



Figure 5-161: Photo location 1- View from Washington Street at Ash Avenue (core area), facing north.



Figure 5-162: Photo location 2- View from Washington Street at Ivy Avenue (core area), facing northeast.



Figure 5-163: Photo location 3- View from end of Ivy Avenue (core area), facing northeast.

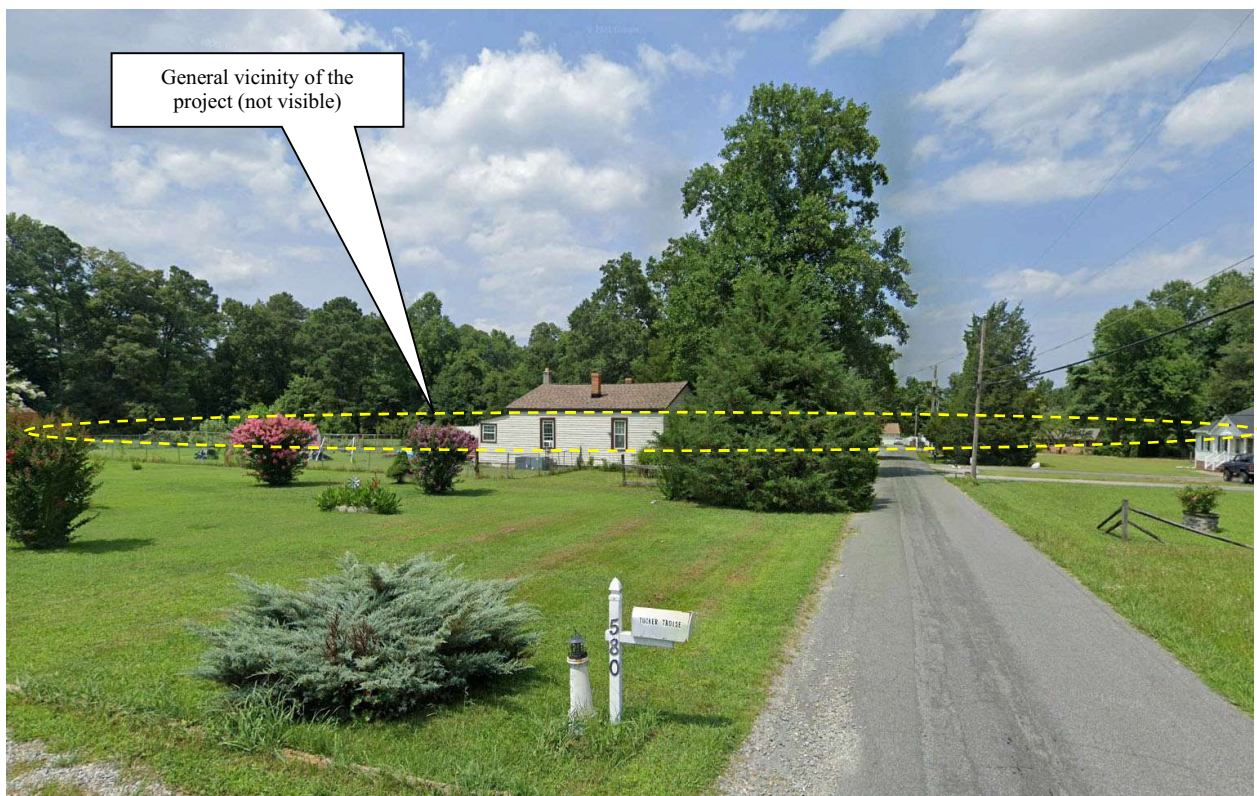


Figure 5-164: Photo location 4- View from end of Mullens Avenue (core area), facing northeast.

