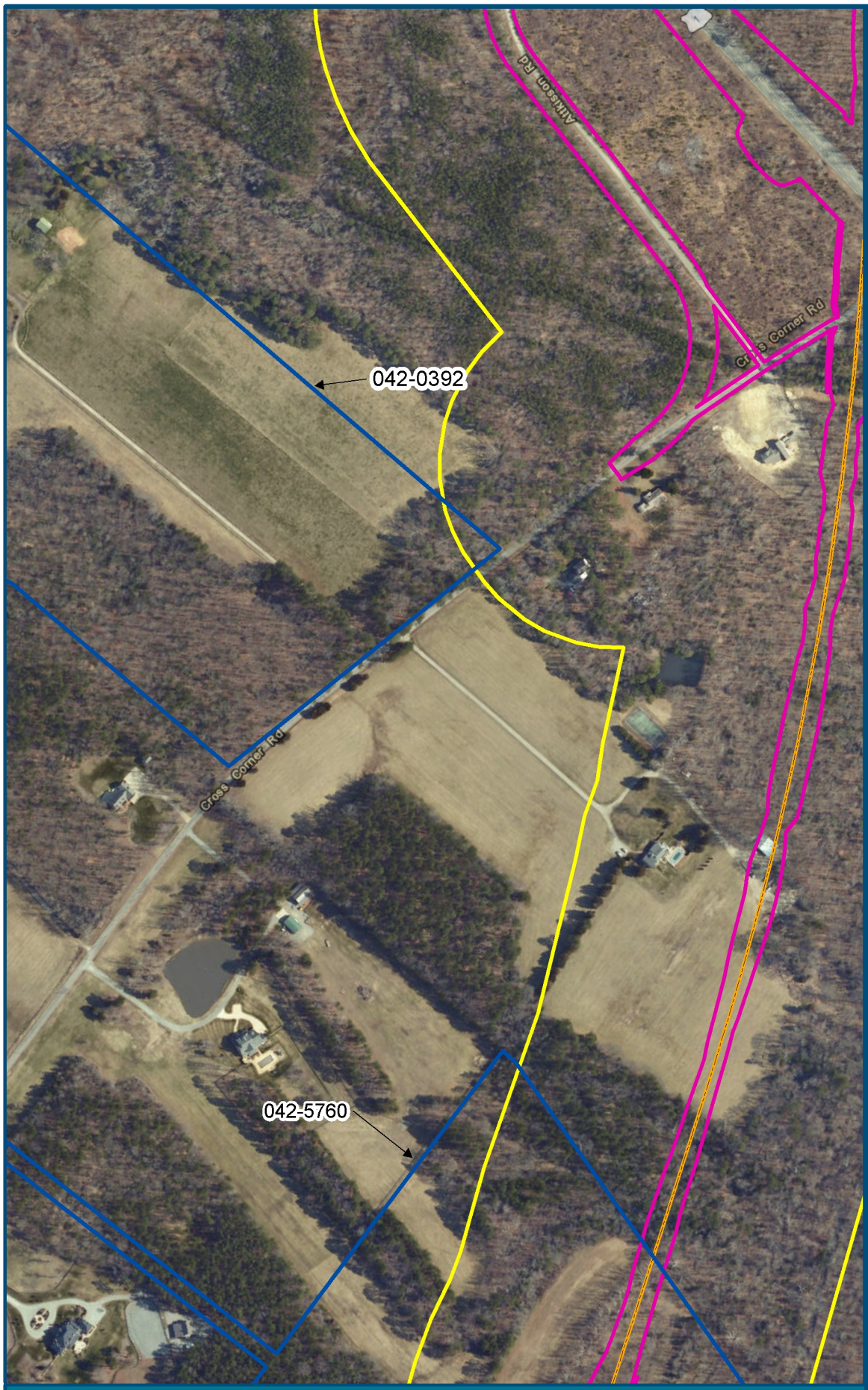

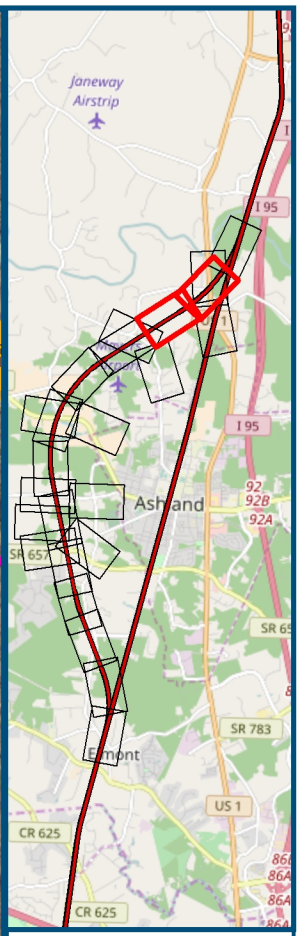

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VGIN VBMP
Aerial Imagery

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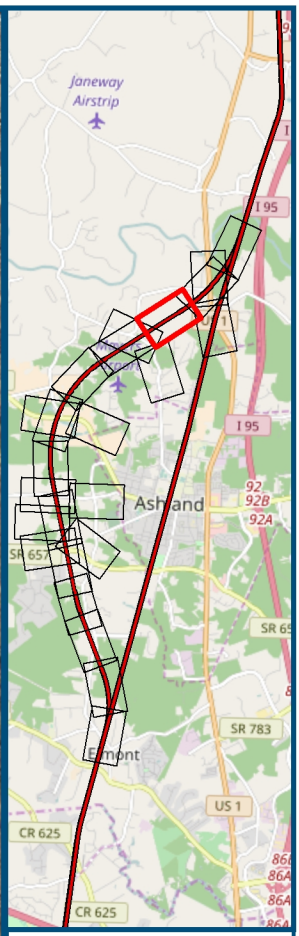

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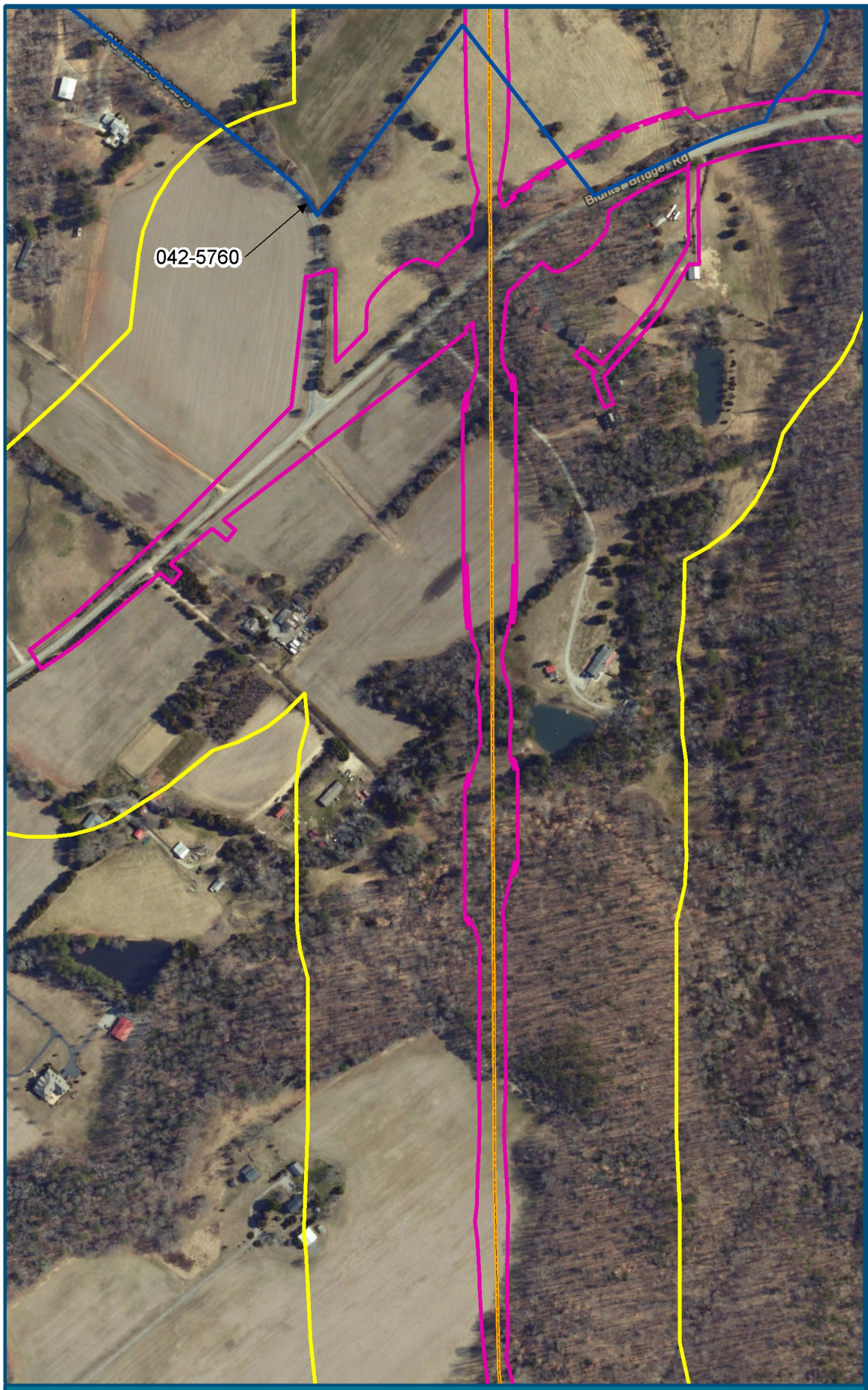

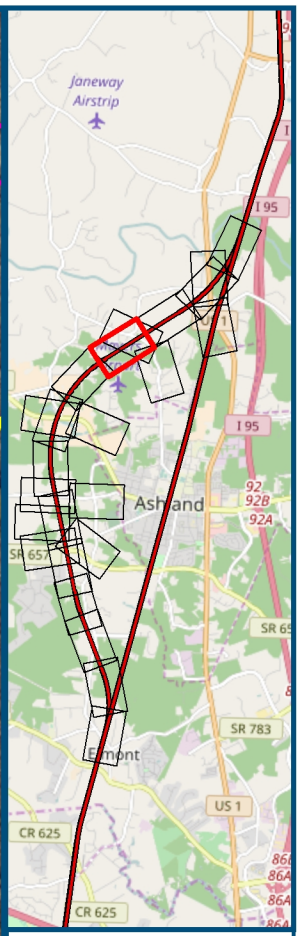

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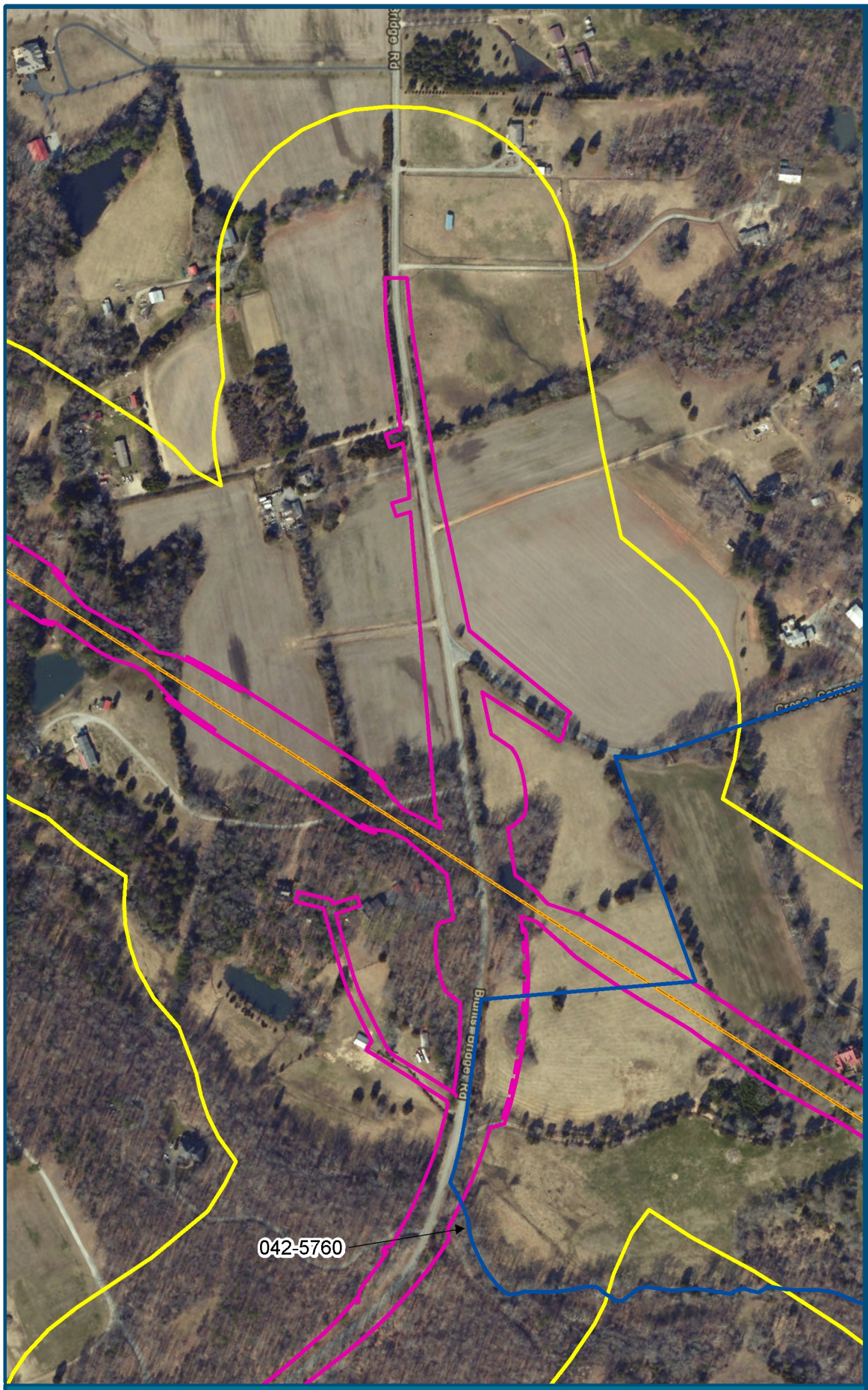

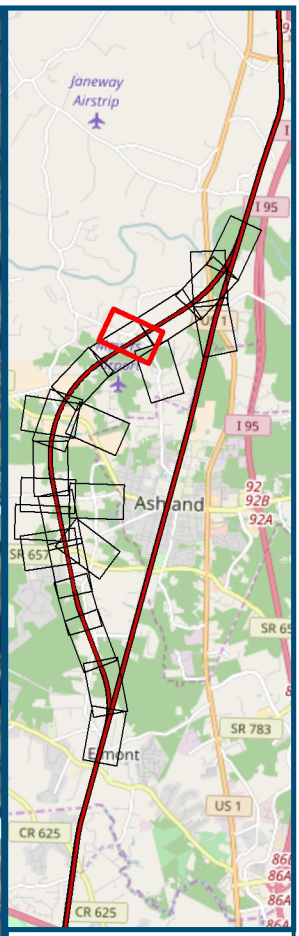

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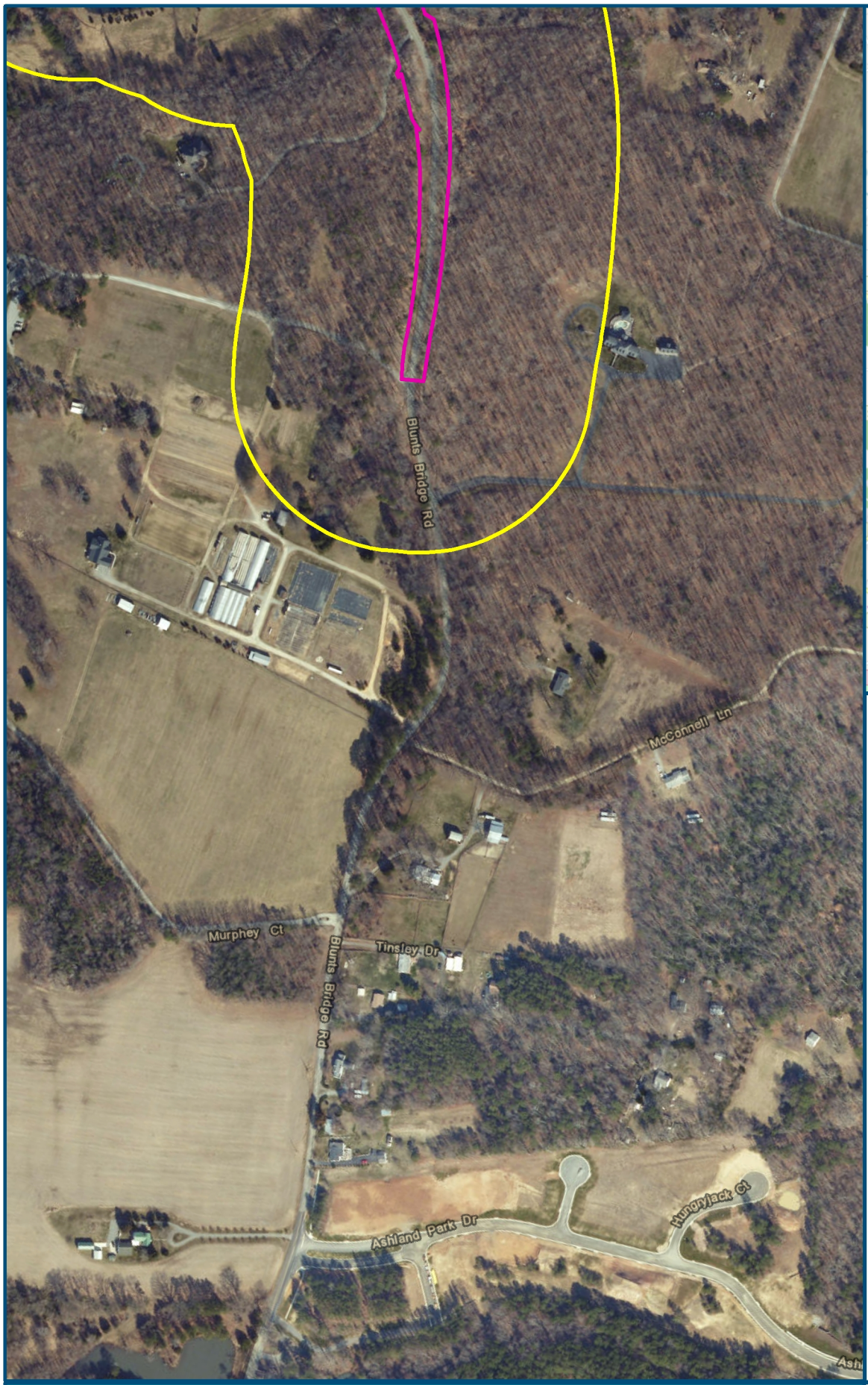

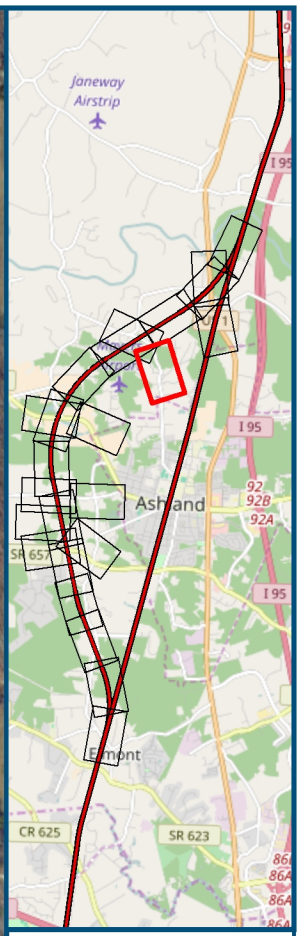

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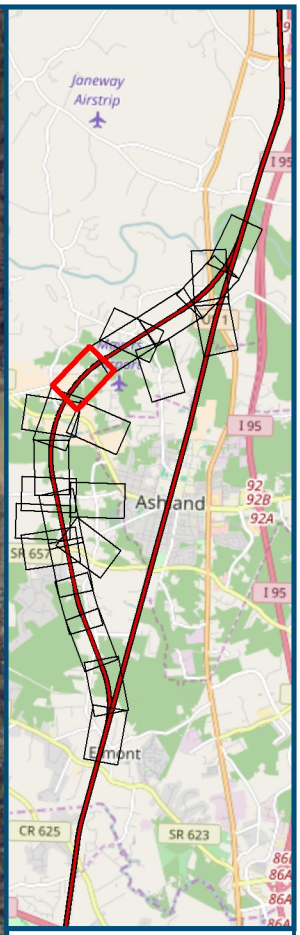