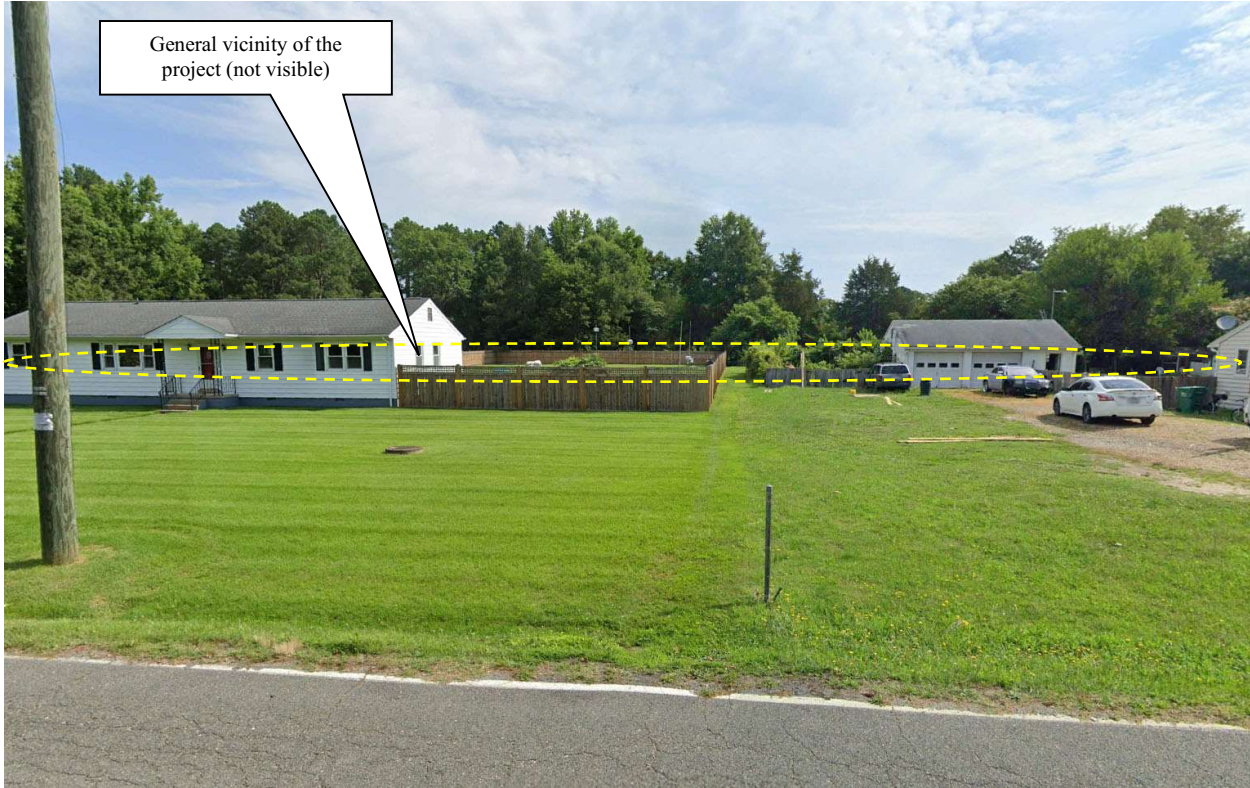


Figure 5-165: Photo location 5- View from Washington Street (core area), facing north.



Figure 5-166: Photo location 6- View from Beverstone Road (core area), facing north.



Figure 5-167: Photo location 7- View from I-295 at Chickahominy River crossing, facing northeast.