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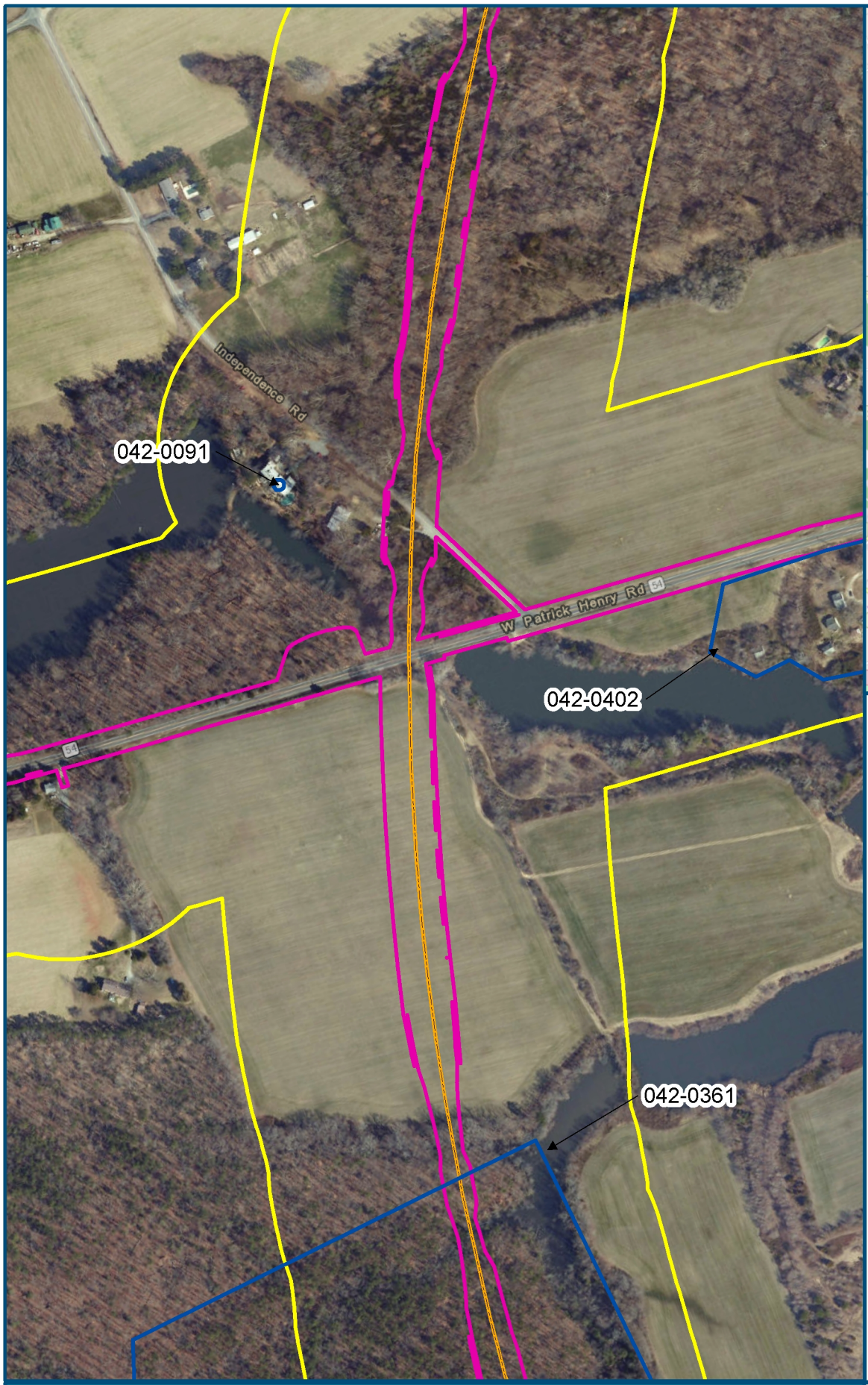

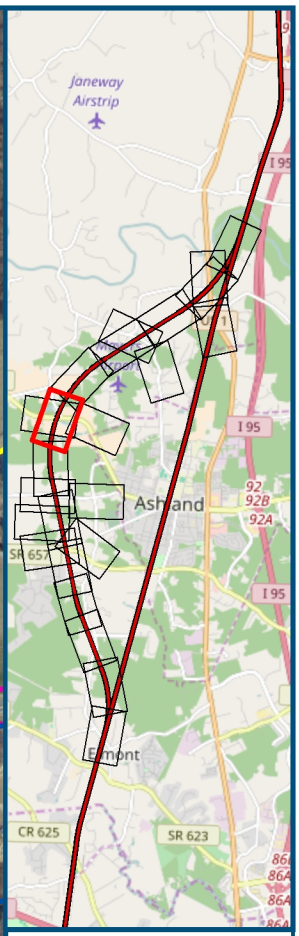

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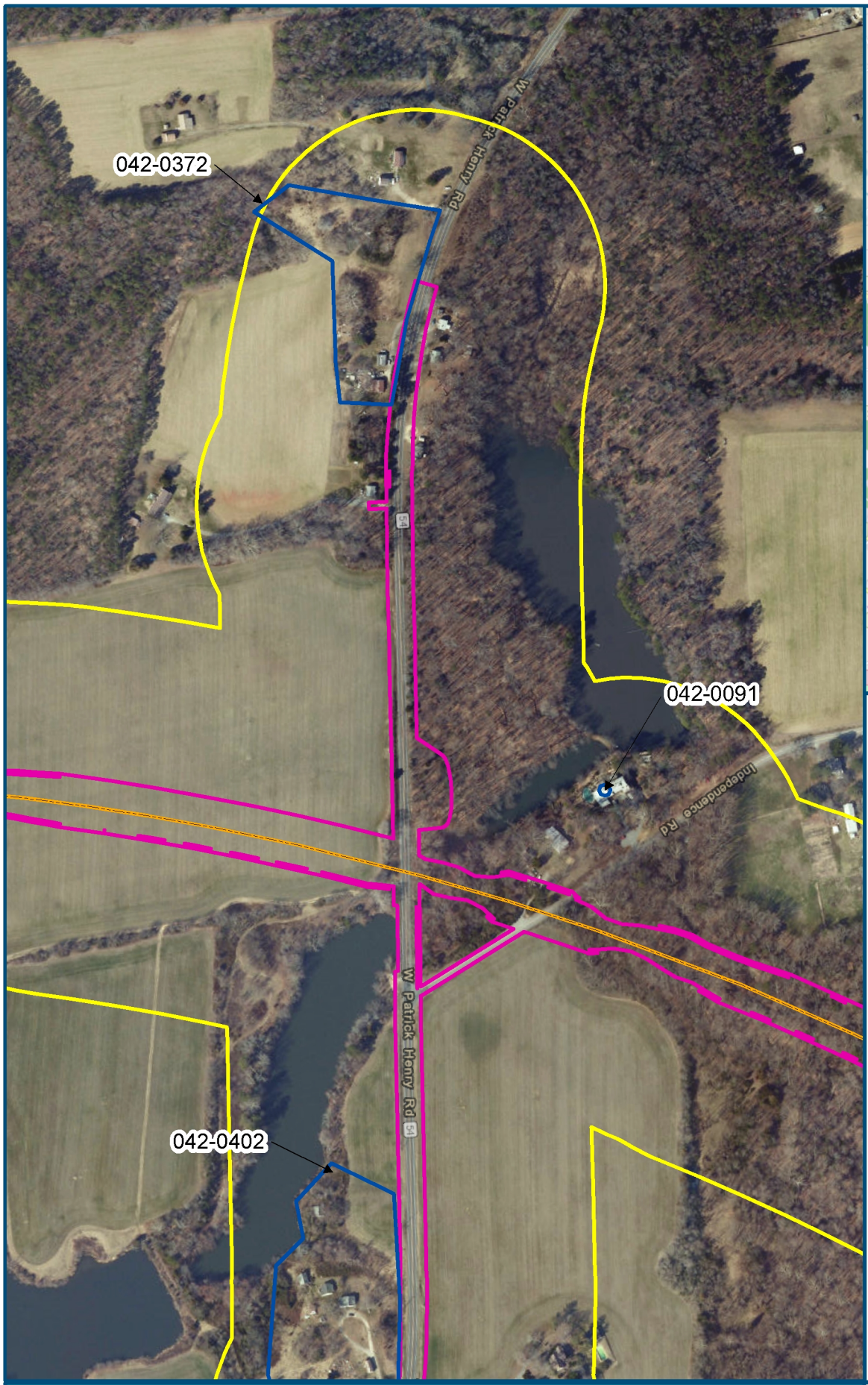

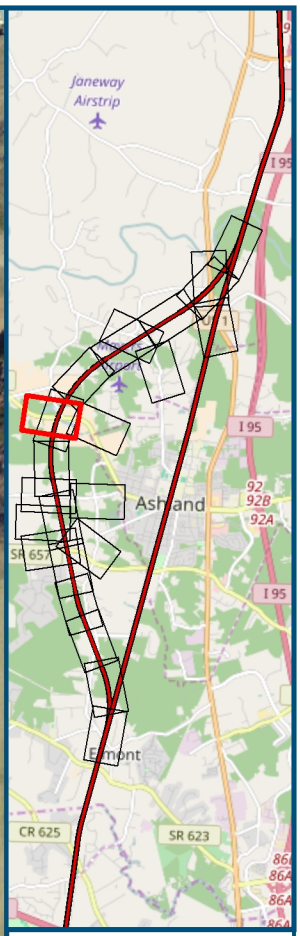

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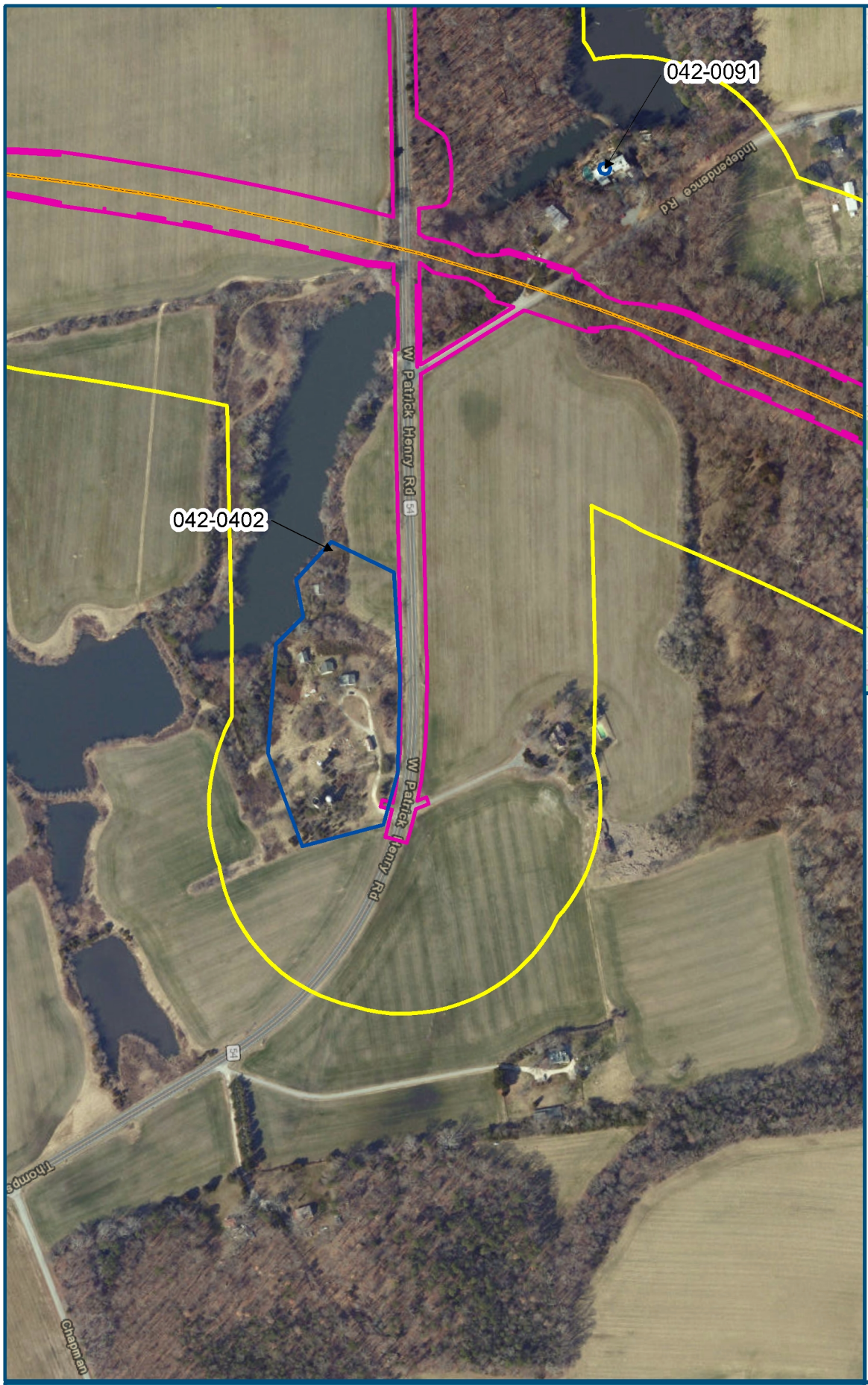

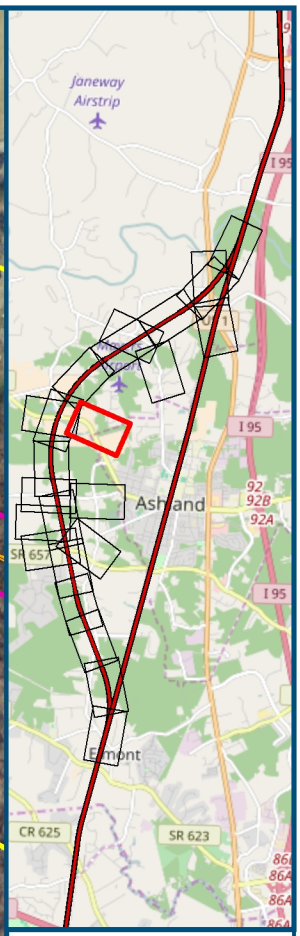

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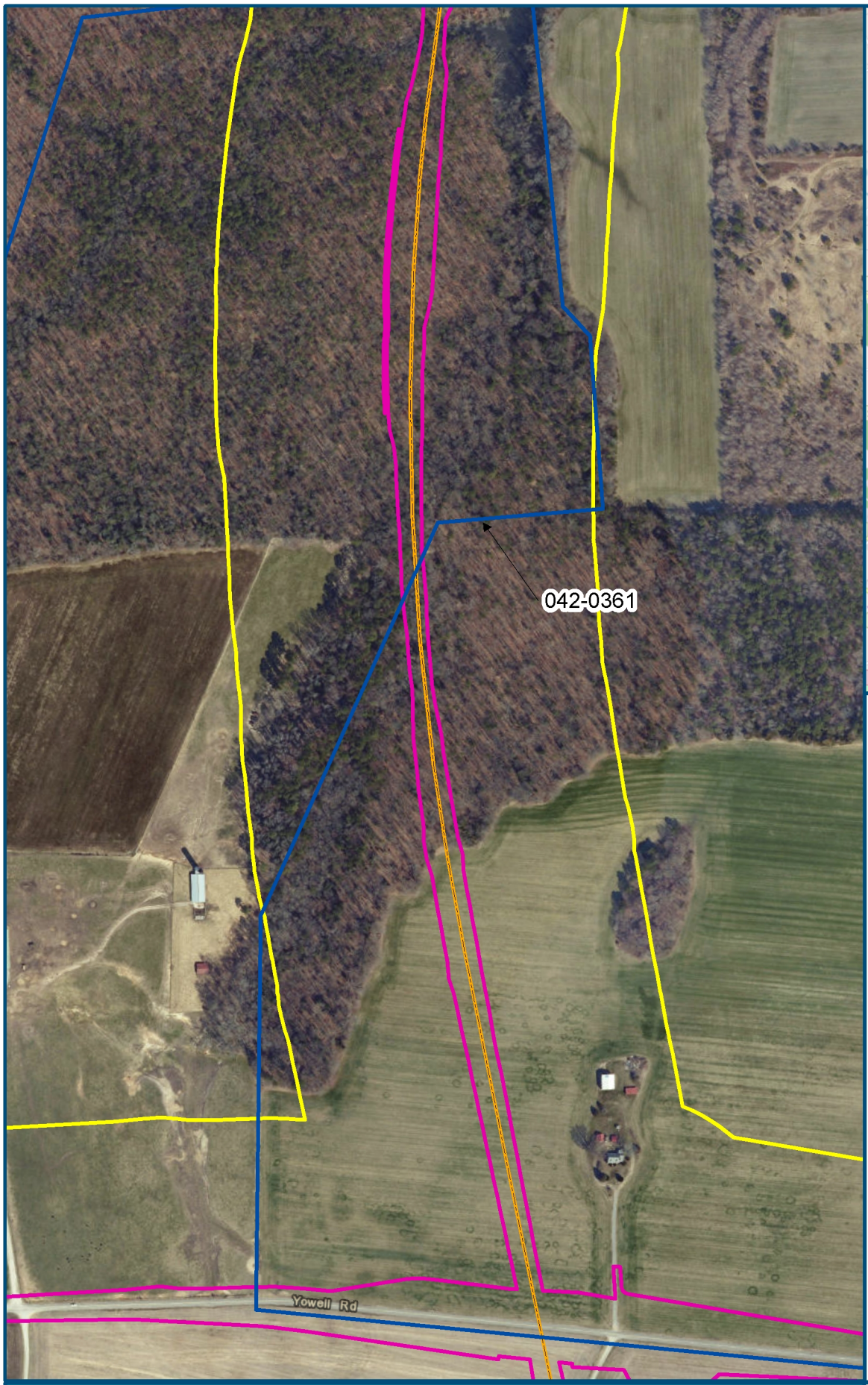

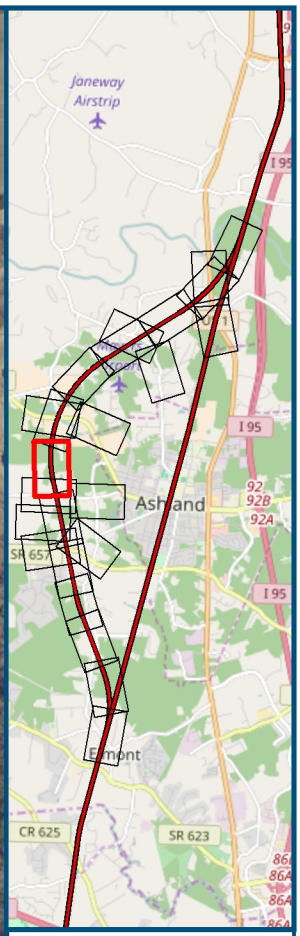

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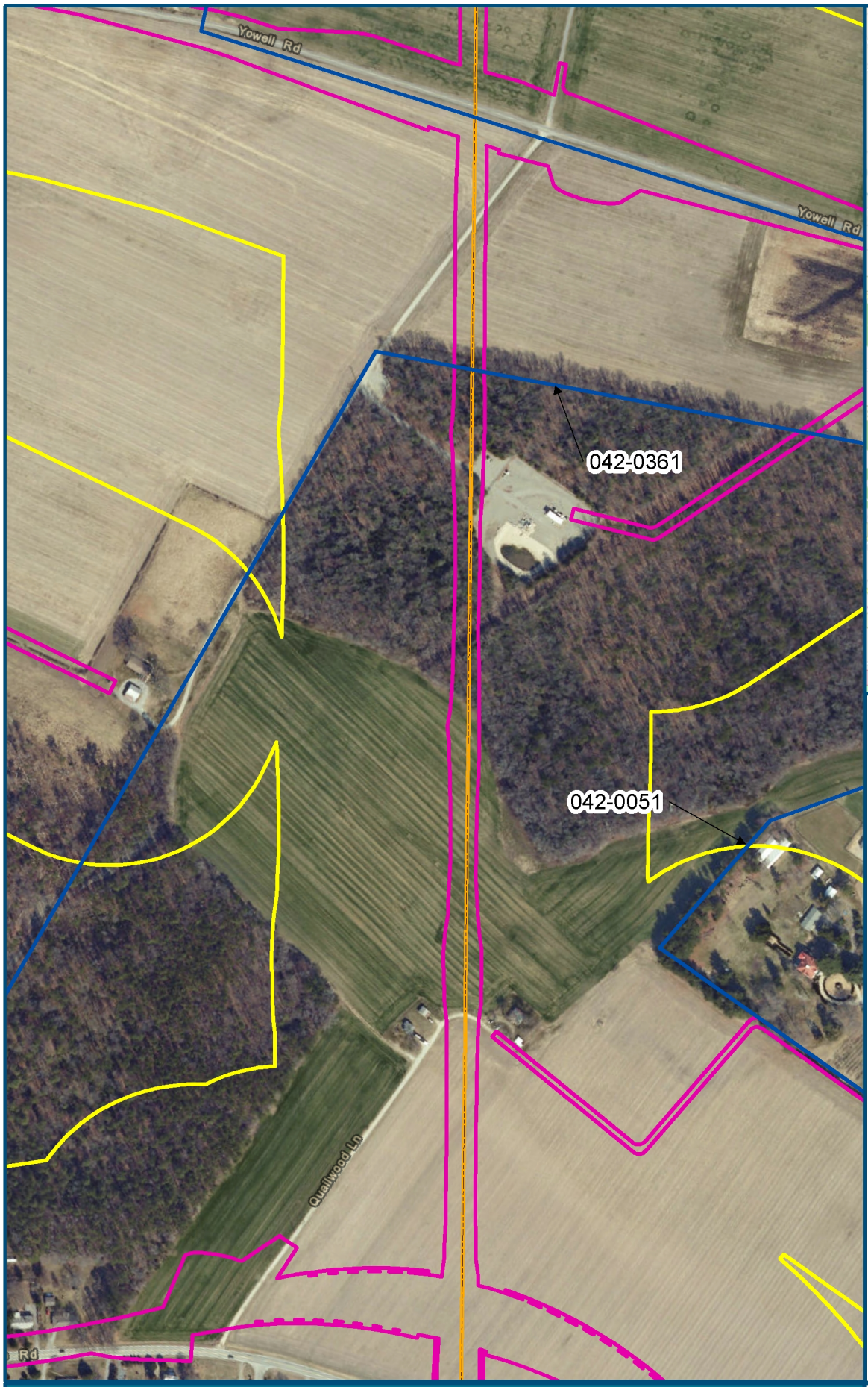