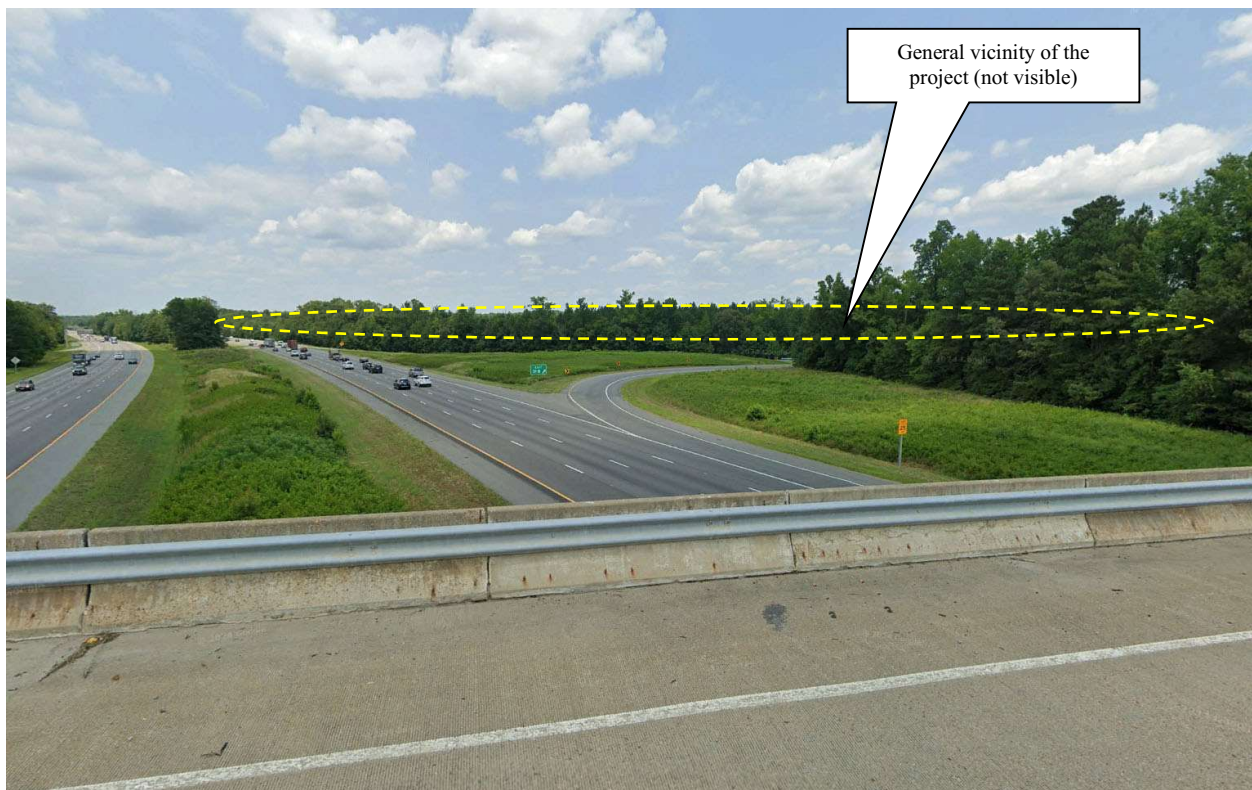


Figure 5-168: Photo location 8- View from Airport Road at I-295 crossing, facing northwest.

VDHR# 043-5347
Richmond-Ashland Trolley Line

The Richmond-Ashland Trolley Line was established in 1907 and remained in operation until 1938, transporting passengers between Richmond and Ashland in a north-south direction through Henrico and Hanover counties in Virginia. Much of the trolley line has been demolished, grassed over, or filled with power lines and all associated equipment and materials have been removed. Remaining sections of the trolley line bed and concrete structures, including a bridge across Upham Brook and piers along the north and south banks of the Chickahominy River near Winfrey Road, however, indicate the course of the line. The area around the line is comprised of a mix of modern development and rural areas.

The Richmond-Ashland Trolley Line was reportedly the first commercial electric streetcar line in America and is associated with Richmond's early streetcar network, as well as its expansion to the city's suburbs in the surrounding counties. As such, it is considered potentially eligible for listing in the NRHP under Criterion A.

As a *potentially NRHP-eligible* resource located within the study tiers around the project alignment, an assessment of potential impacts was conducted. The project ROW directly abuts roughly 0.75 mile of the Richmond-Ashland Trolley Line corridor, before the trolley corridor makes a turn and crosses beneath the transmission line. As the transmission line is suspended above the trolley corridor, with no structures or anticipated work within the railroad corridor itself, there will be no direct impact to the resource.