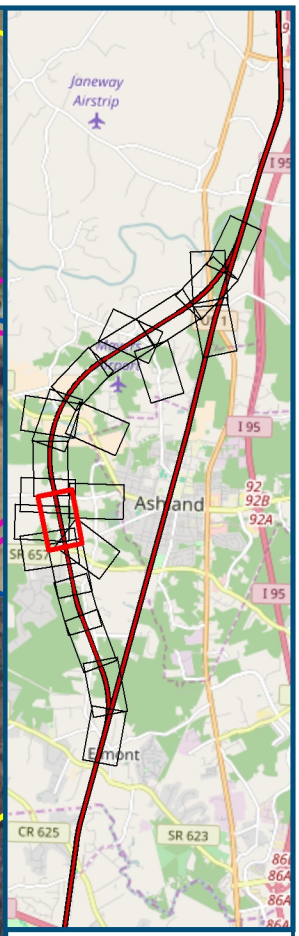

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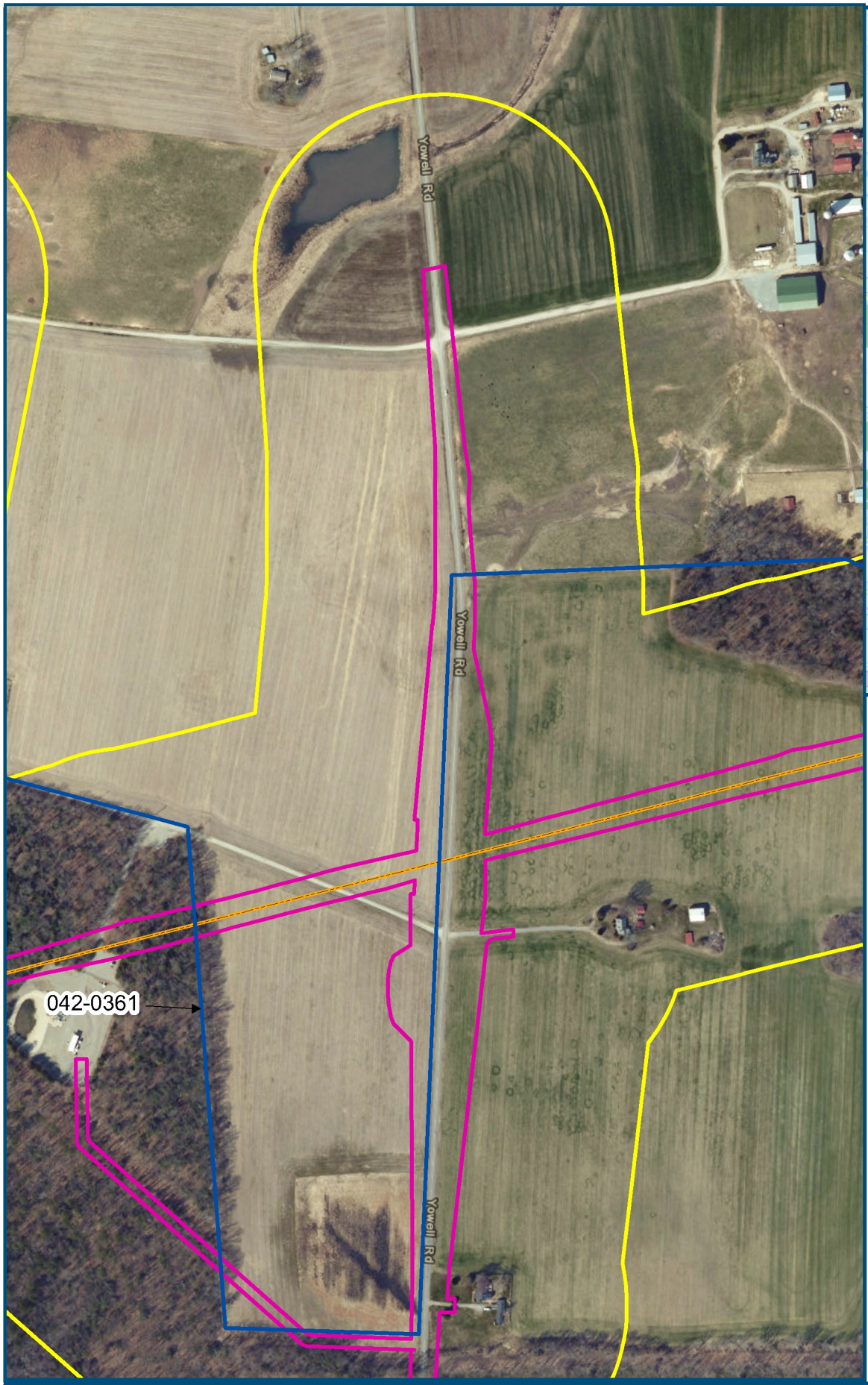

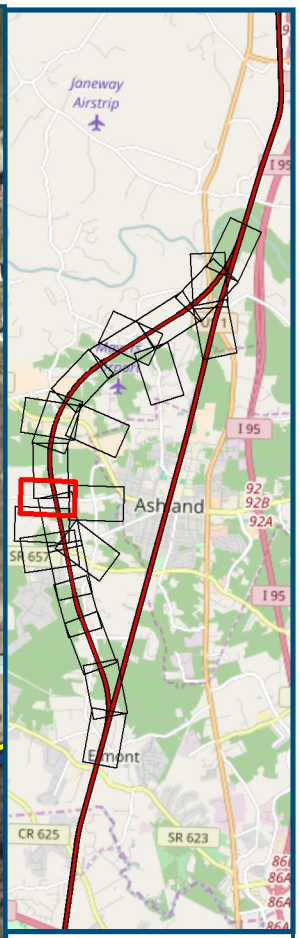

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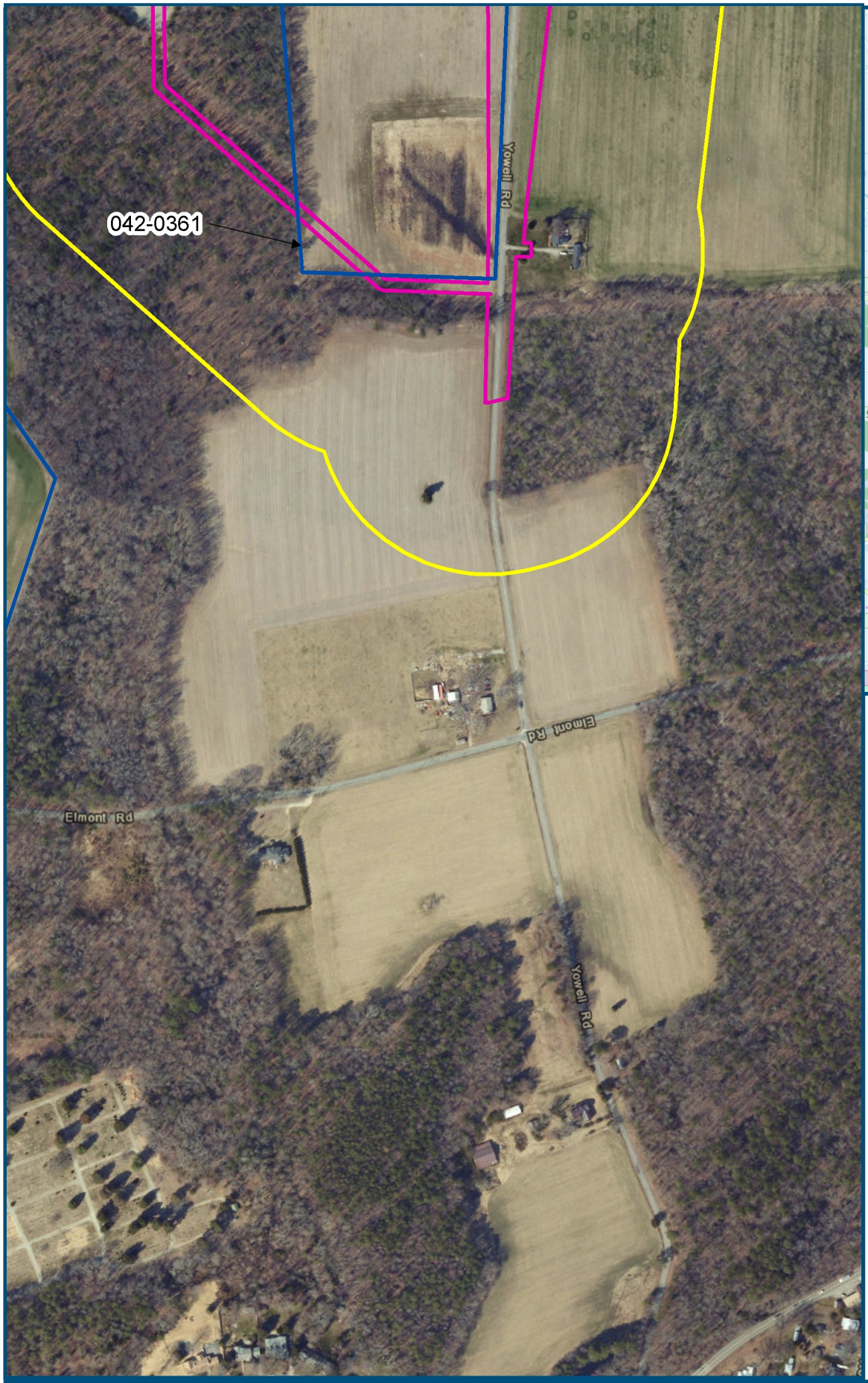

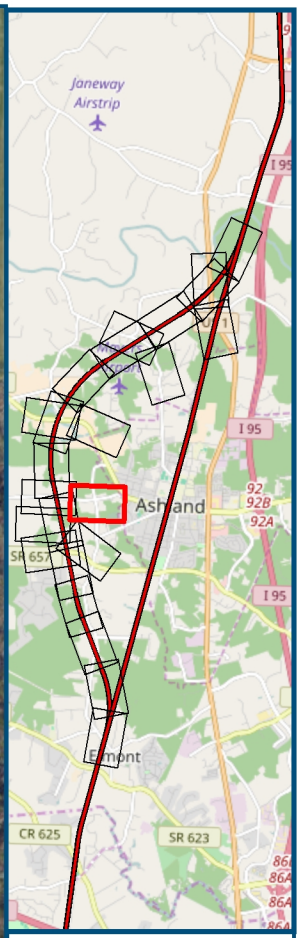

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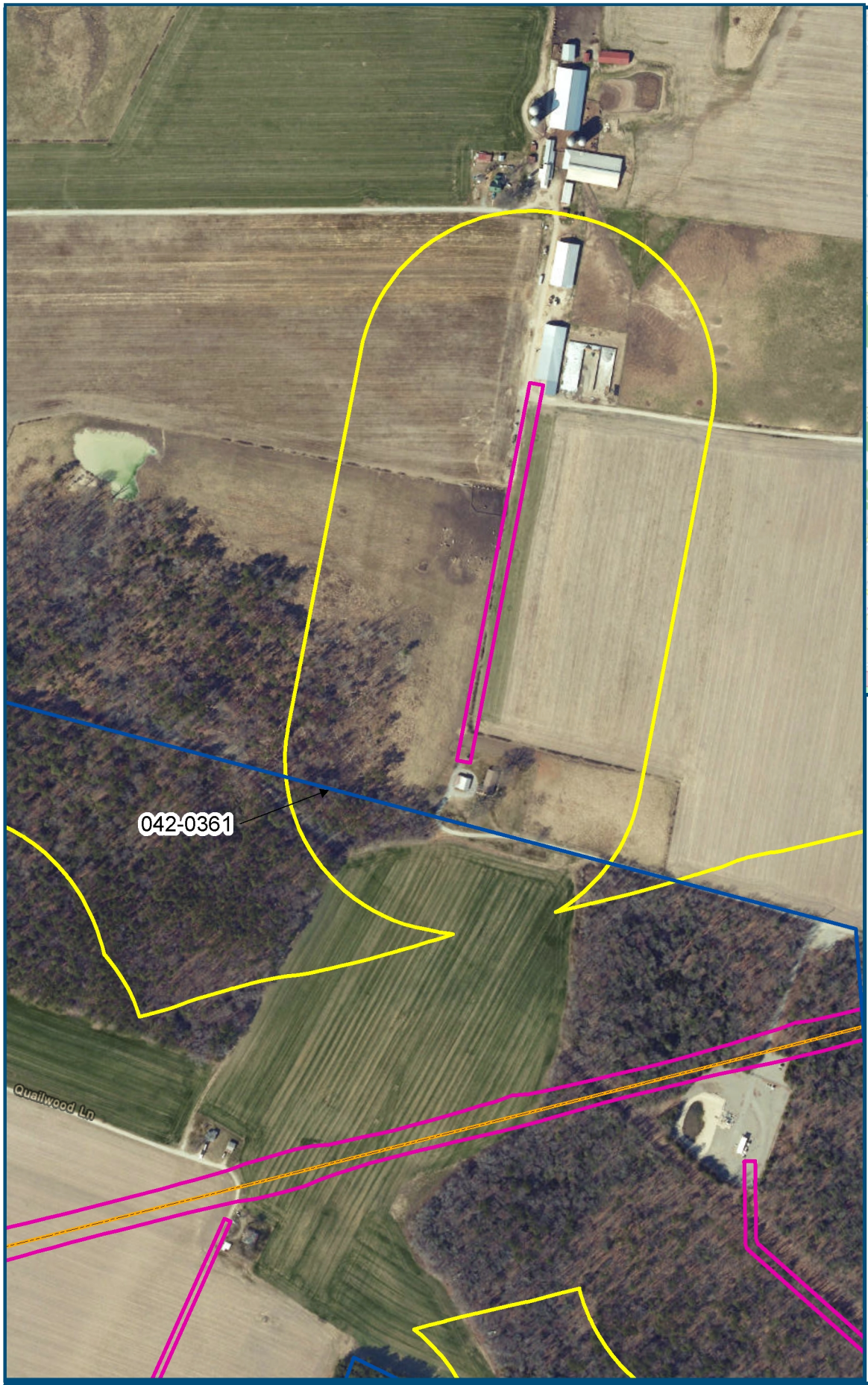

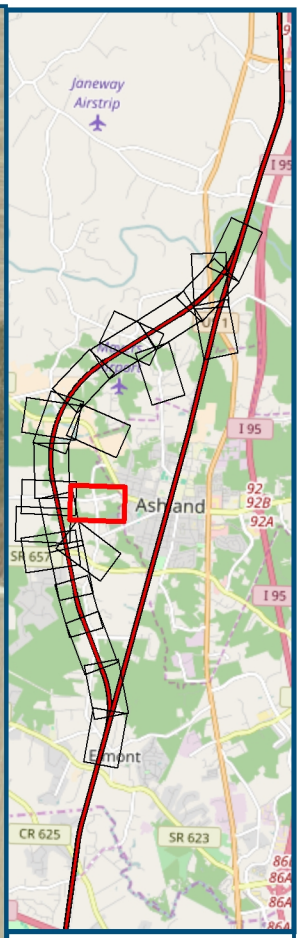

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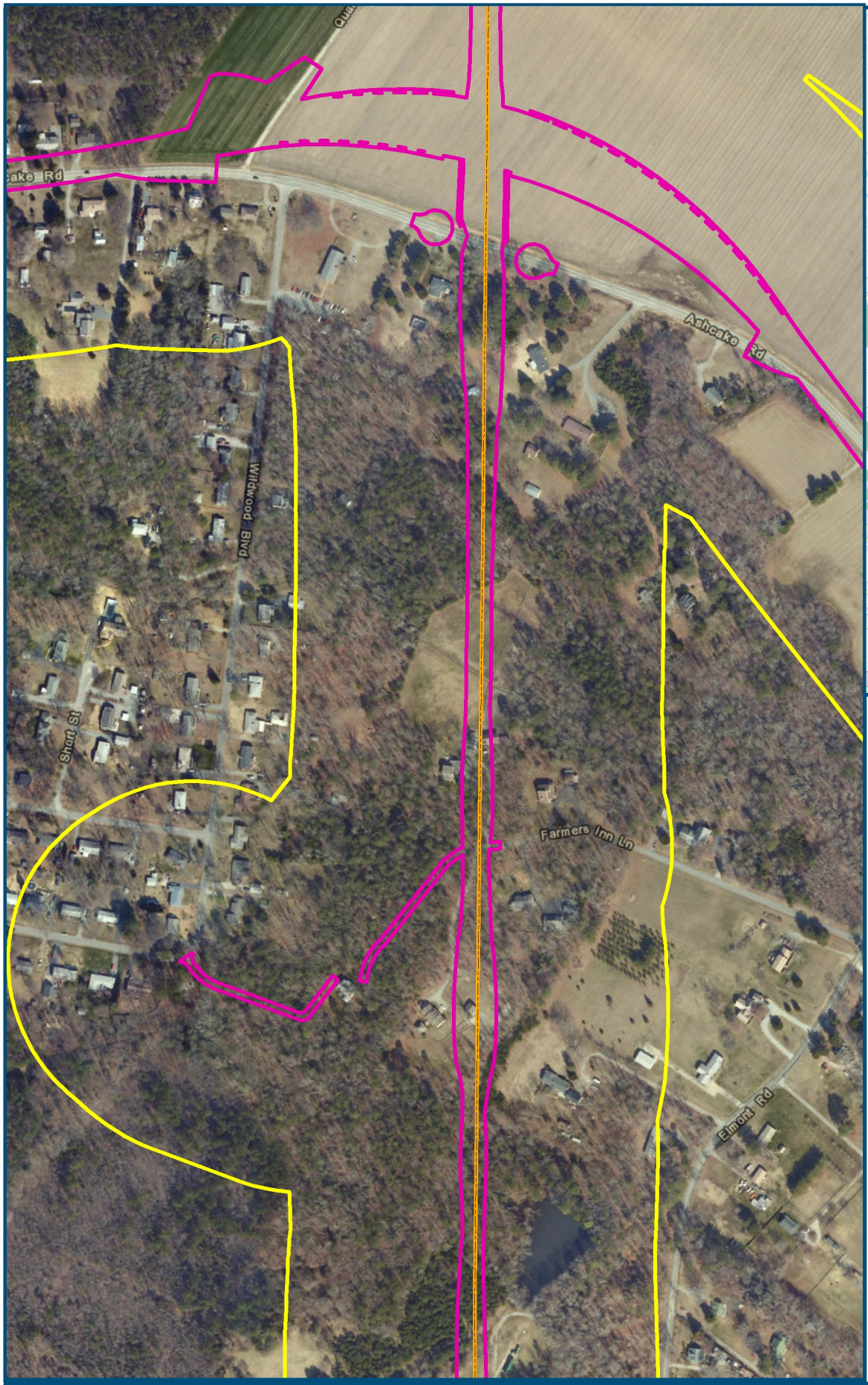

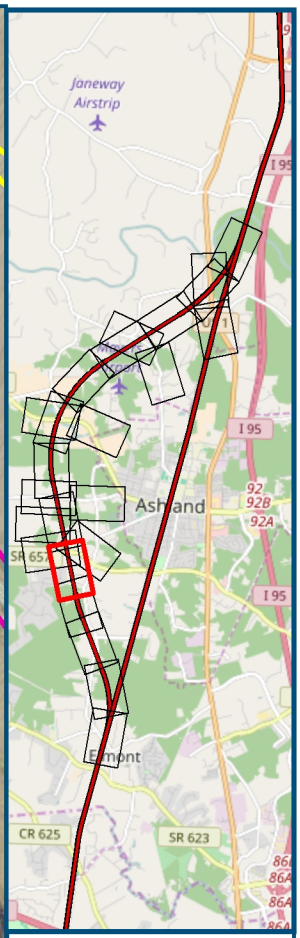

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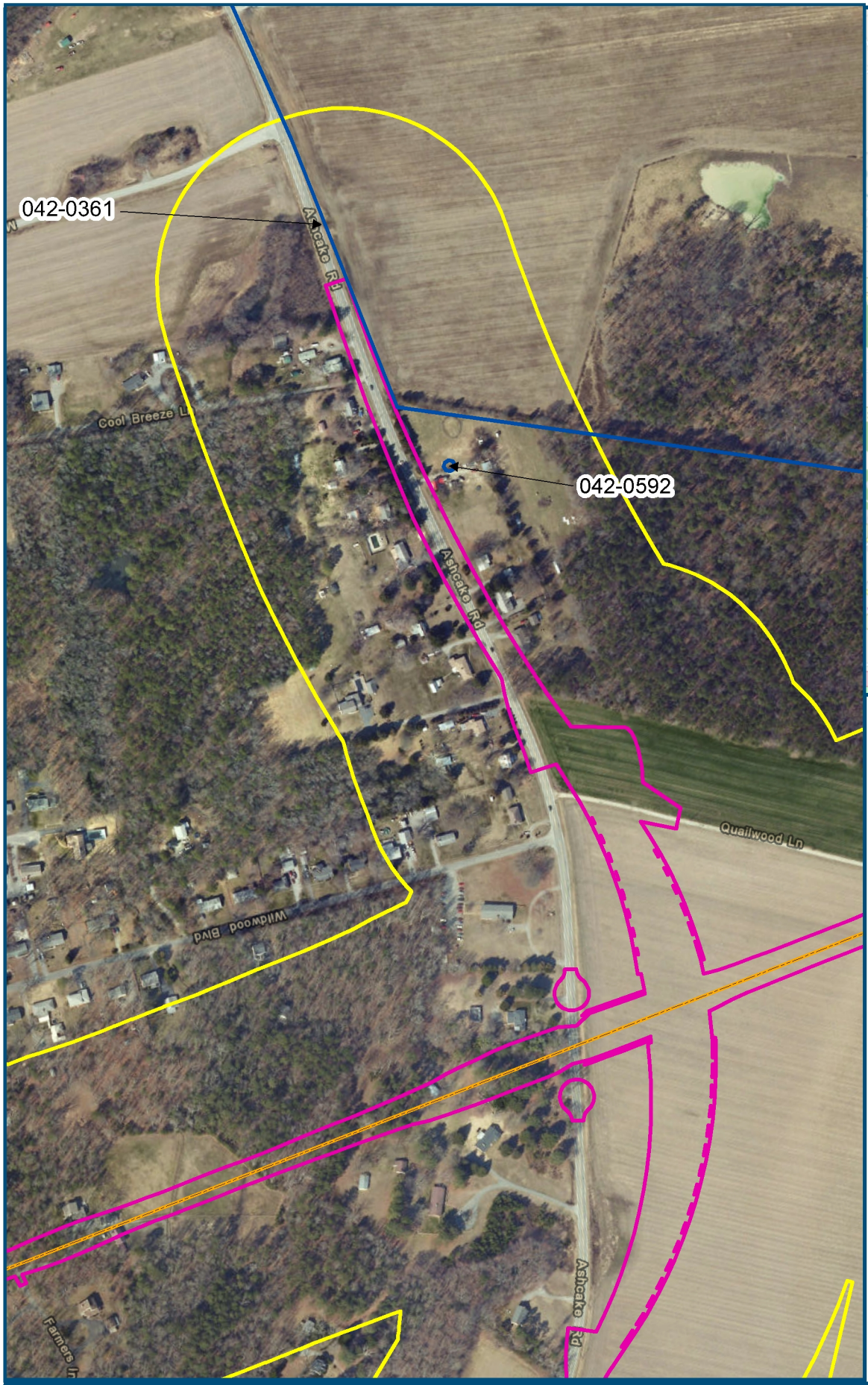

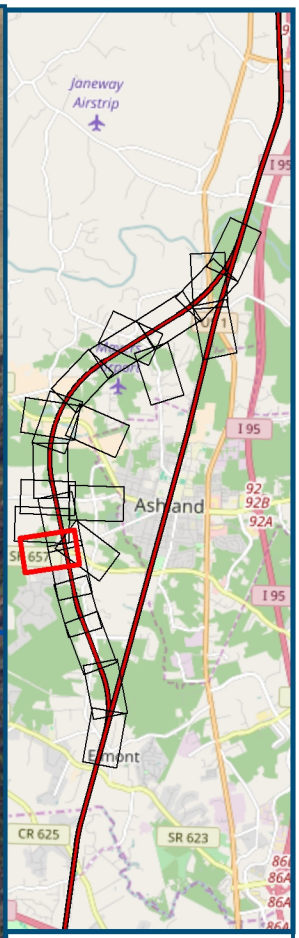

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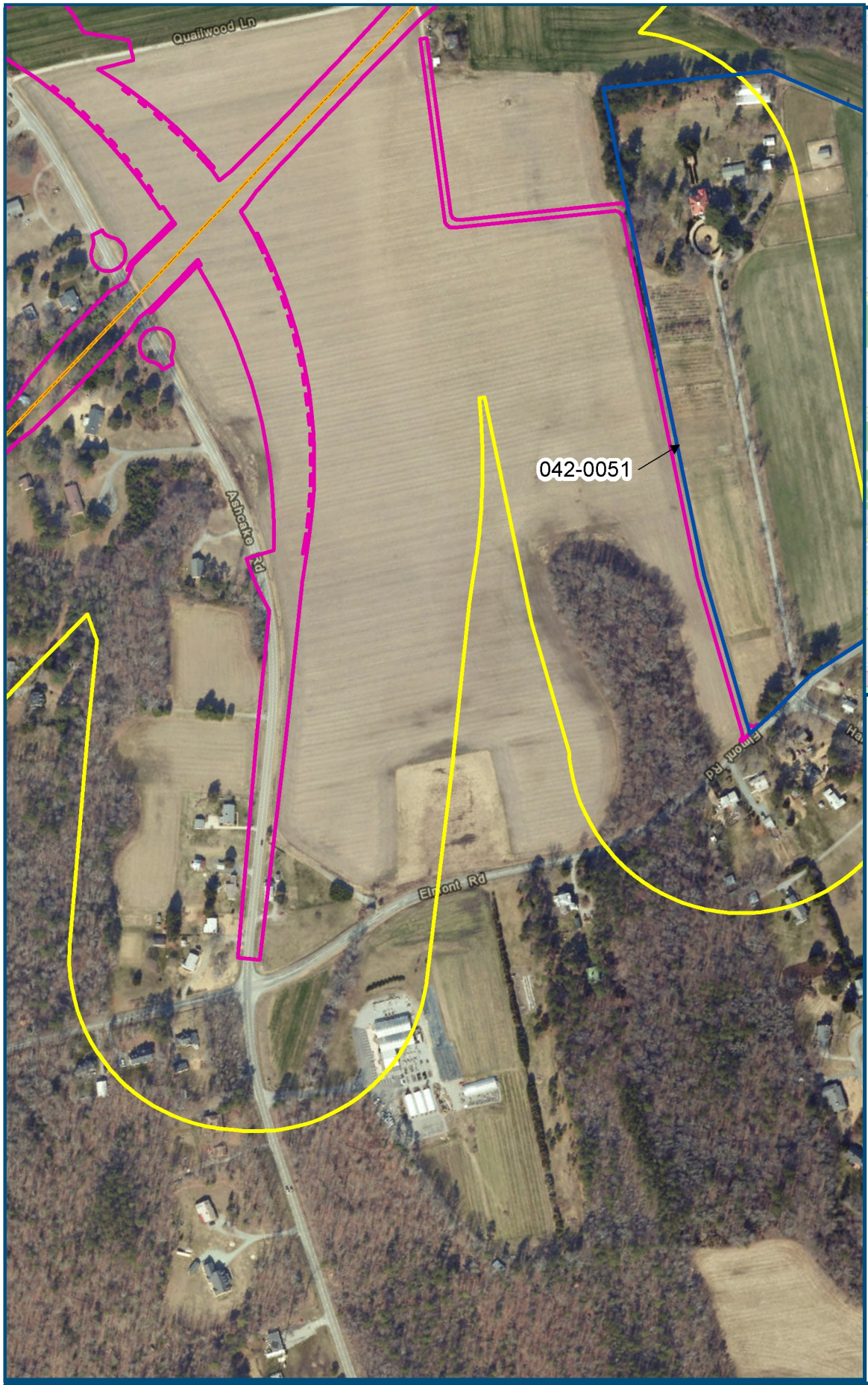

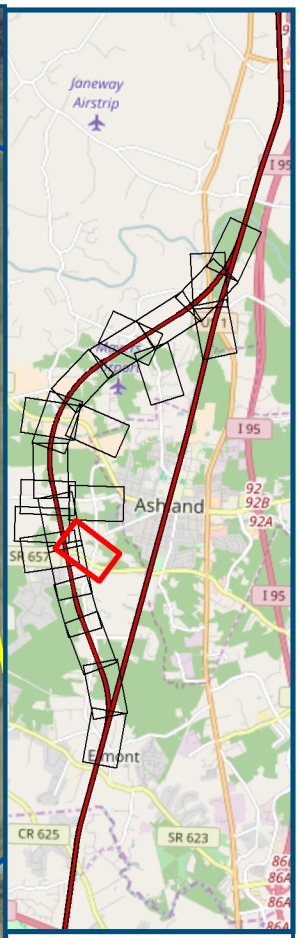

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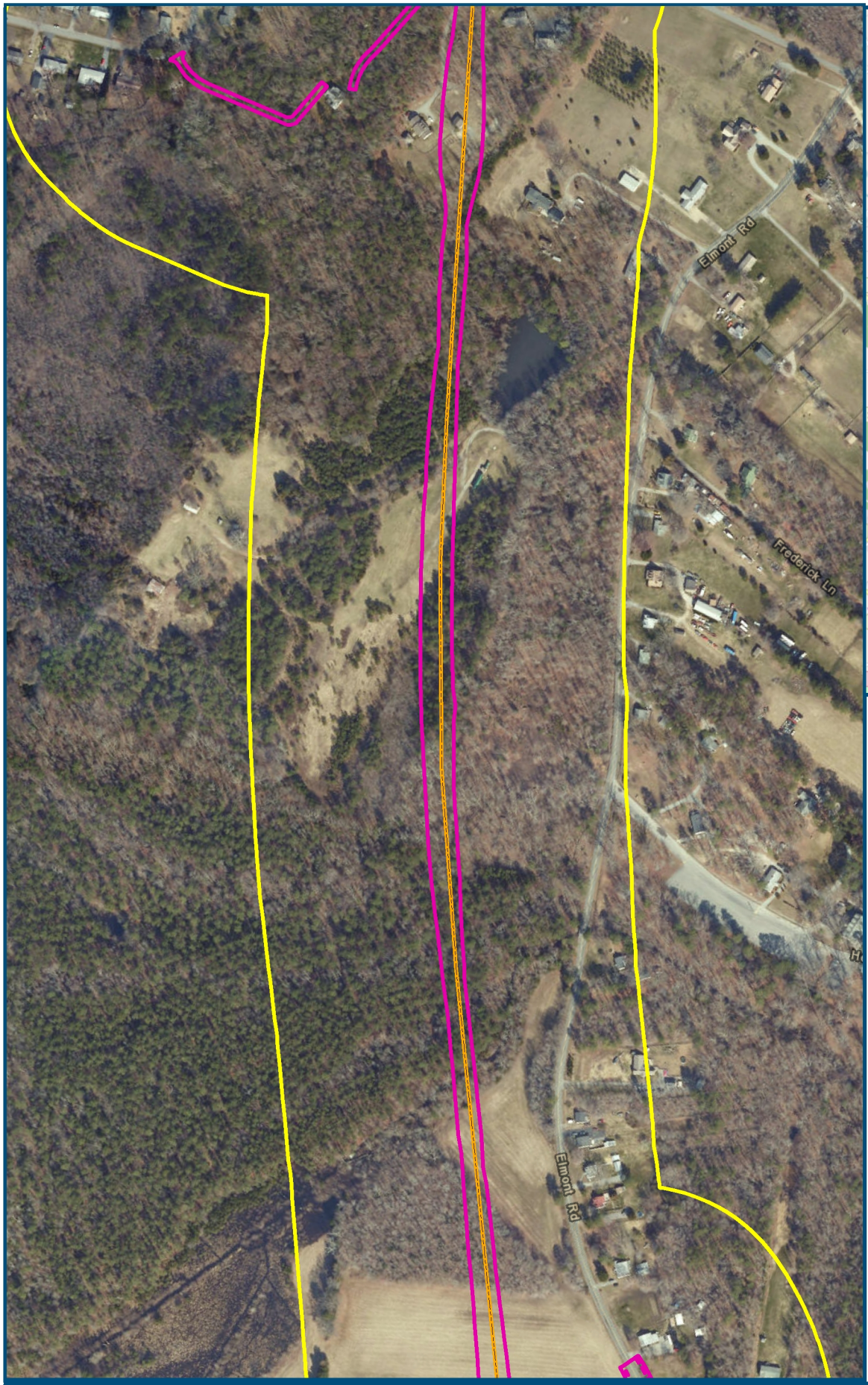

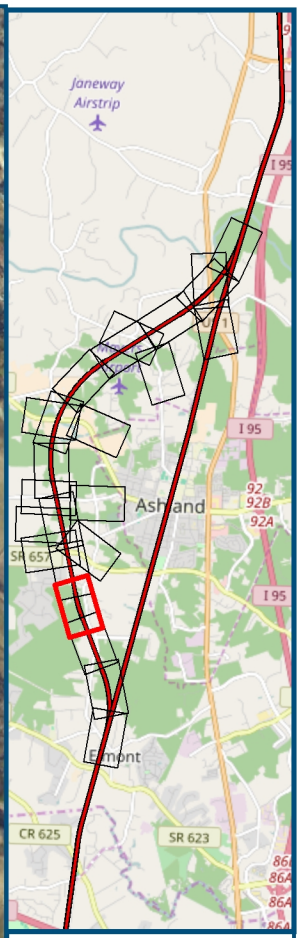

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri
Open Street Map

Legend

- Limits of Disturbance
- 500ft Buffer
- DC2RVA Project Segments
  - 22 Ashland Bypass (ASBP)

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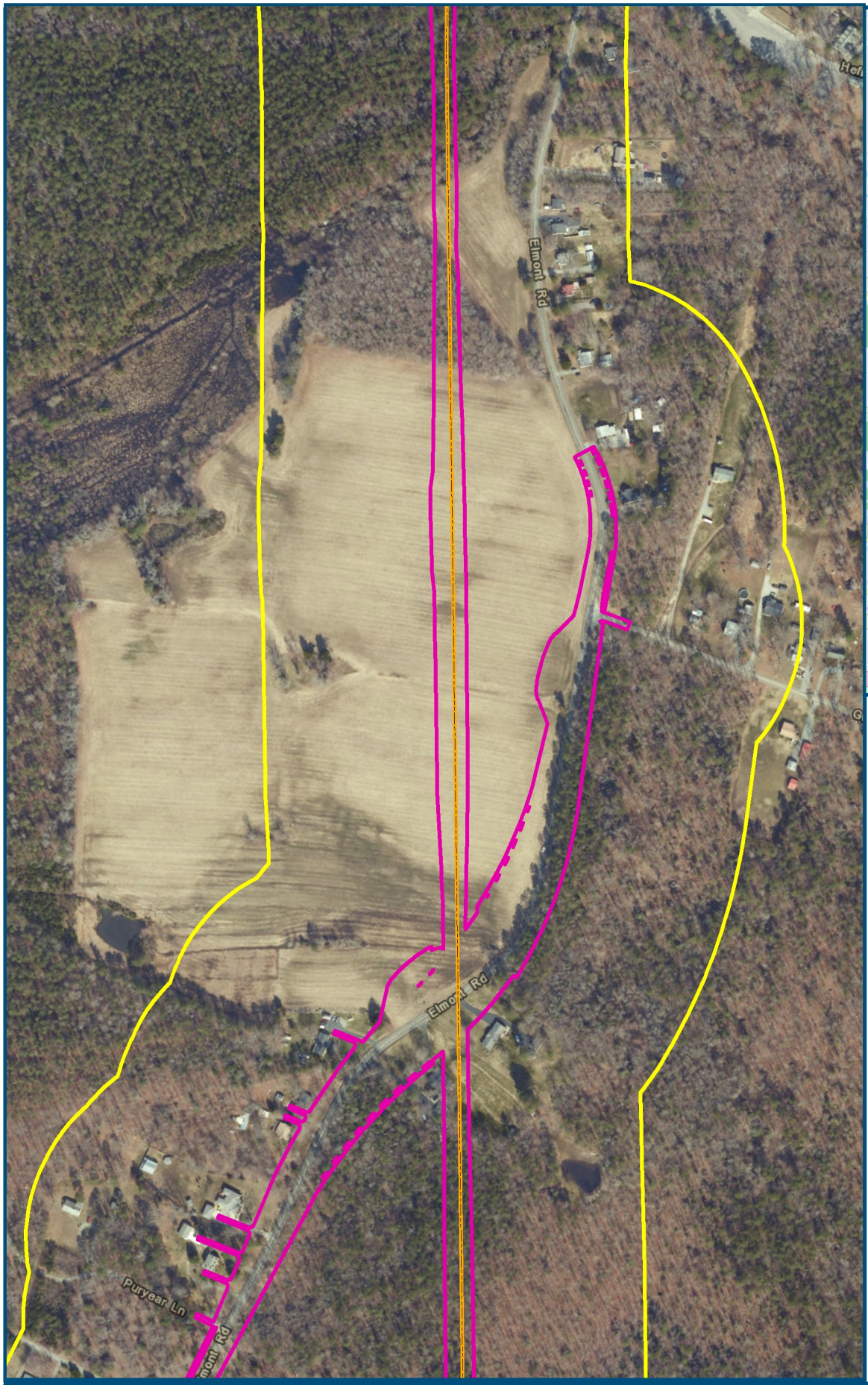
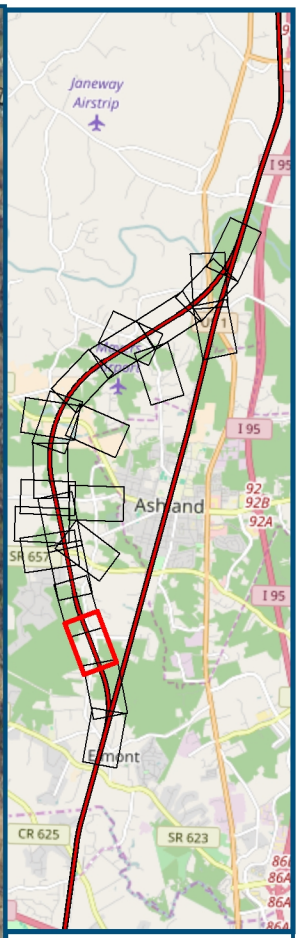
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL





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North American Datum of 1983

Base Mapping: 2016 Esri
Open Street Map

Legend

- Limits of Disturbance
- 500ft Buffer
- DC2RVA Project Segments
  - 22 Ashland Bypass (ASBP)

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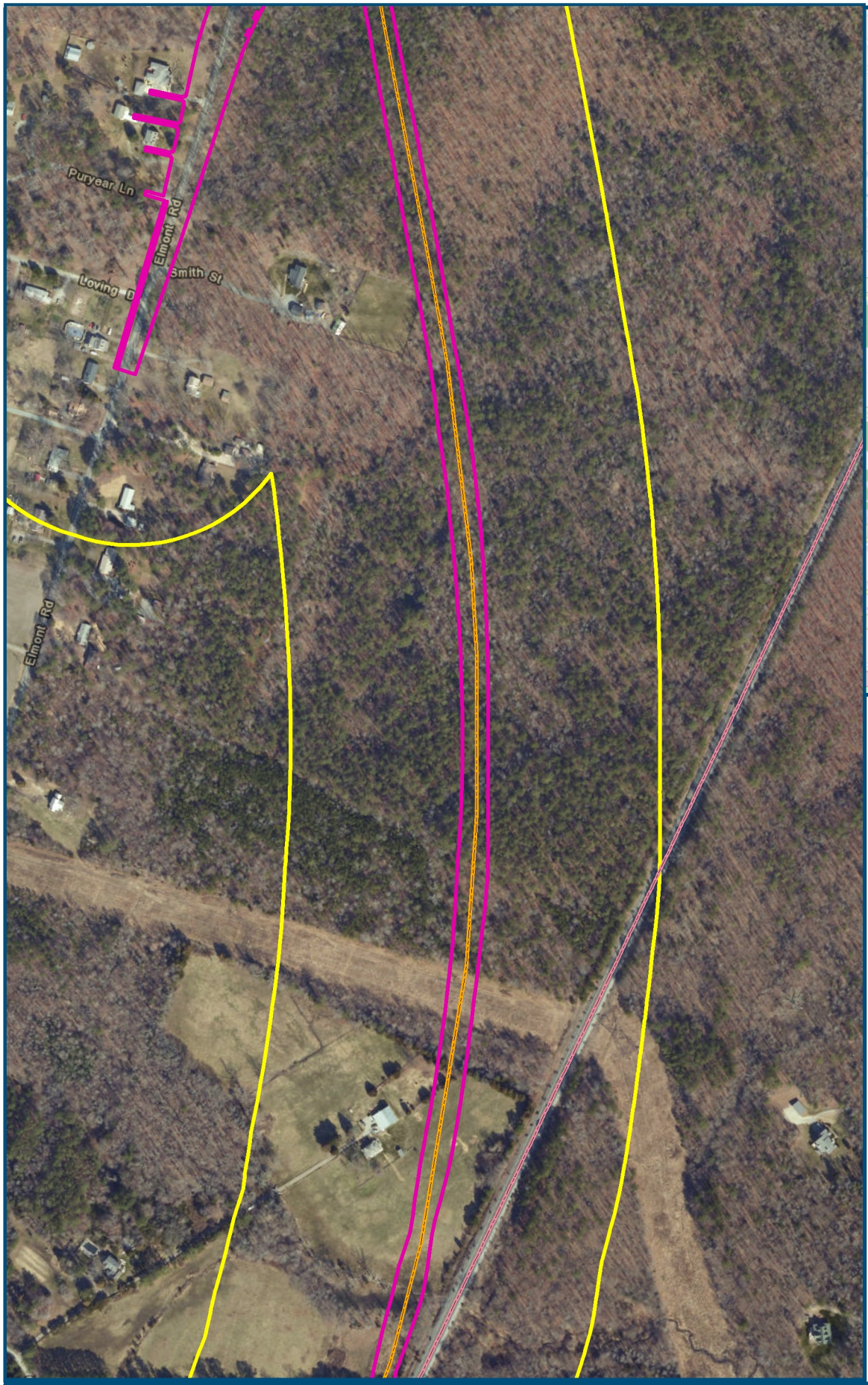
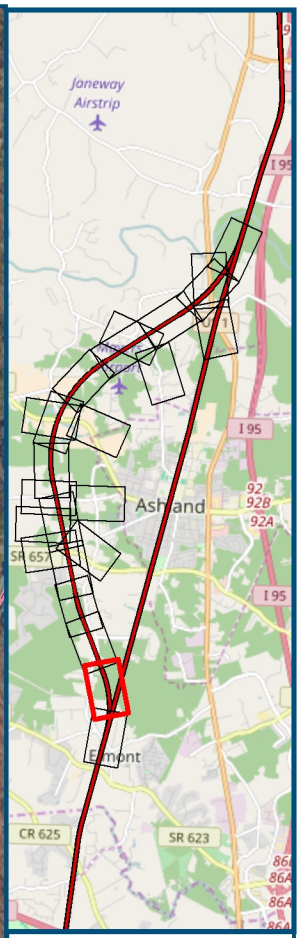
SOUTH-EAST HIGH SPEED RAIL