To assess potential indirect, and specifically visual impacts, a site visit was made to the portion of the trolley corridor in the vicinity of the project to inspect the existing setting and viewshed with emphasis on views towards the project and associated improvements. Photographs were taken from the publicly-accessible locations along and in the vicinity of the corridor towards the project alignment to document current conditions, lines of sight, and the extent of visibility of existing infrastructure. 3D model renderings were also prepared to model the proposed appearance of the replacement structures in relation to existing structures.

Although the Richmond-Ashland Trolley Line extends over 10 miles from Richmond to Ashland, just roughly 0.75 mile of the corridor the project ROW with an additional short length at each end within the half-mile viewshed area. The Elmont substation, that is the northern terminus of the project alignment, is built within the former trolley line corridor and the existing transmission line extends along the western edge of the former trolley line corridor for approximately 0.75 mile before the two corridors split. The trolley corridor itself has also been repurposed as a transmission line ROW with a line and set of structures that are not included in this project. As such, the landscape of the former trolley line corridor adjacent to the project ROW is generally cleared and grassy with multiple existing transmission structures. Just south of where the project alignment makes a turn across the corridor, it is crossed by Holly Hill Road.

Inspection from several publicly-accessible vantages along the former Richmond-Ashland Trolley corridor revealed that the existing transmission line to be rebuilt as part of the project is openly visible up and down the ROW. The line to be rebuilt is one of three transmission lines within the shared ROW, and the structures adjacent to the trolley line corridor are shorter than the adjacent

line that is not to be rebuilt. At the split of the two corridors, the trolley line corridor continues to serve as transmission line ROW, but is separated from the project ROW by a treeline.

The existing transmission line structures located within the viewshed of the trolley line corridor (one-half mile) currently range from 117 to 132 feet tall, and will be replaced with structures that will range from 142 to 162 feet tall, resulting in an increase of 19 to 29 feet for individual structures (Table 5-22). The existing steel lattice structures will generally be replaced on a one-to-one basis with a combination of steel H-frame and 3-pole structures in roughly the same locations.

Table 5-22: Existing and proposed heights of structures within one-half mile of the Richmond-Ashland Trolley Line

Existing Structure Number	Existing Pole Height	Proposed Pole Height	Height Difference
557/353	117	142	24
557/354	132	162	29
557/355	117	164	47
557/356	127	147	19
557/357	122	147	24
557/358	123	152	29
557/359	129	153	24

With this increase in height, it is anticipated that there will be a change in appearance of the structures from the immediate vicinity, however, the majority of this portion of the trolley line corridor also serves as transmission line ROW with a separate transmission line. The only publicly accessible crossing and vantage point where the corridor and the project alignment are visible together is where the project ROW crosses the trolley line corridor just north of Holly Hill Road. From this vantage, multiple transmission structures on the various lines coming in and out of the Elmont substation are visible in multiple directions. Looking north from the trolley line corridor at Holly Hill Road, the replacement structures will still be shorter than those on an adjacent line in the shared ROW. This was confirmed with 3D model renderings that illustrate the replacement structures in relation to the other existing structures. Looking south, the replacement structures will be taller, but are separated from the trolley line corridor by a treeline.

As such, the project may introduce a slight change of viewshed from the corridor, however, that will be limited to where the corridor has already been compromised by collocation of the existing transmission line ROW. Most of the new structures will remain shorter than other existing transmission structures in the shared ROW, and not be visible from any new or additional vantage points than where the current structures are already visible from the Holly Hill Road intersection. Therefore, it is D+A's recommendation that the Chickahominy-Elmont Project will *occur within viewsheds that have existing transmission lines*, and within *views that have been partially obstructed by intervening topography and vegetation*, and will therefore result in no more than a **minimal impact** to the Richmond-Ashland Trolley Line per VDHR's impact characterization scale.