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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri
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Legend

- Limits of Disturbance
- 500ft Buffer

DC2RVA Project Segments

- 13 North Doswell to Elmont (NDEL)
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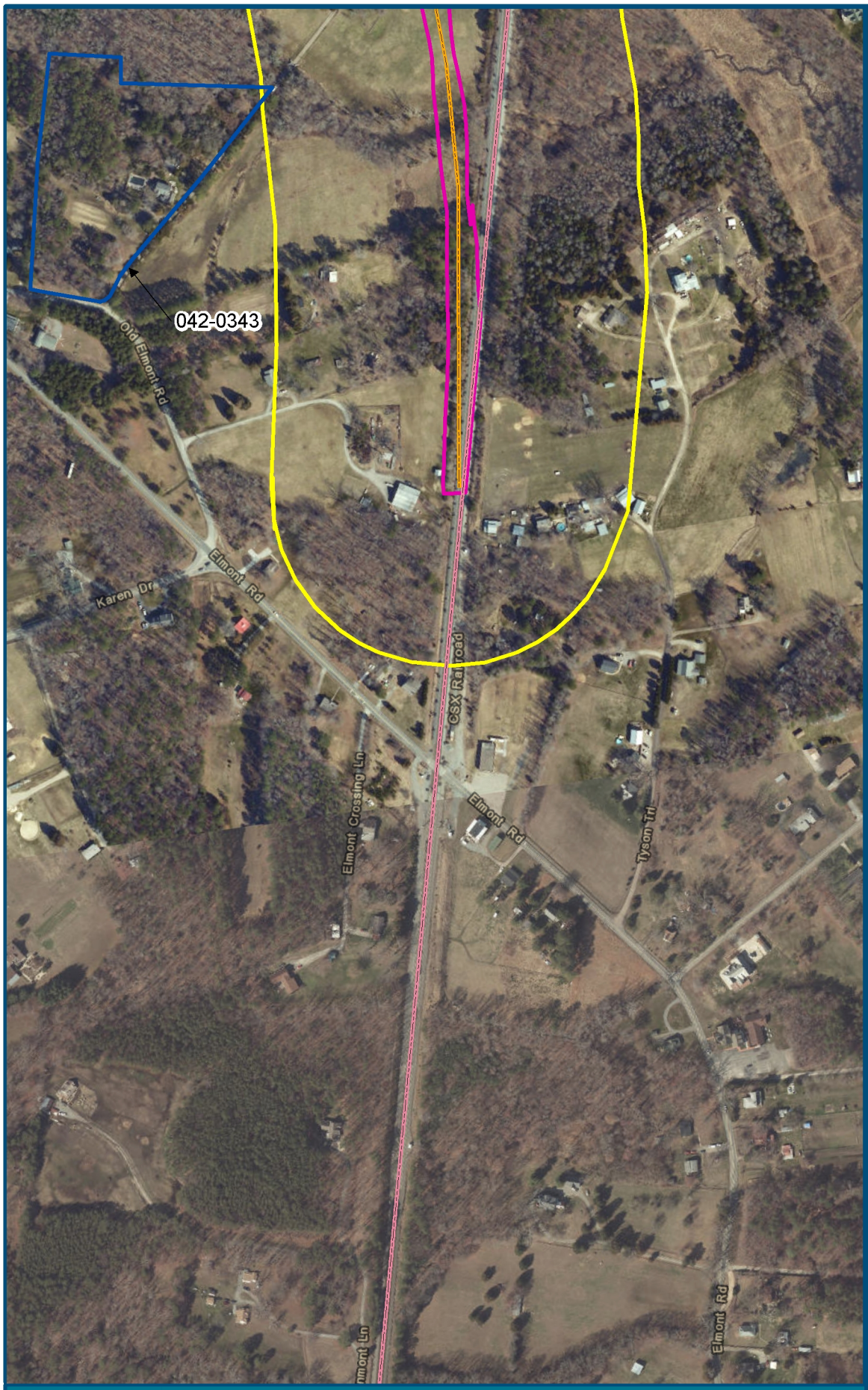

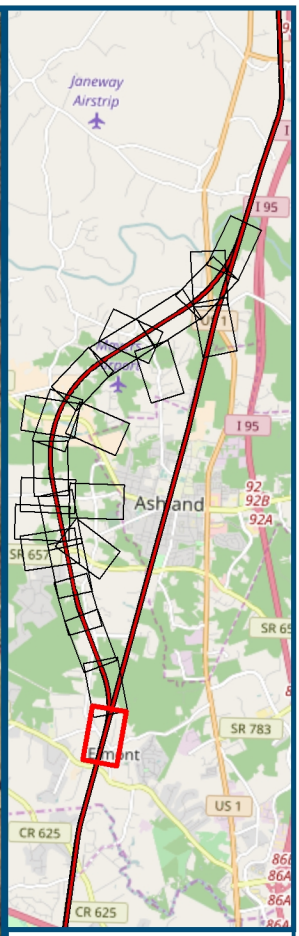

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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VGIN VBMP Aerial Imagery

Legend

- Limits of Disturbance
- Previously Recorded Resources Recommended for Phase IB
- 500ft Buffer

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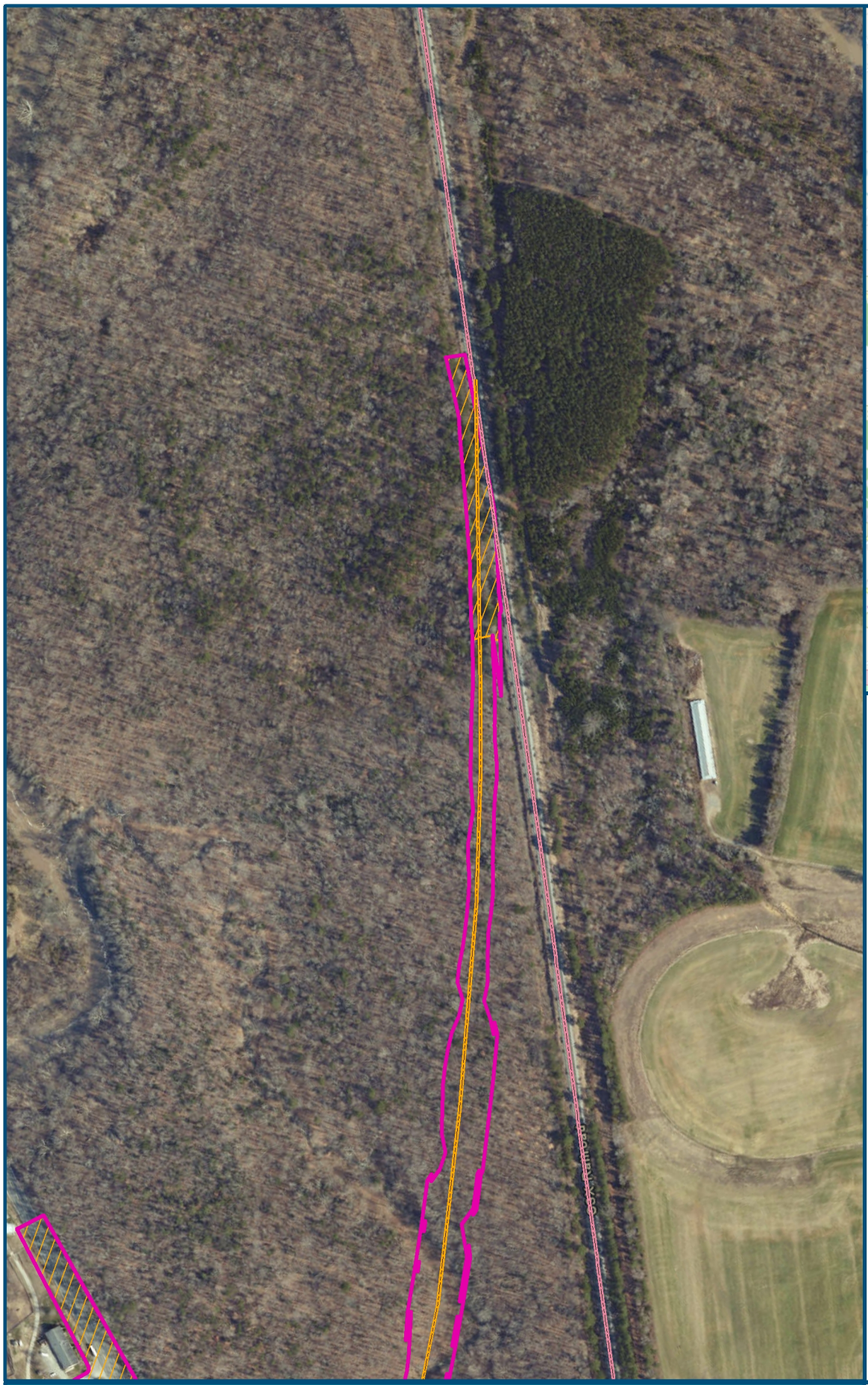
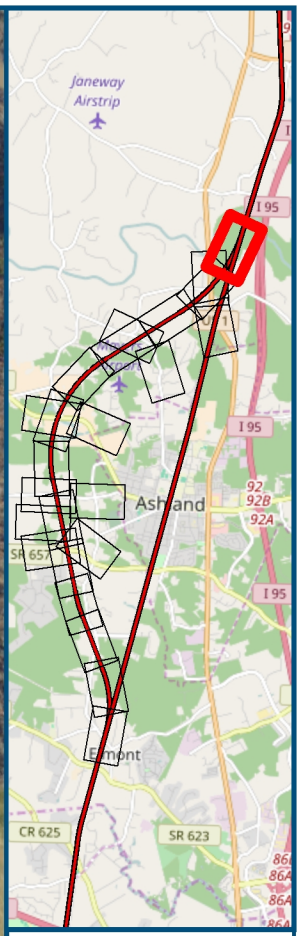
APPENDIX C: ASBP SEGMENT MAPS WITH ARCHAEOLOGICAL PHASE IA RESULTS





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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri
Open Street Map

Legend

- Limits of Disturbance
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DC2RVA Project Segments

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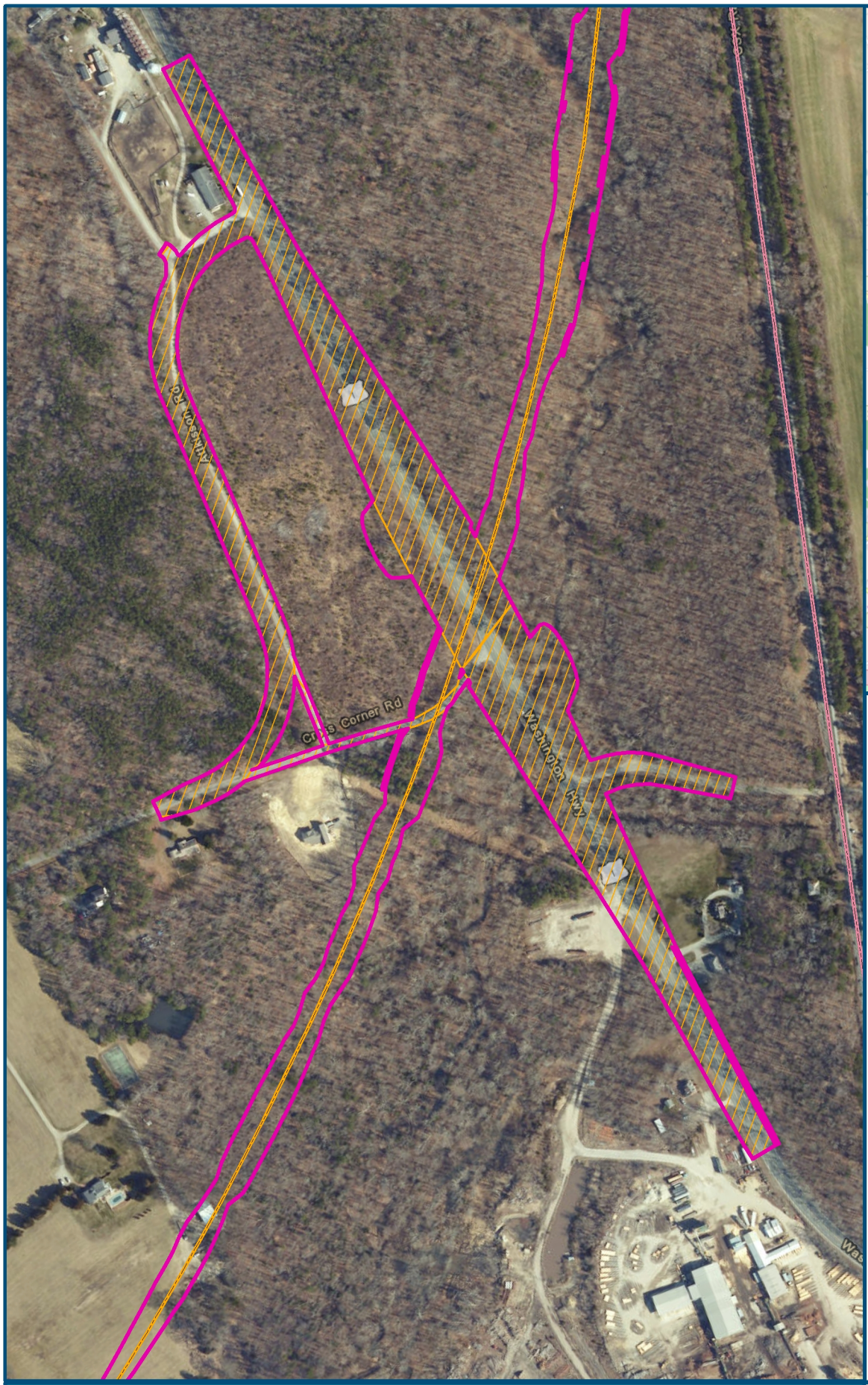

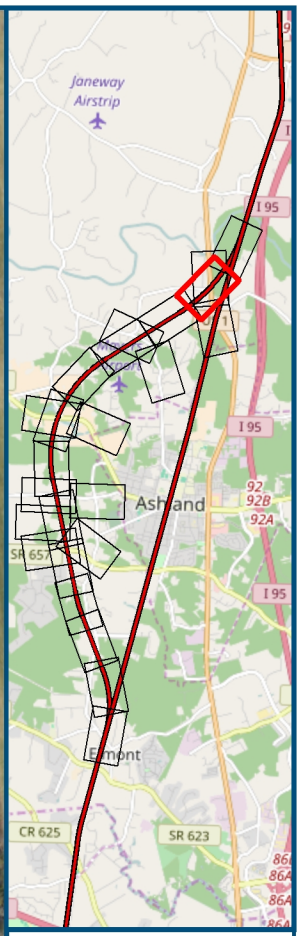

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State Plane Virginia North FIPS 4501 Feet
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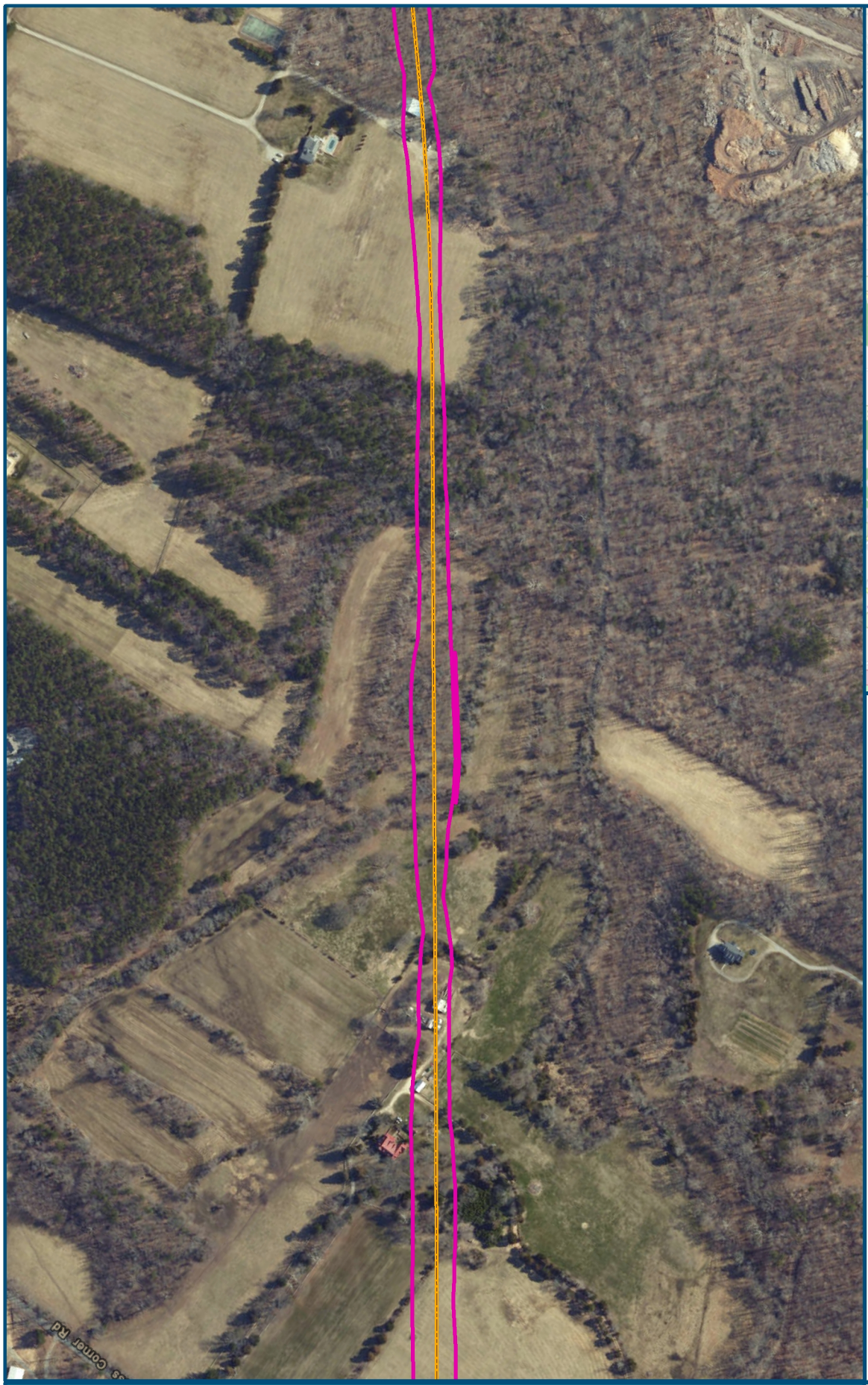

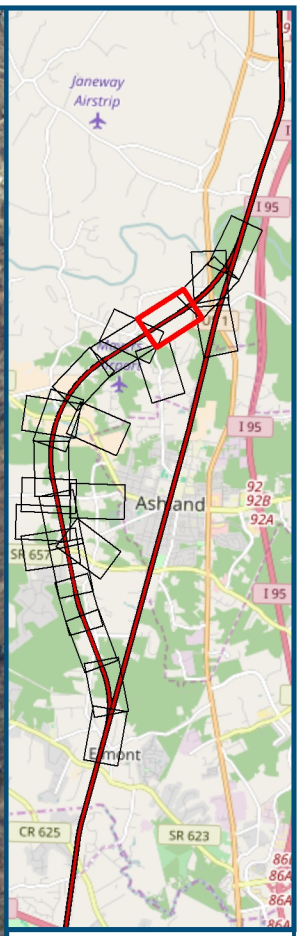

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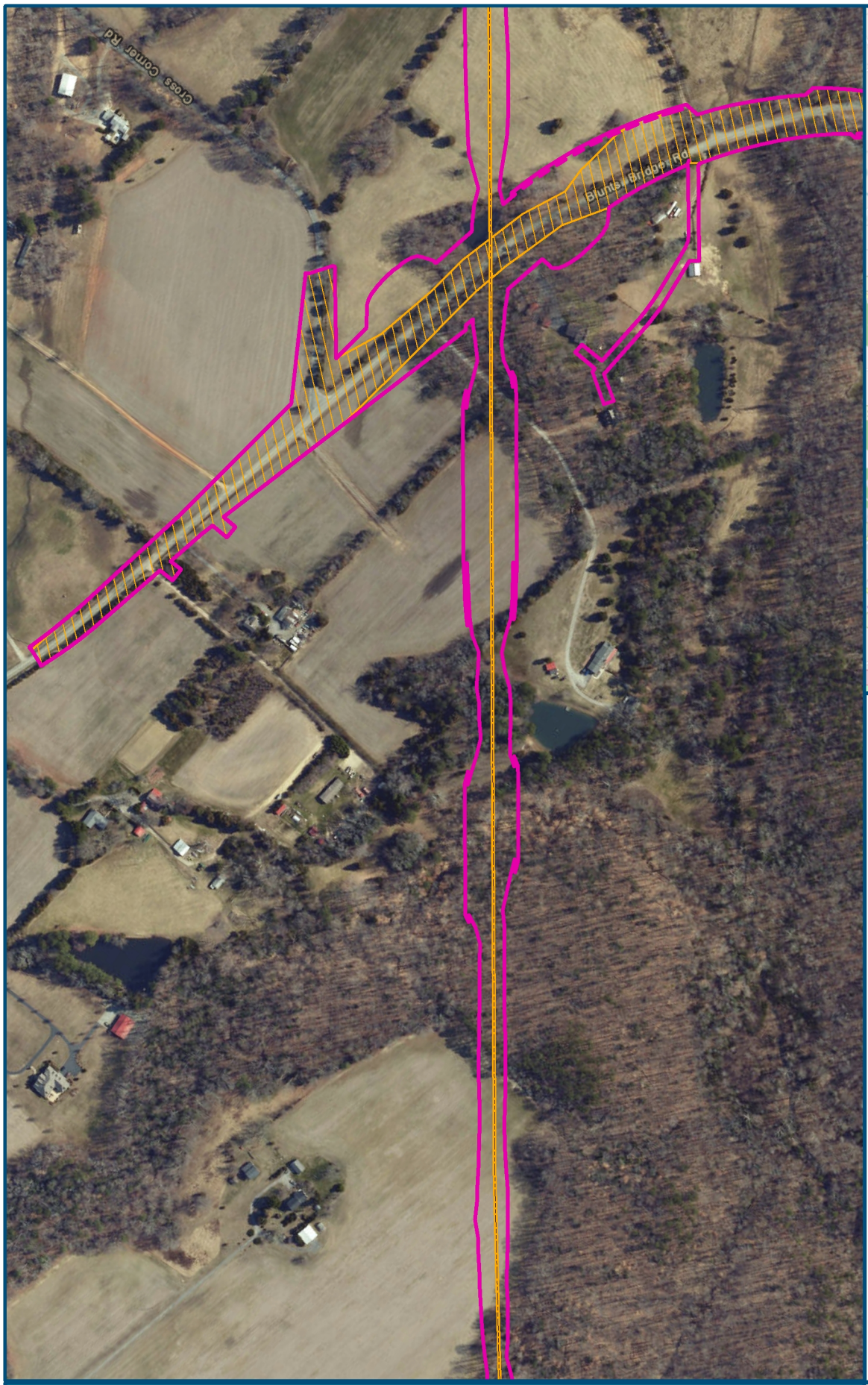

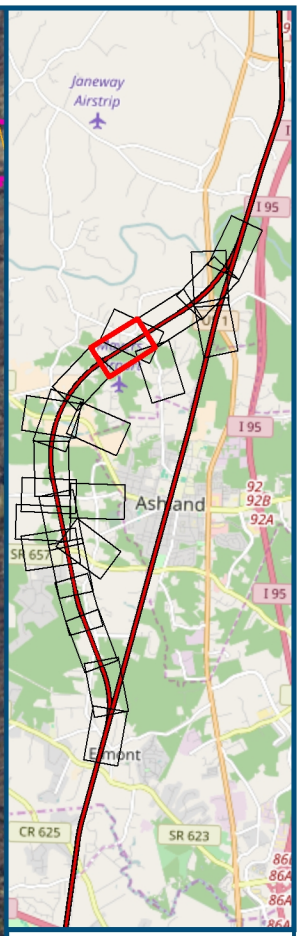

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
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Legend

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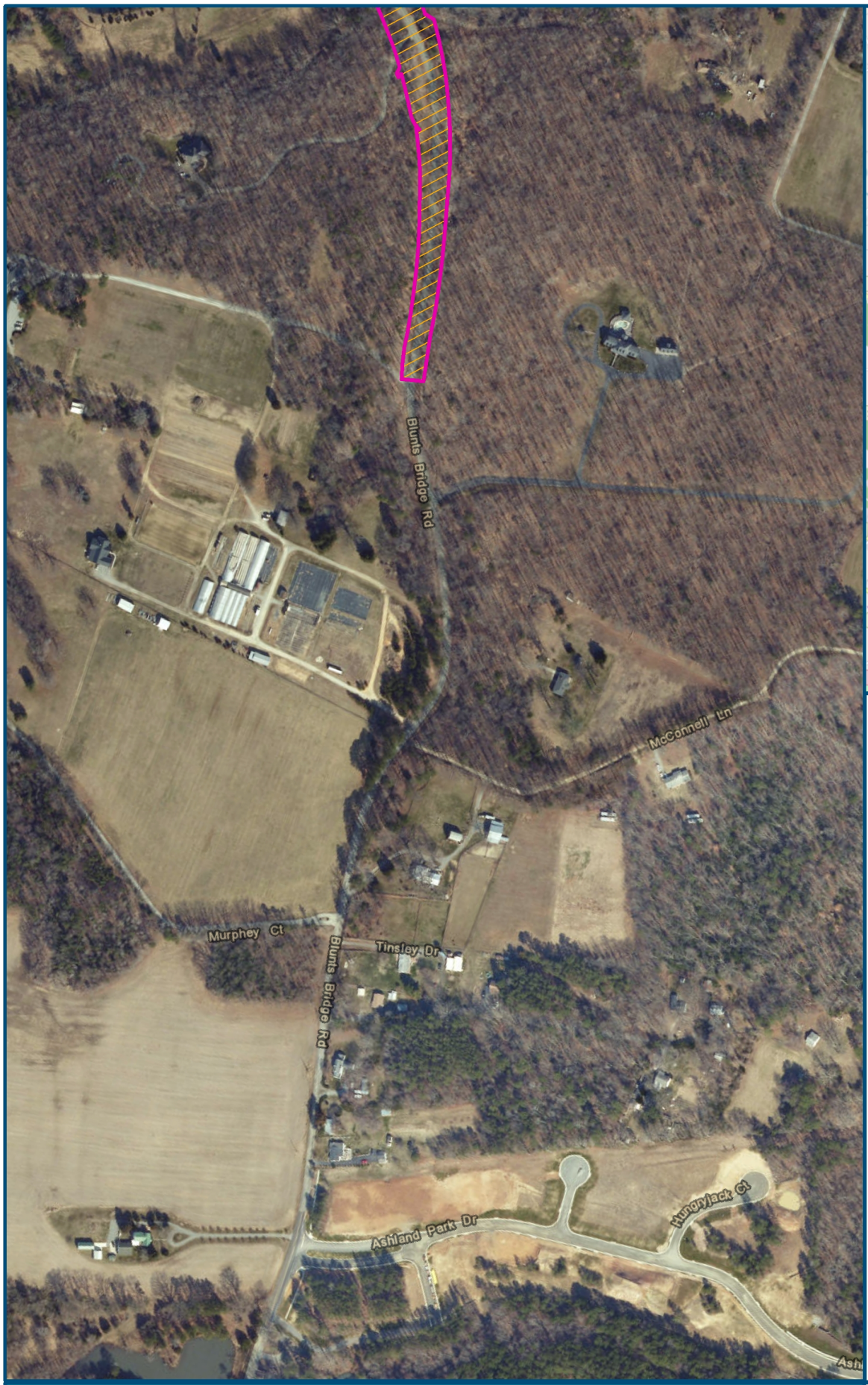

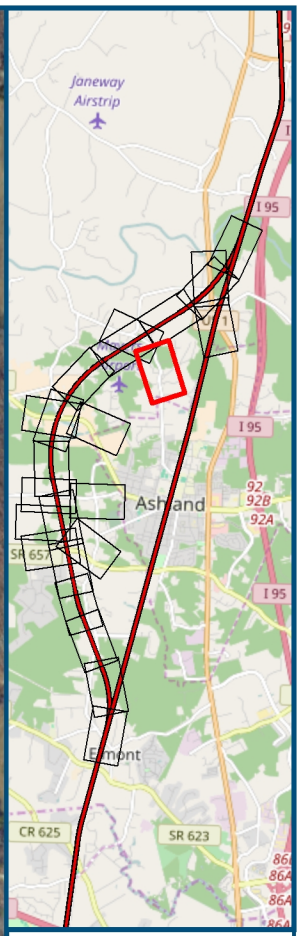

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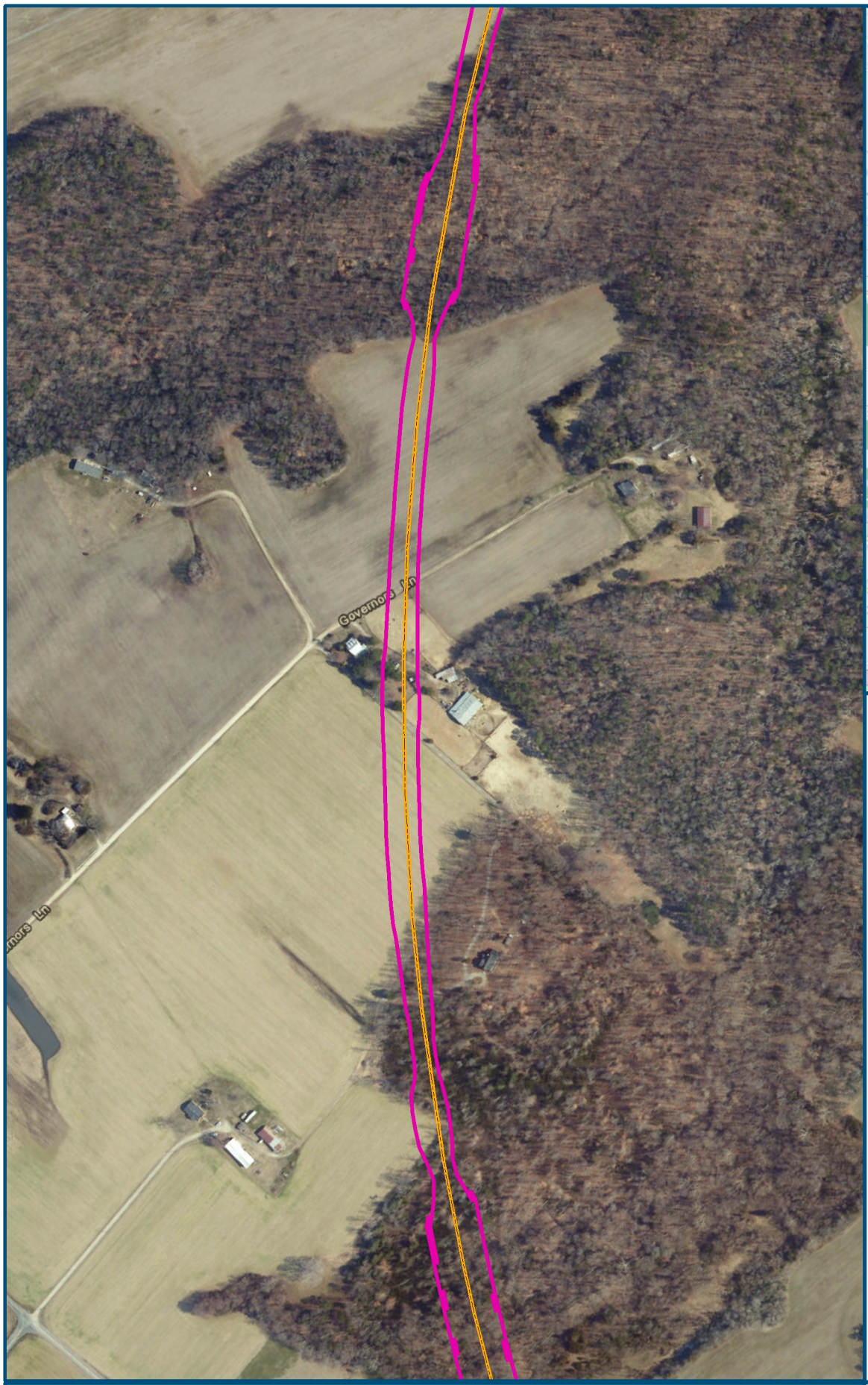

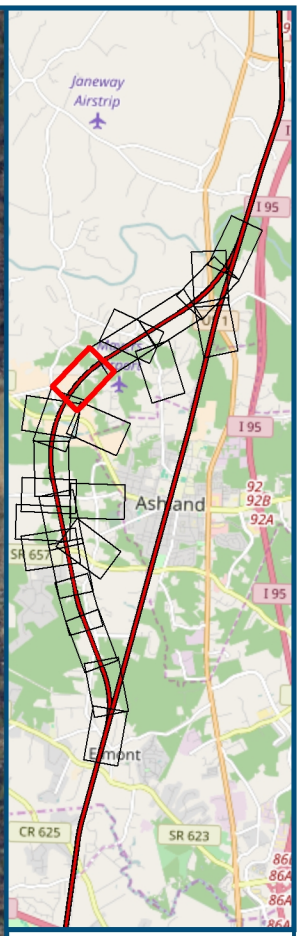

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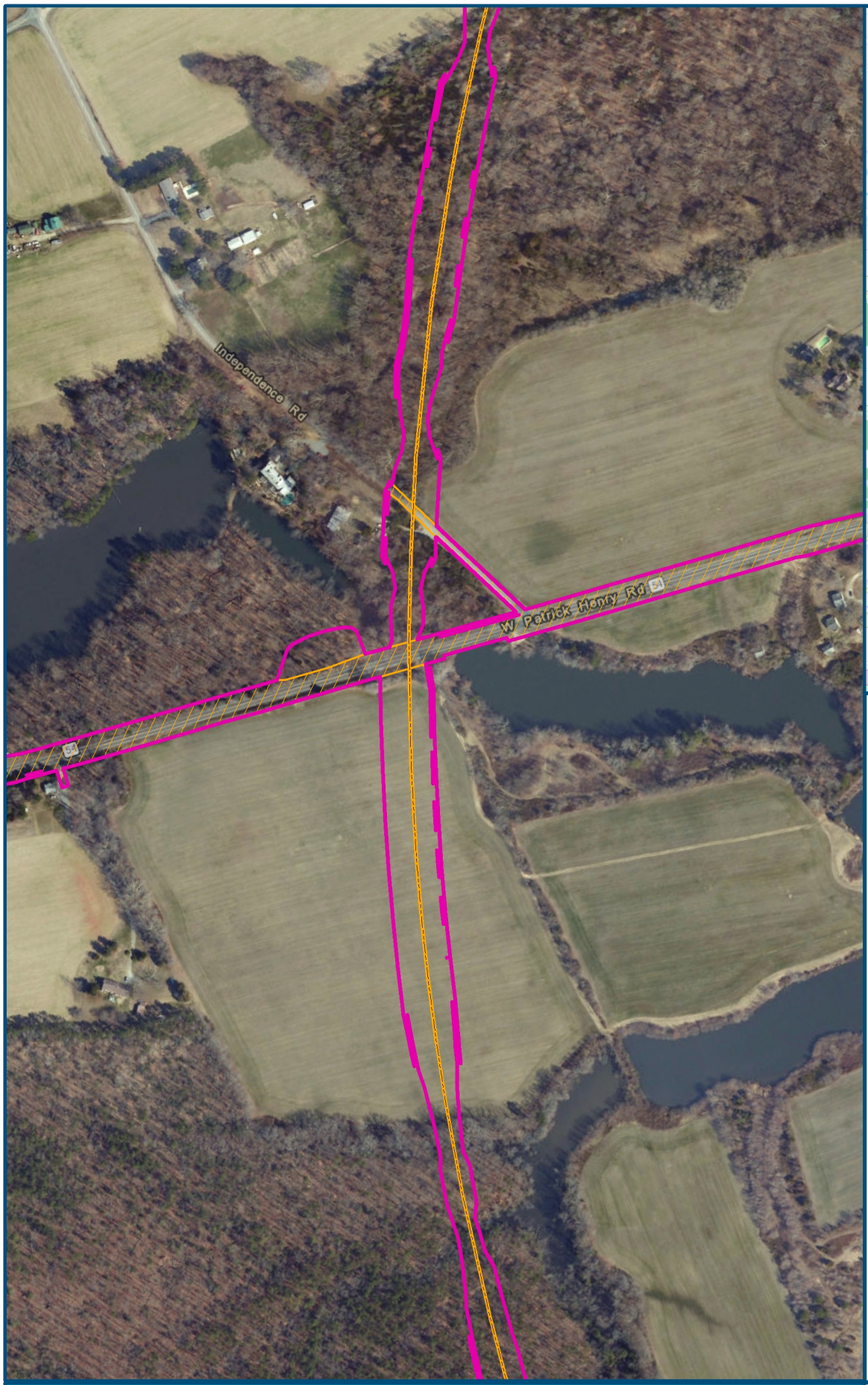

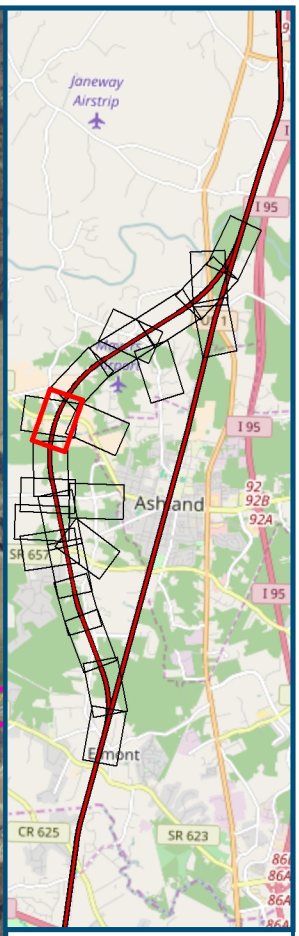

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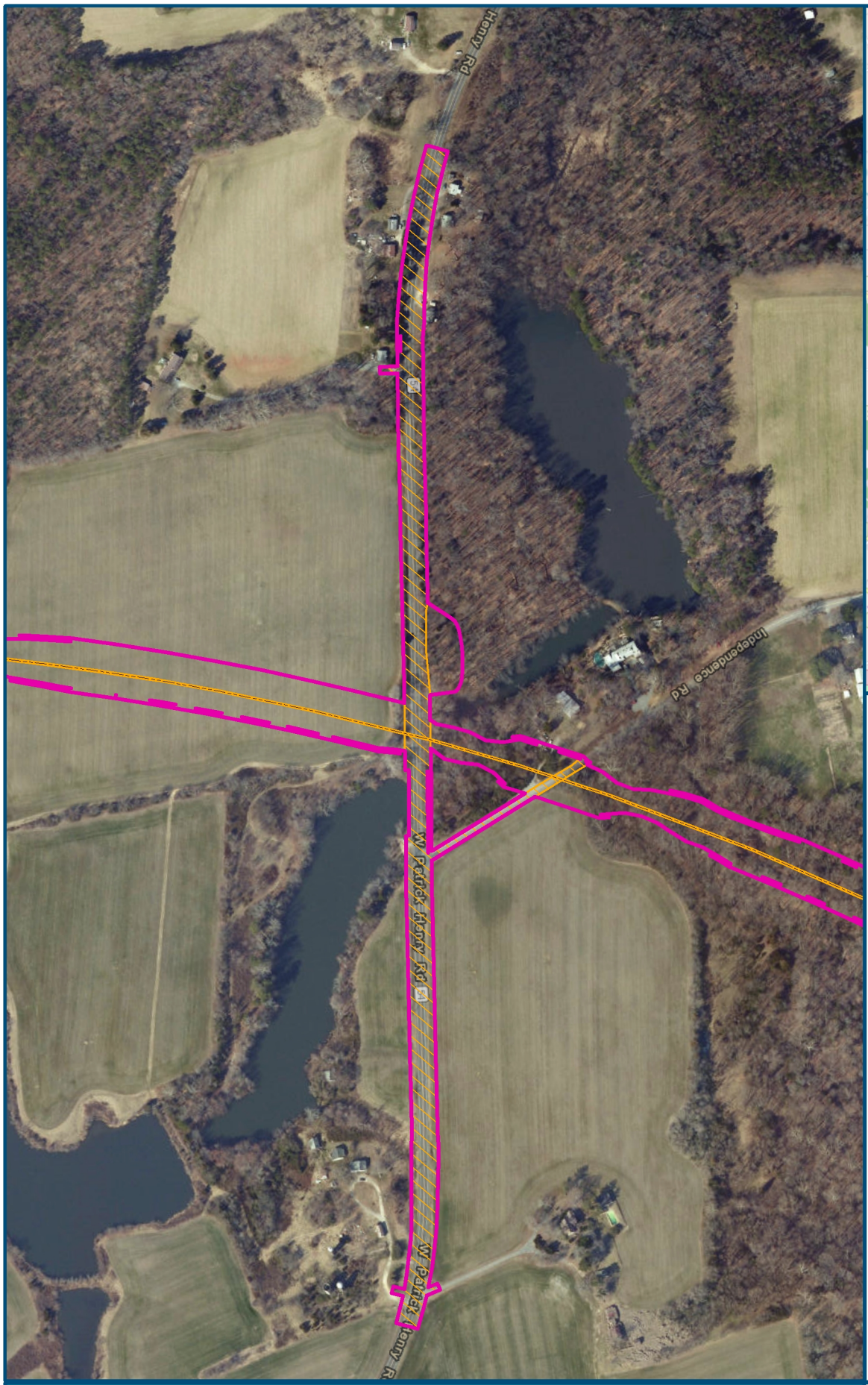

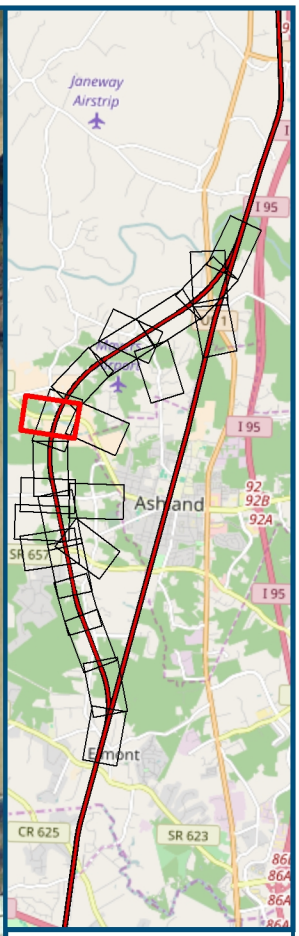

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Projection: Lambert Conformal Conic
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North American Datum of 1983

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Open Street Map

Legend

- Limits of Disturbance
- Disturbed

DC2RVA Project Segments

- 22 Ashland Bypass (ASBP)