Figure 5-169 illustrates the location of the Richmond-Ashland Trolley Line in relation to the project alignment and study buffers, with the location and direction of representative photographs and 3D renderings. Representative photographs and renderings are provided in Figure 5-170 through Figure 5-172.

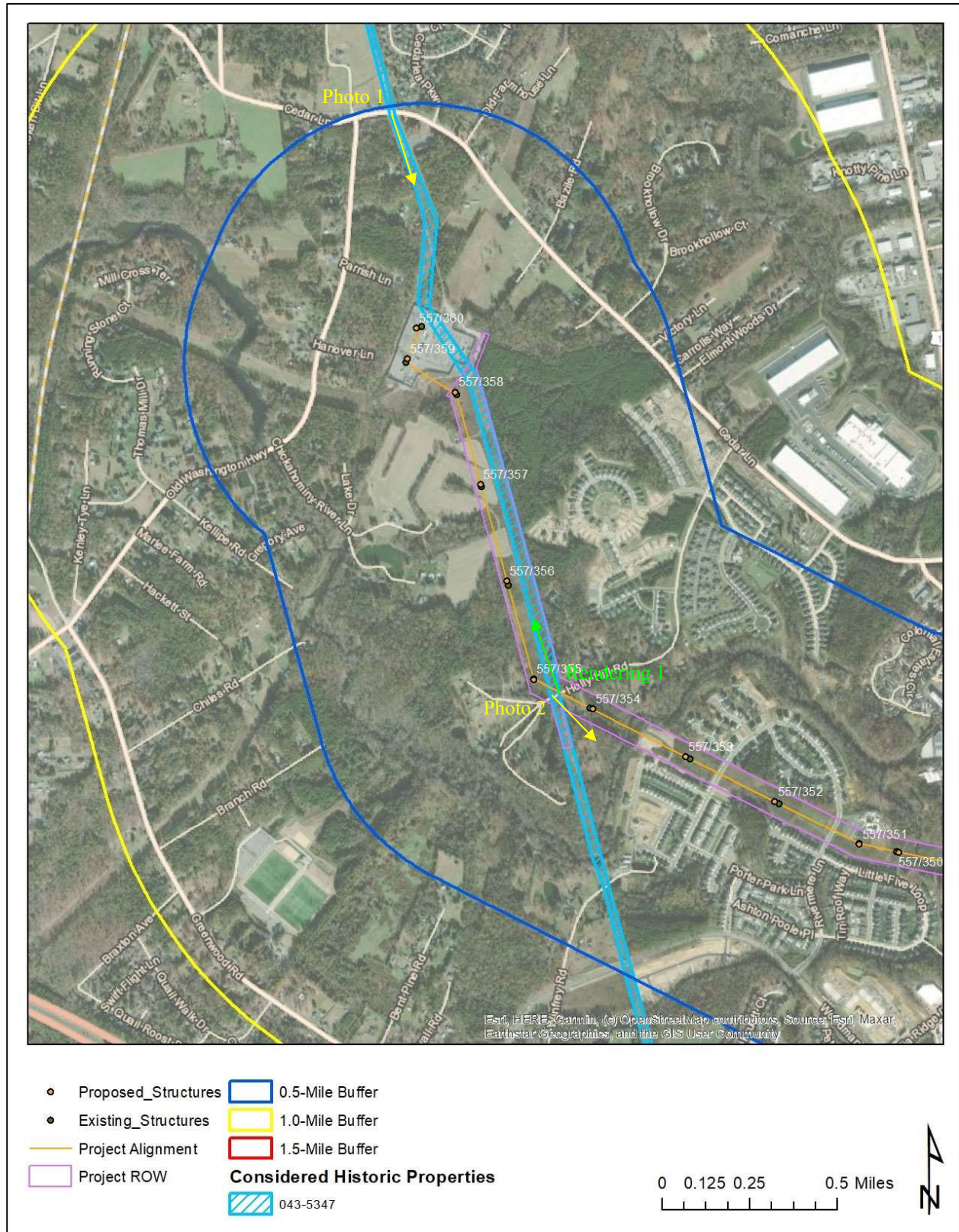


Figure 5-169: Richmond-Ashland Trolley Line in relation to the project alignment with locations and direction of representative photographs shown in yellow and photo simulation shown in green.