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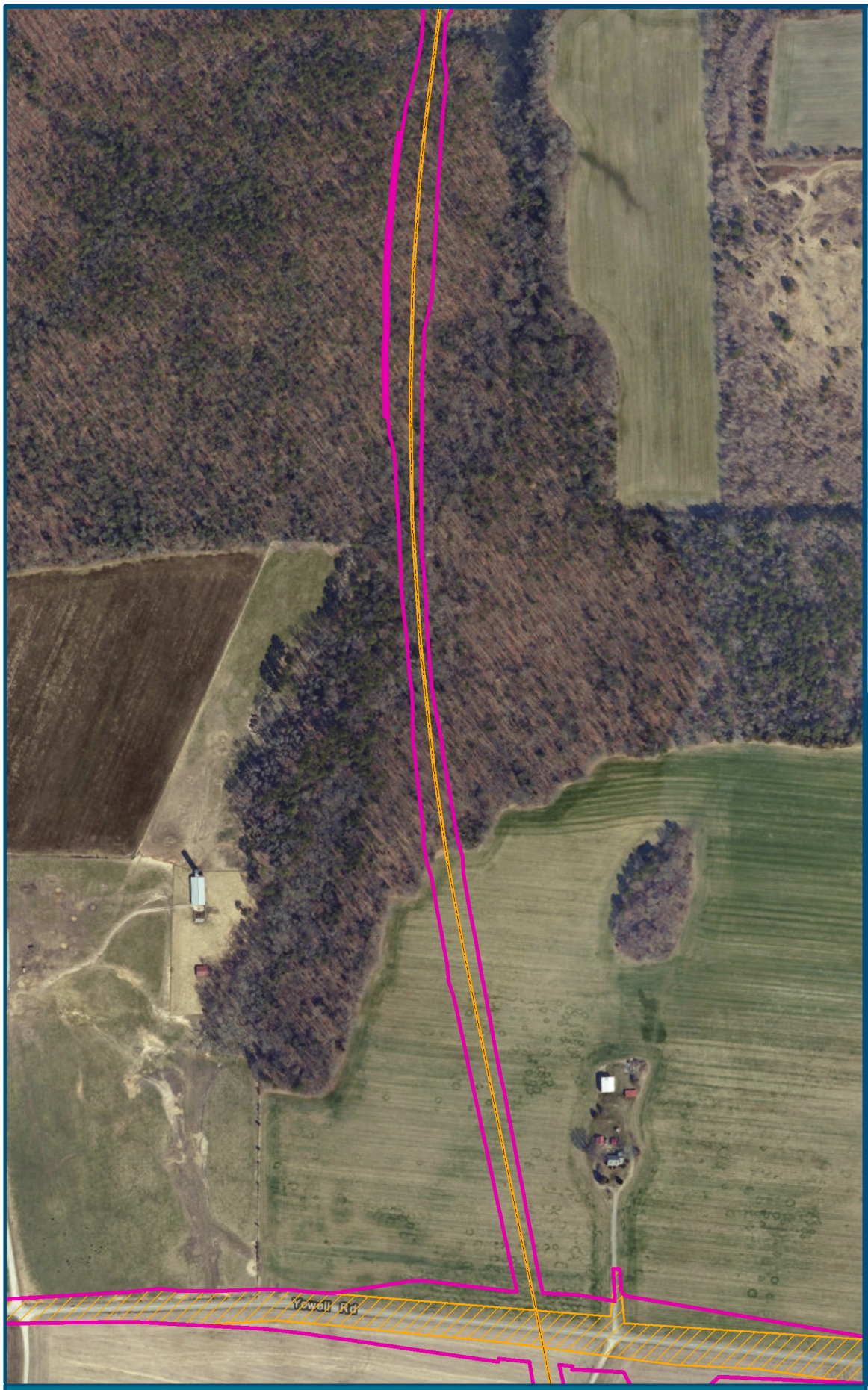

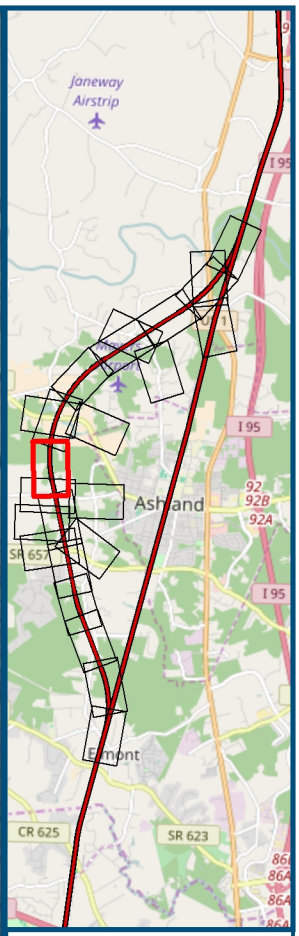

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Base Mapping: 2015 VGIN VBMP Aerial Imagery

Legend

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DC2RVA Project Segments

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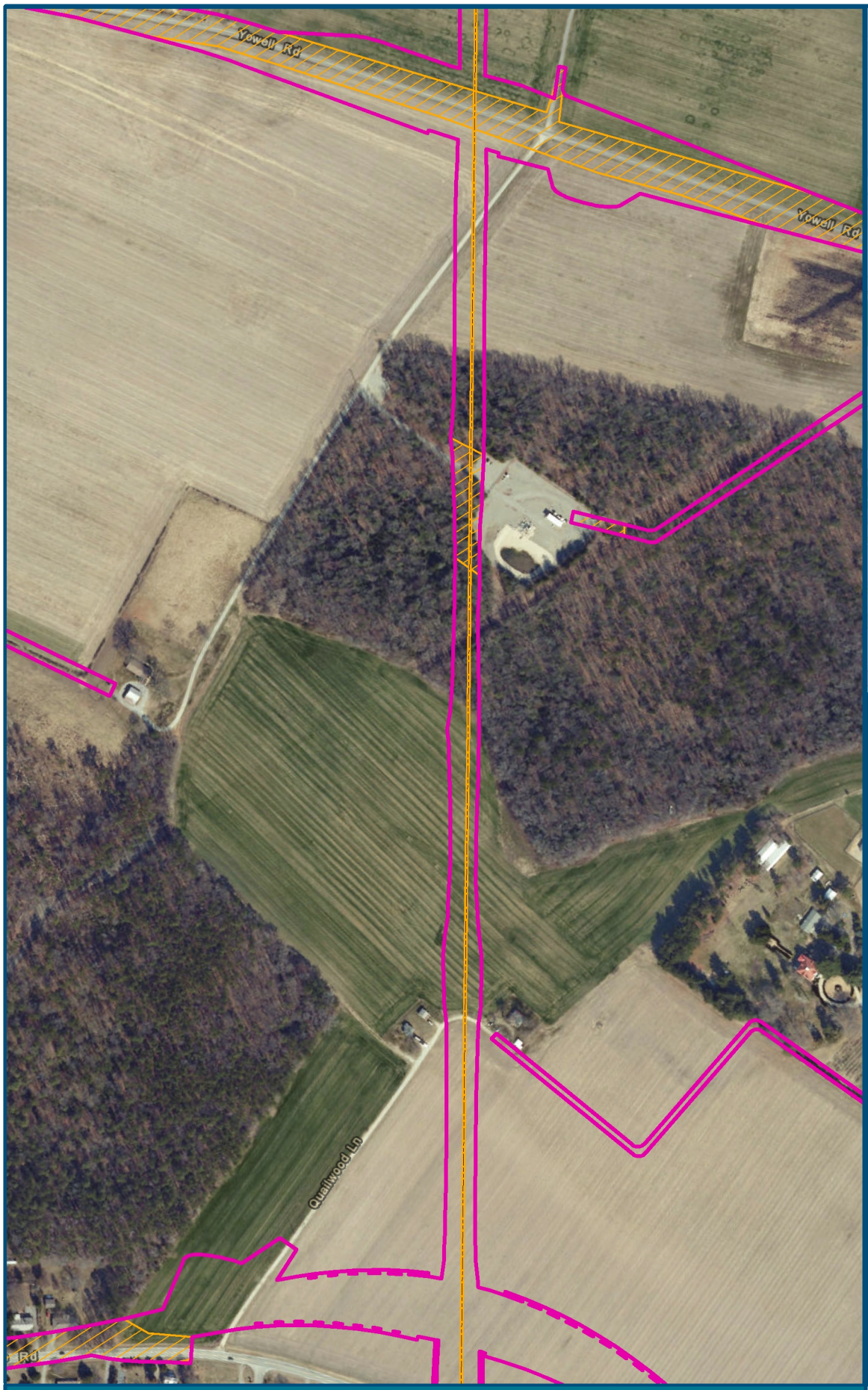

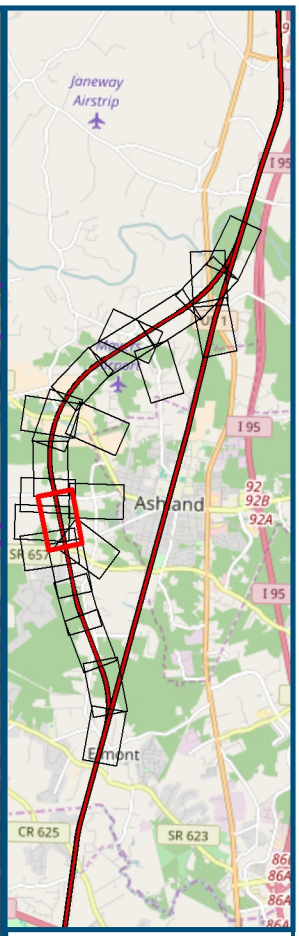

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DC2RVA Project Segments

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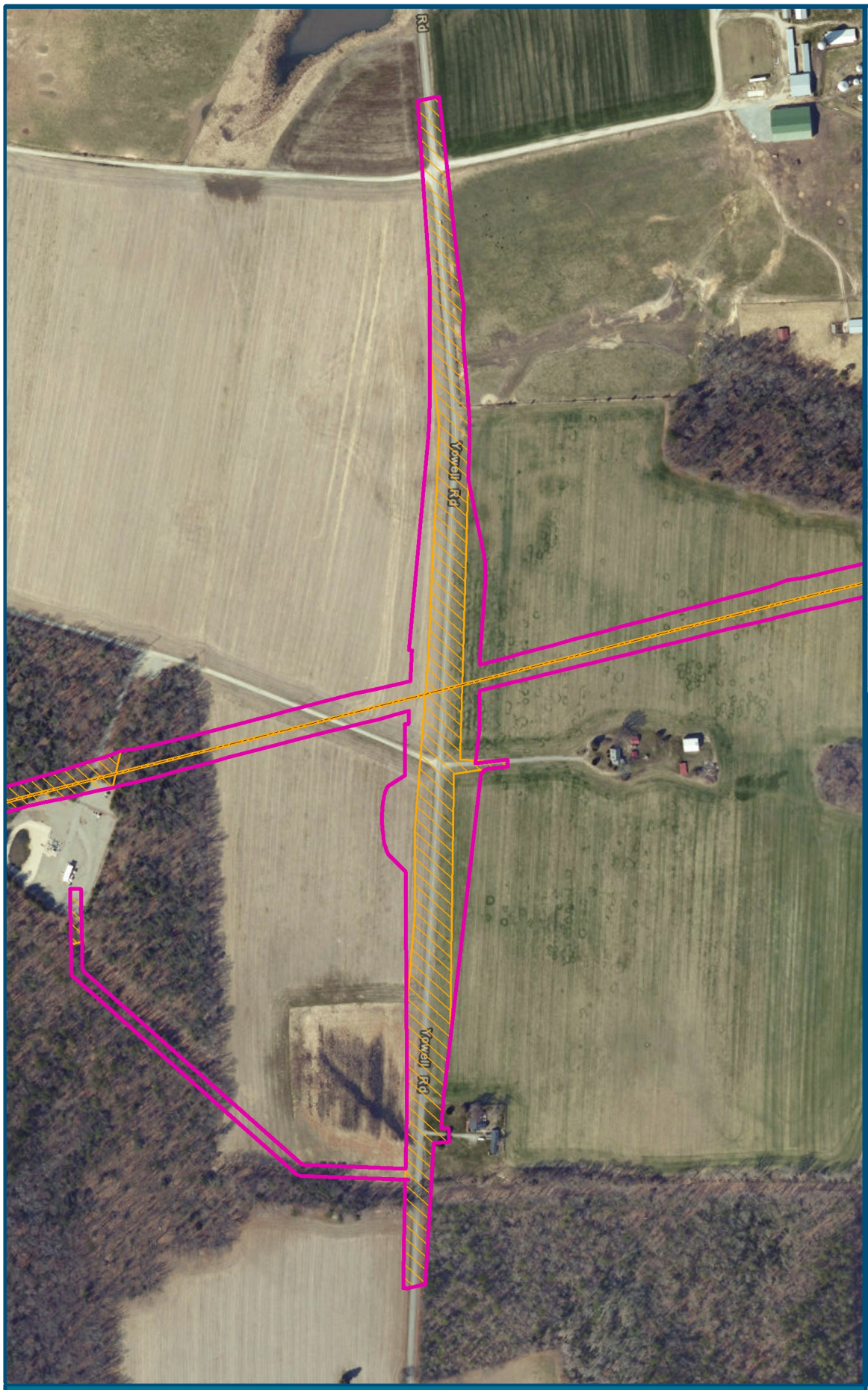

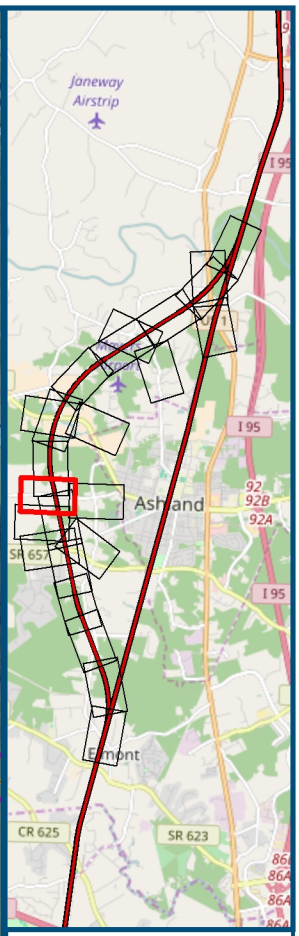

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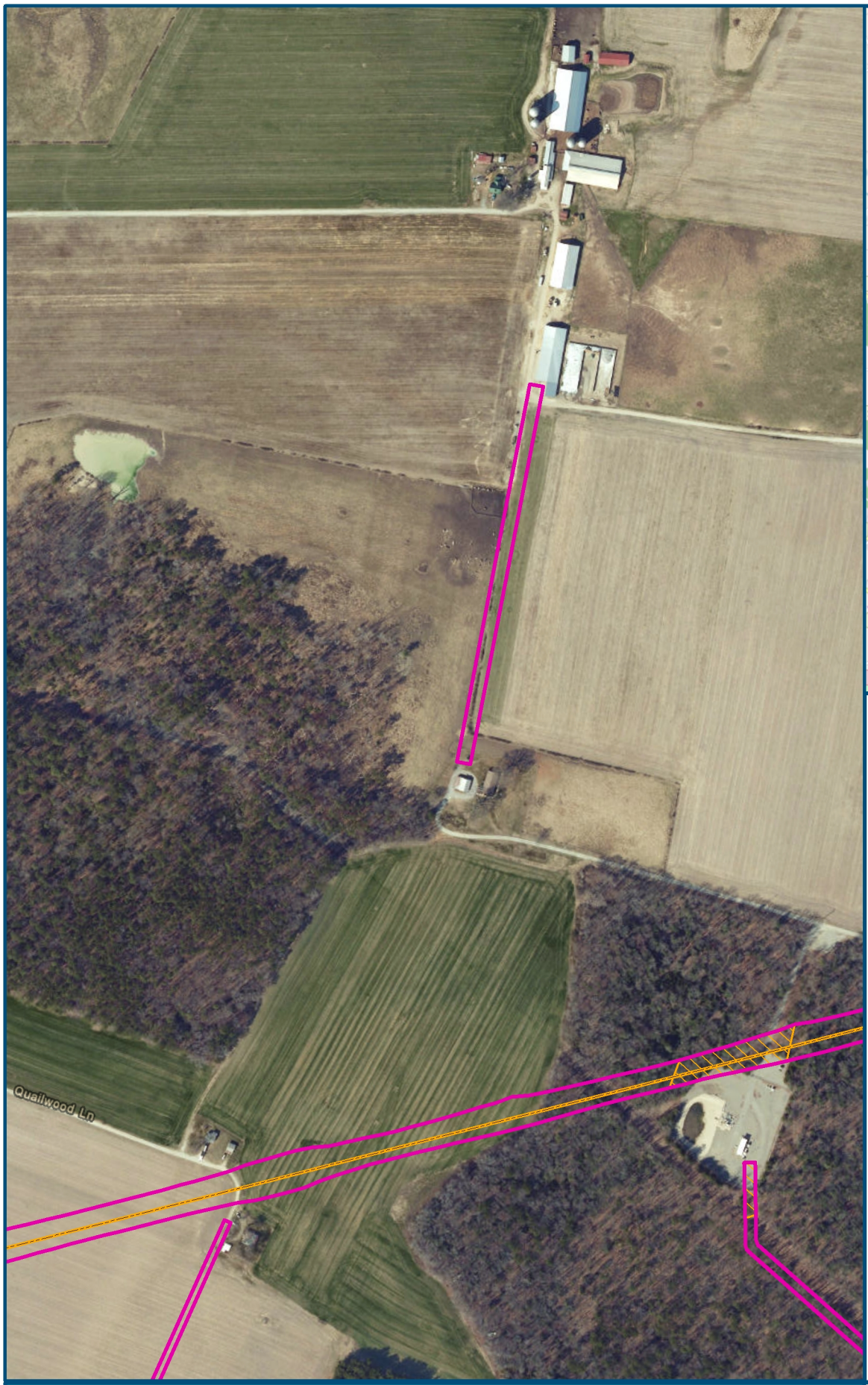

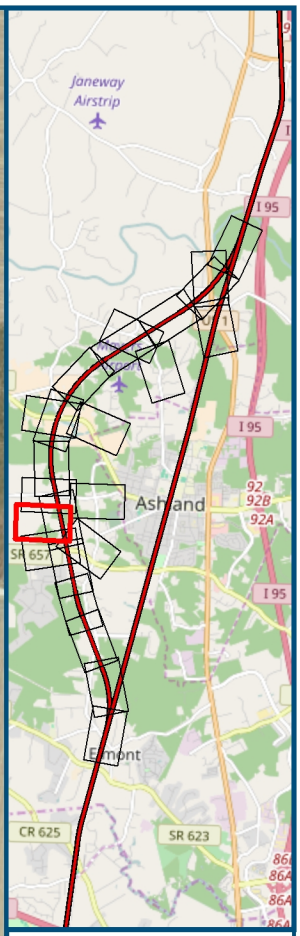

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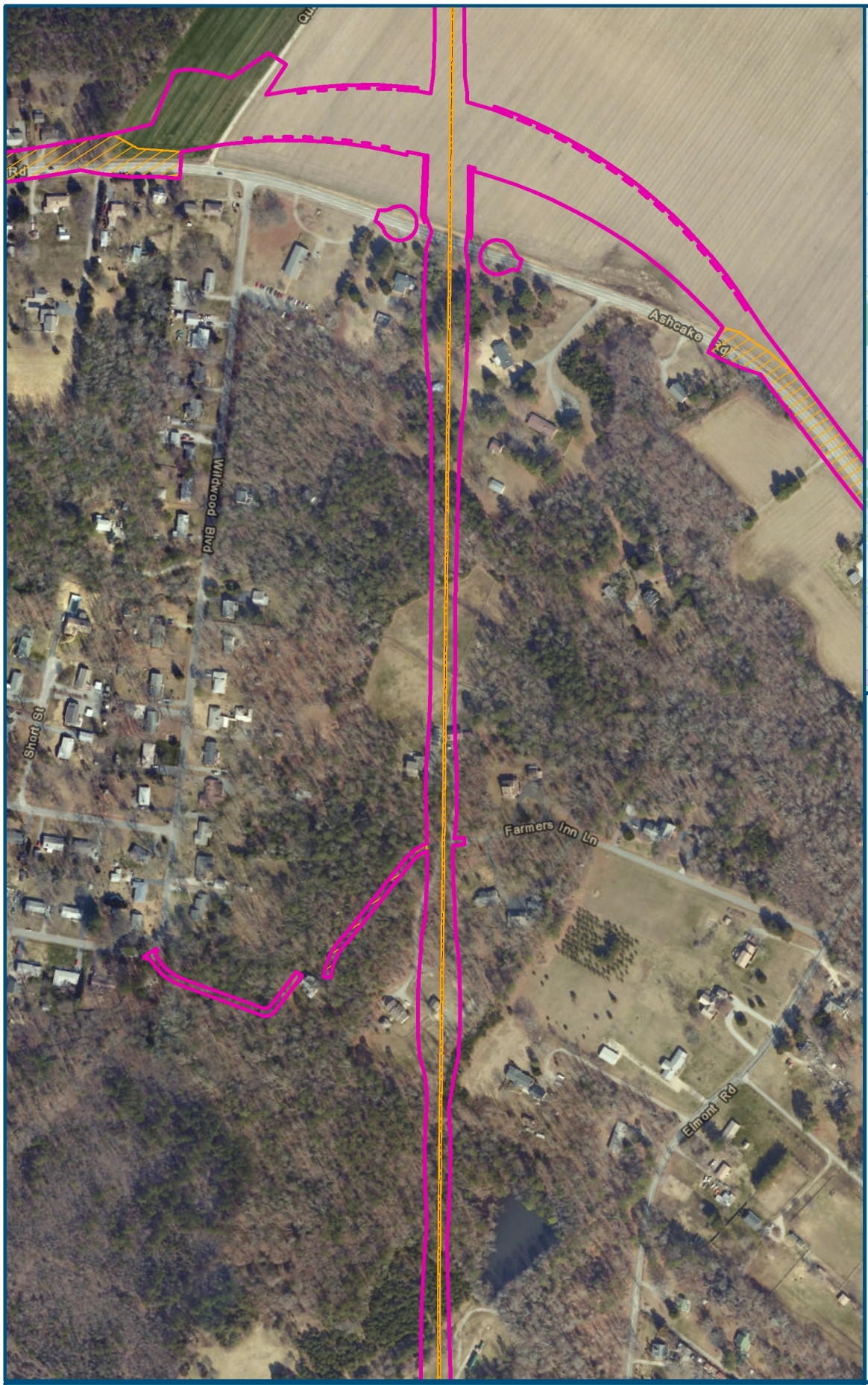

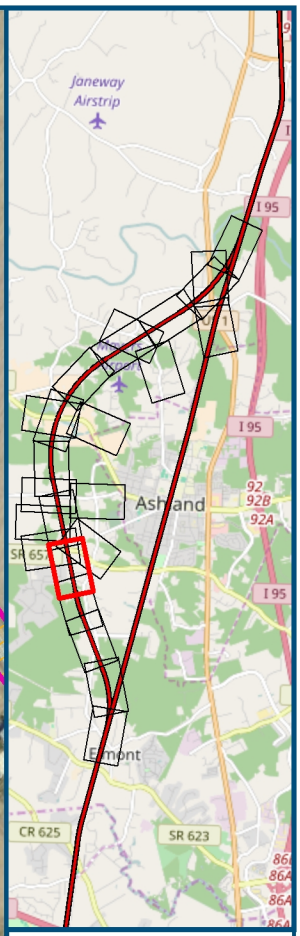

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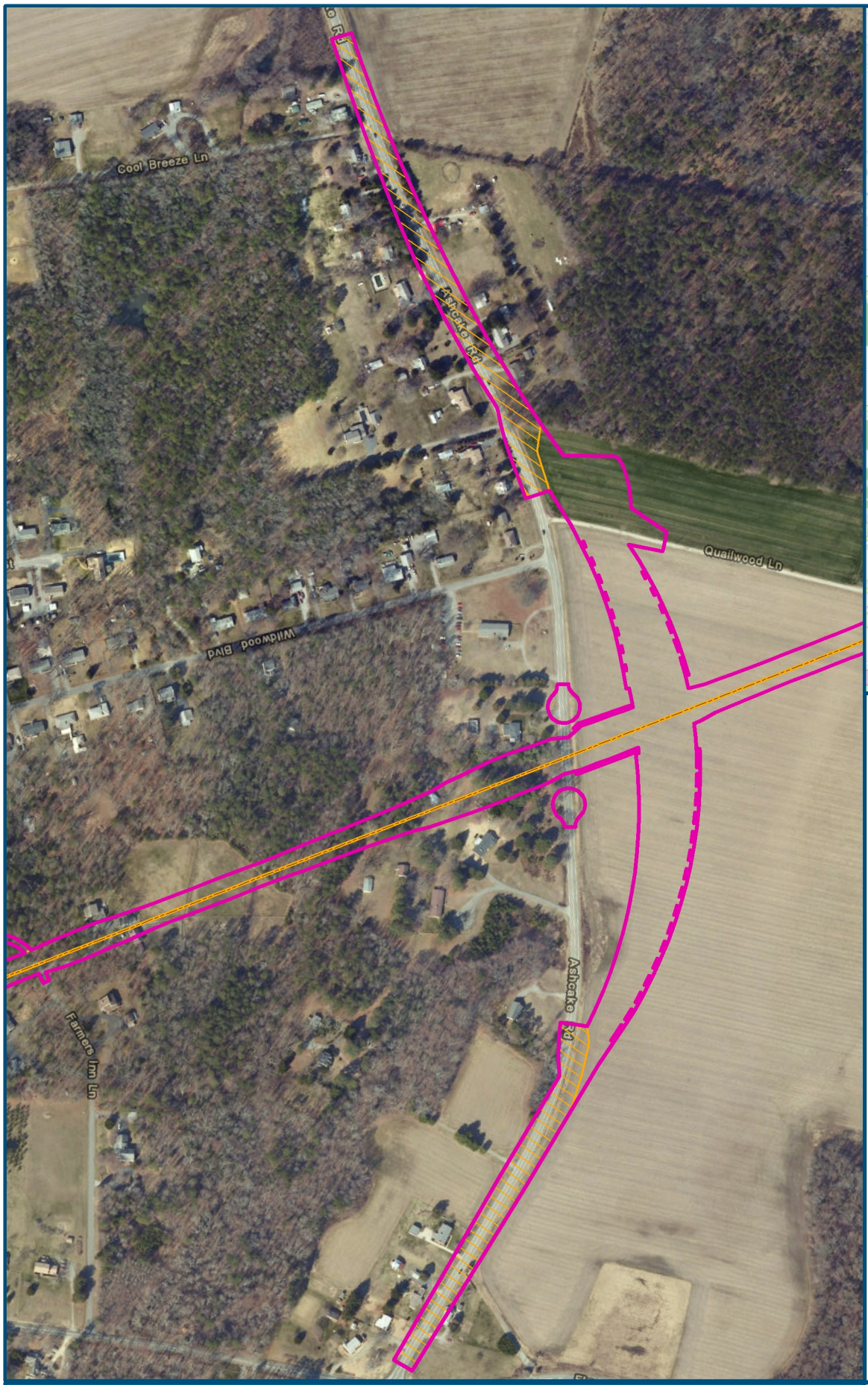

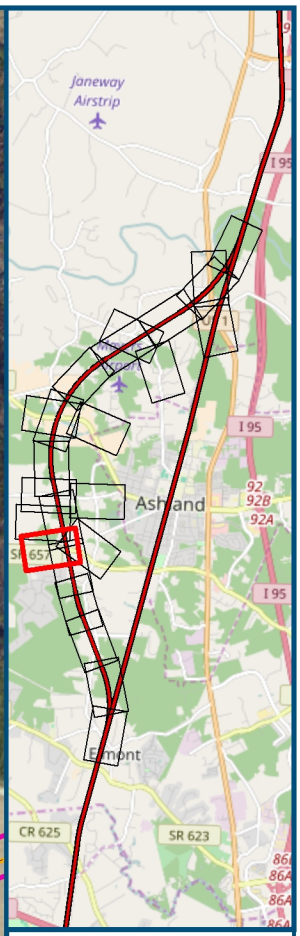

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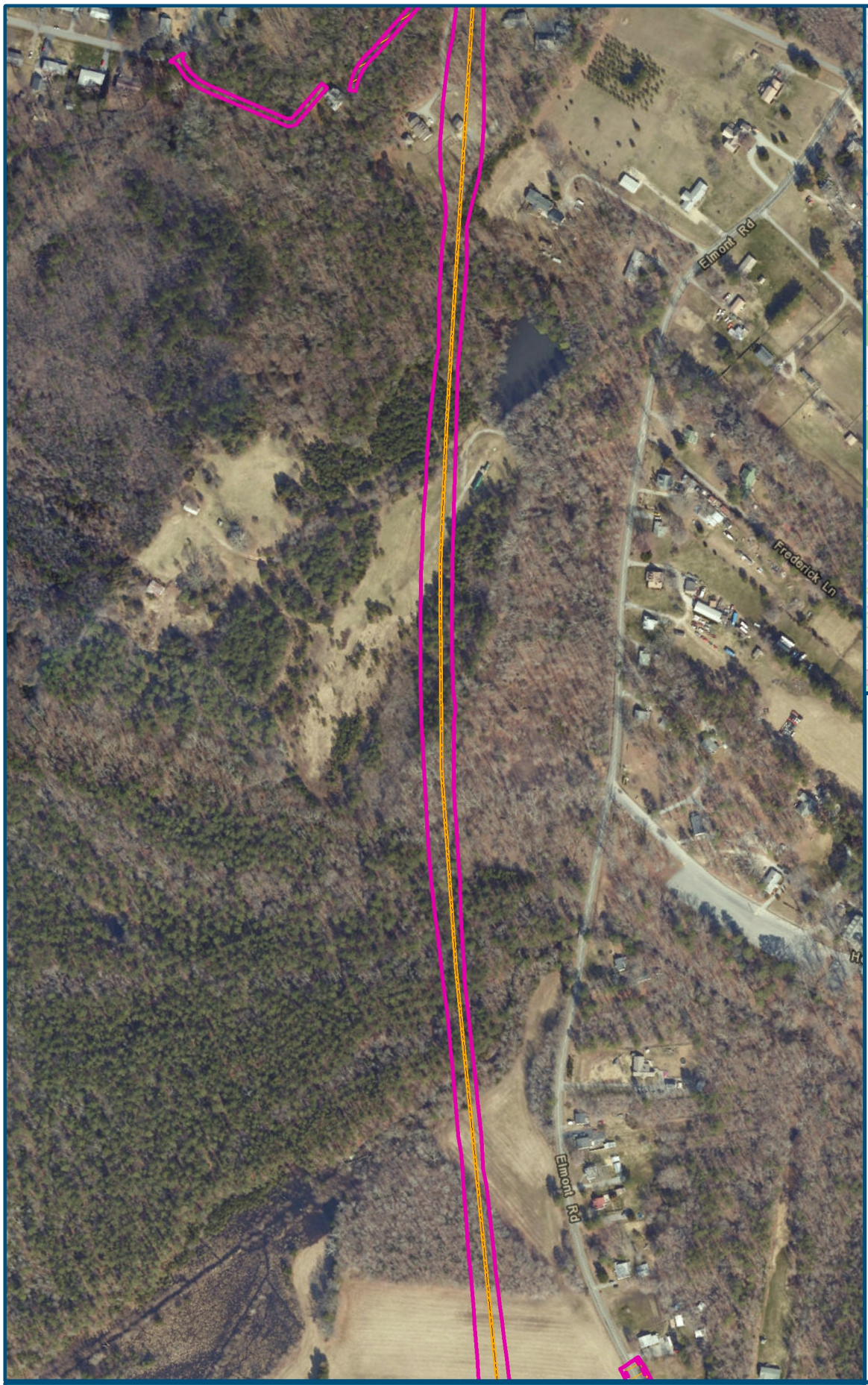

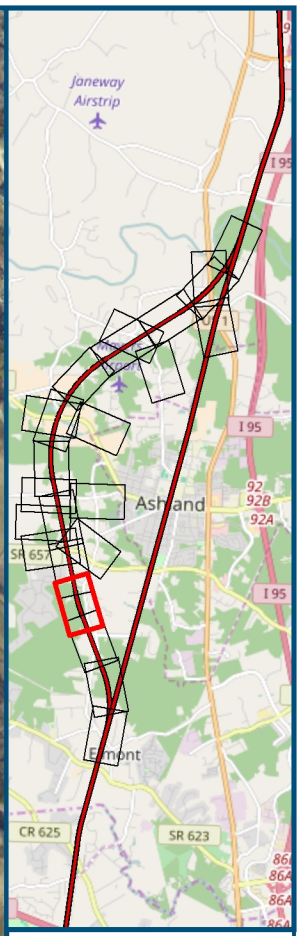

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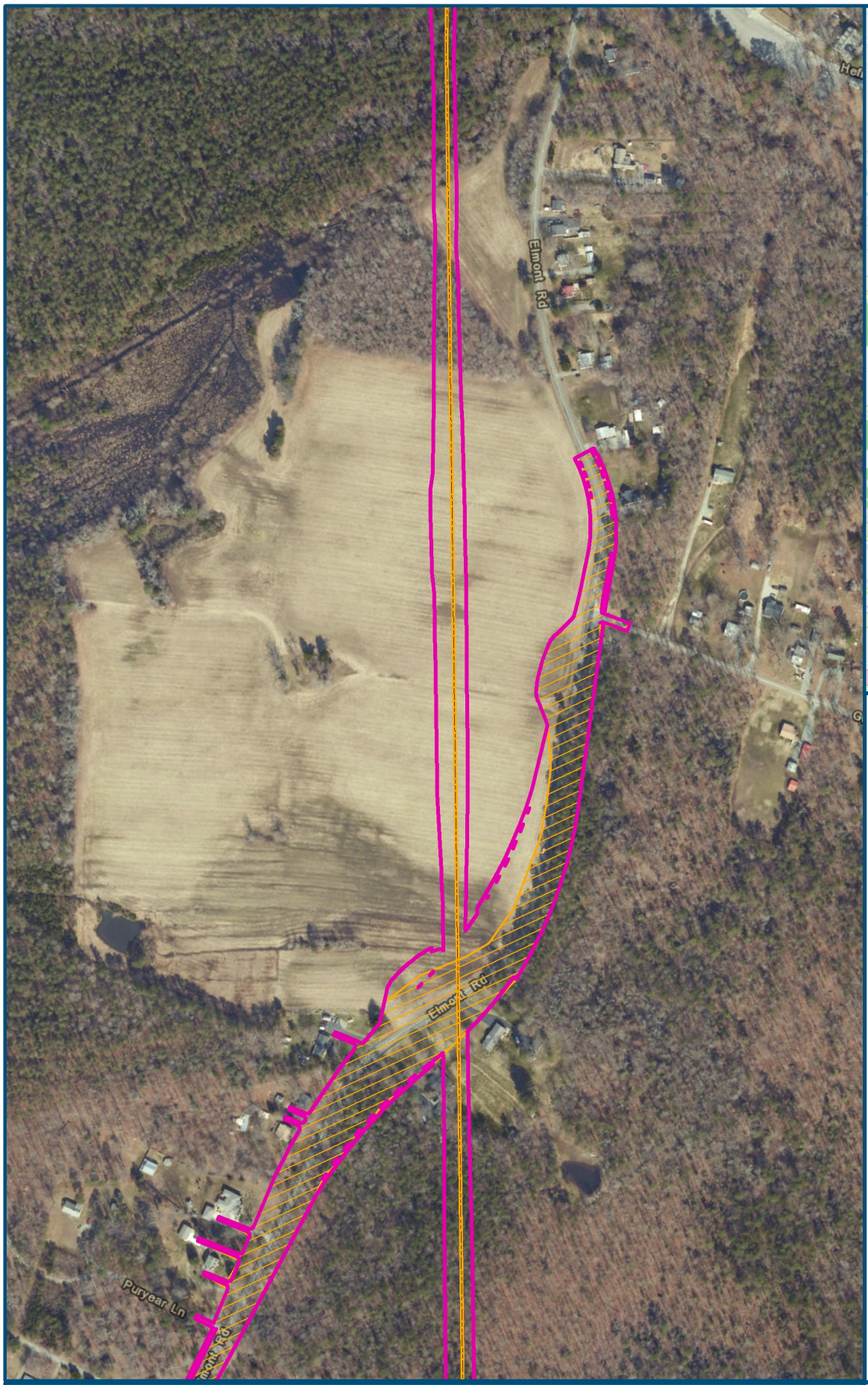
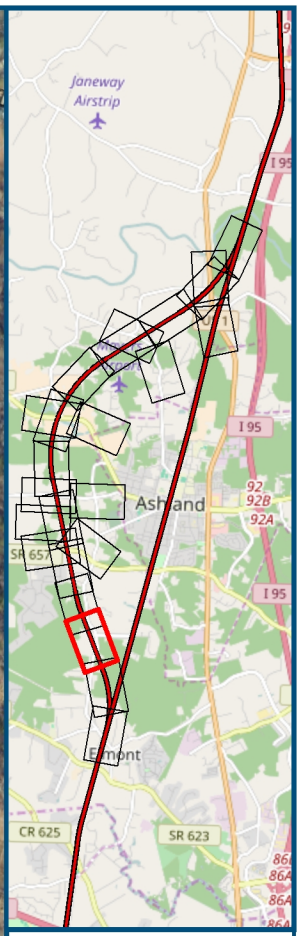
SOUTHEAST HIGH SPEED RAIL





0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 Esri
Open Street Map

Legend

- Limits of Disturbance
- Disturbed
- DC2RVA Project Segments
  - 22 Ashland Bypass (ASBP)

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DRPT
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Federal Railroad Administration

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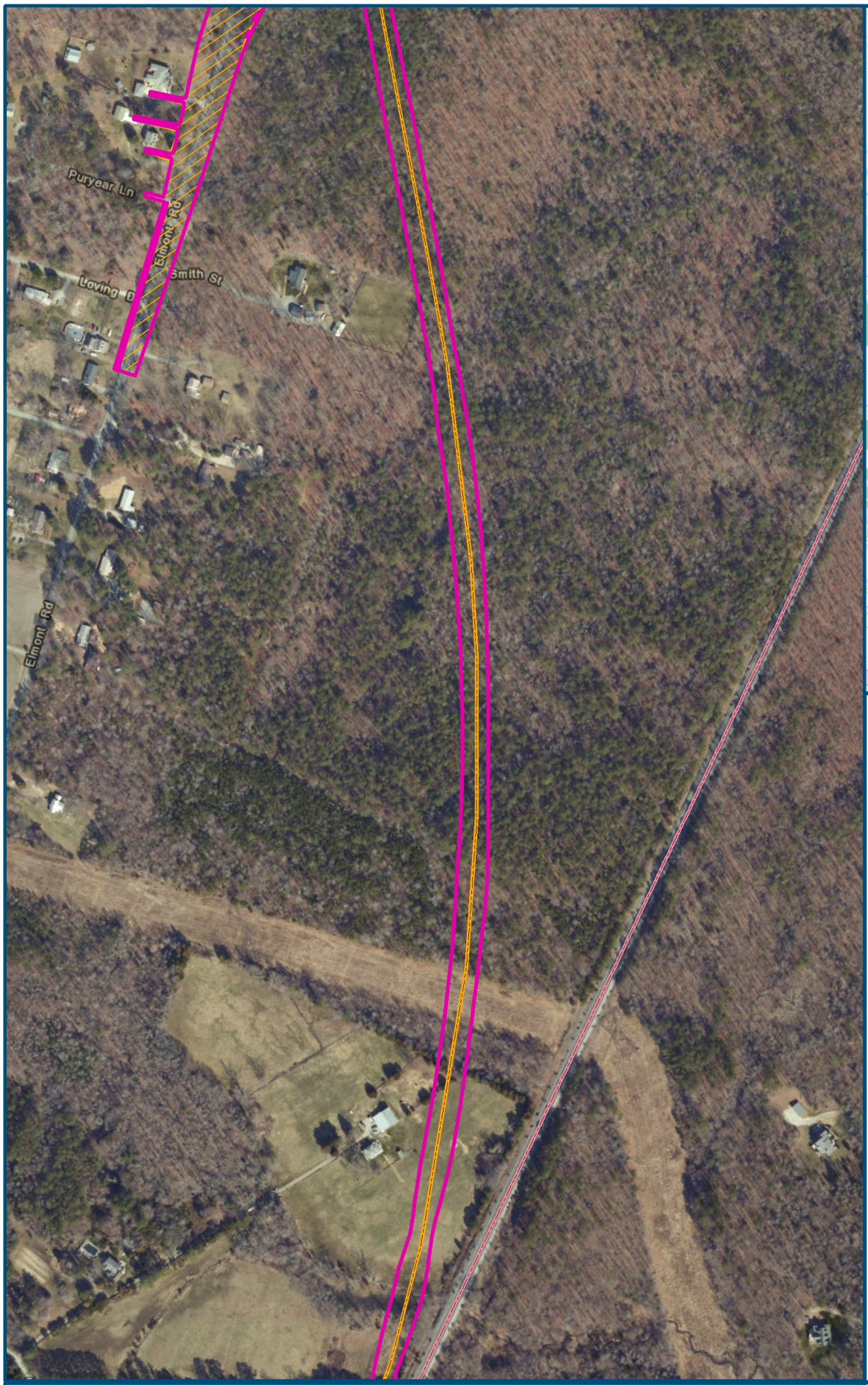
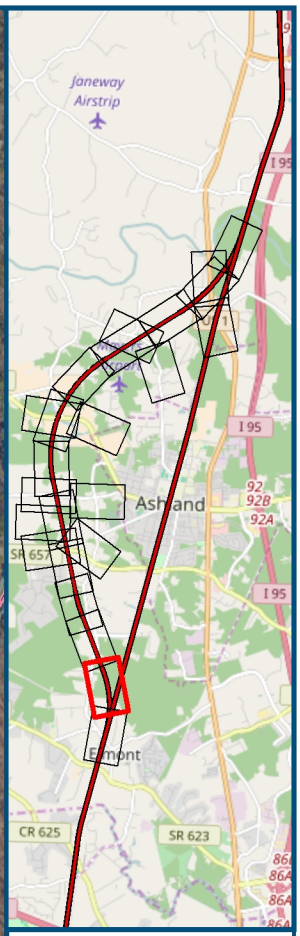
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL





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DC2RVA Project Segments

- 13 North Doswell to Elmont (NDEL)
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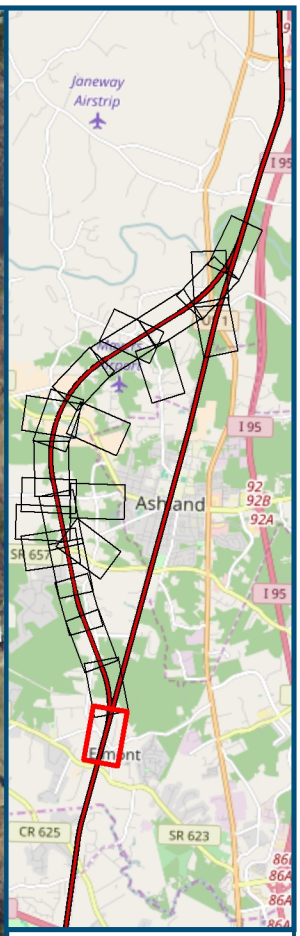

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