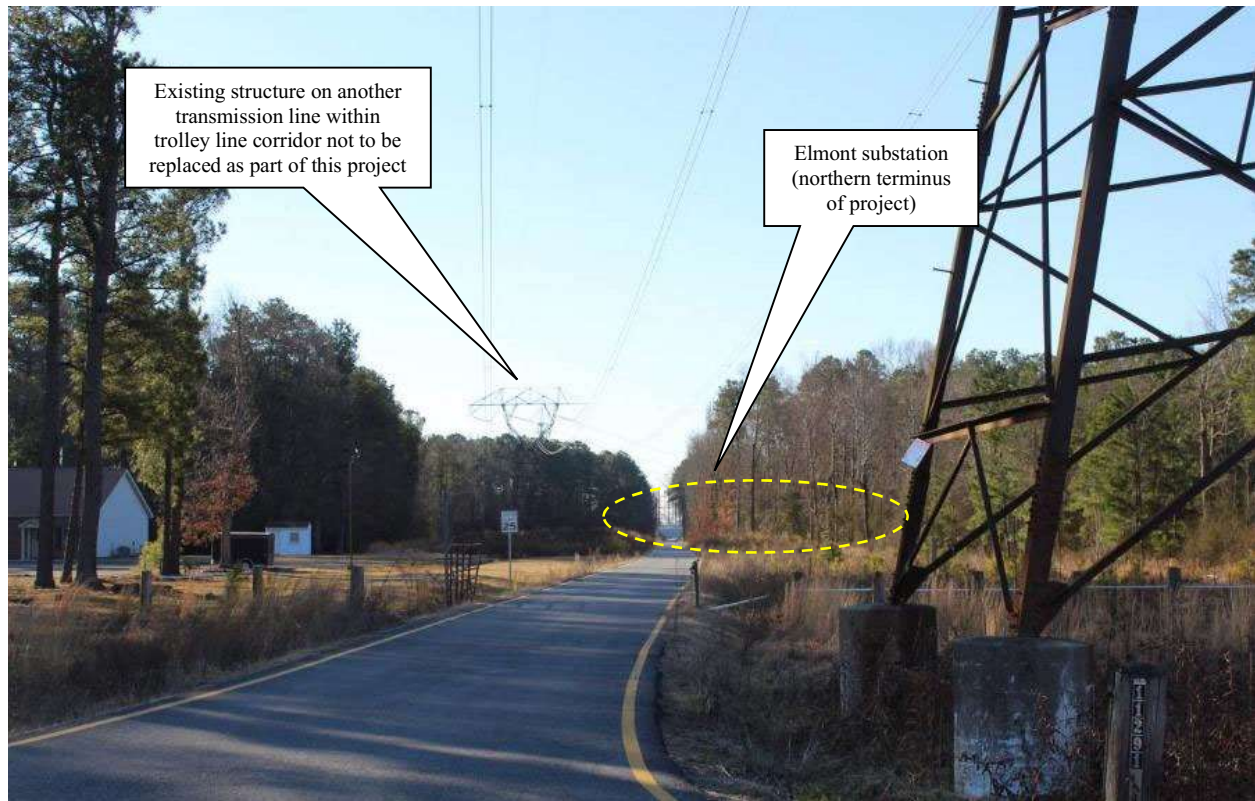


Figure 5-170: Photo location 1- View of and from Richmond-Ashland Trolley corridor at Cedar Lane, facing south.



Figure 5-171: Photo location 2- View of and from Richmond-Ashland Trolley corridor at Holly Hill Road, facing southeast.

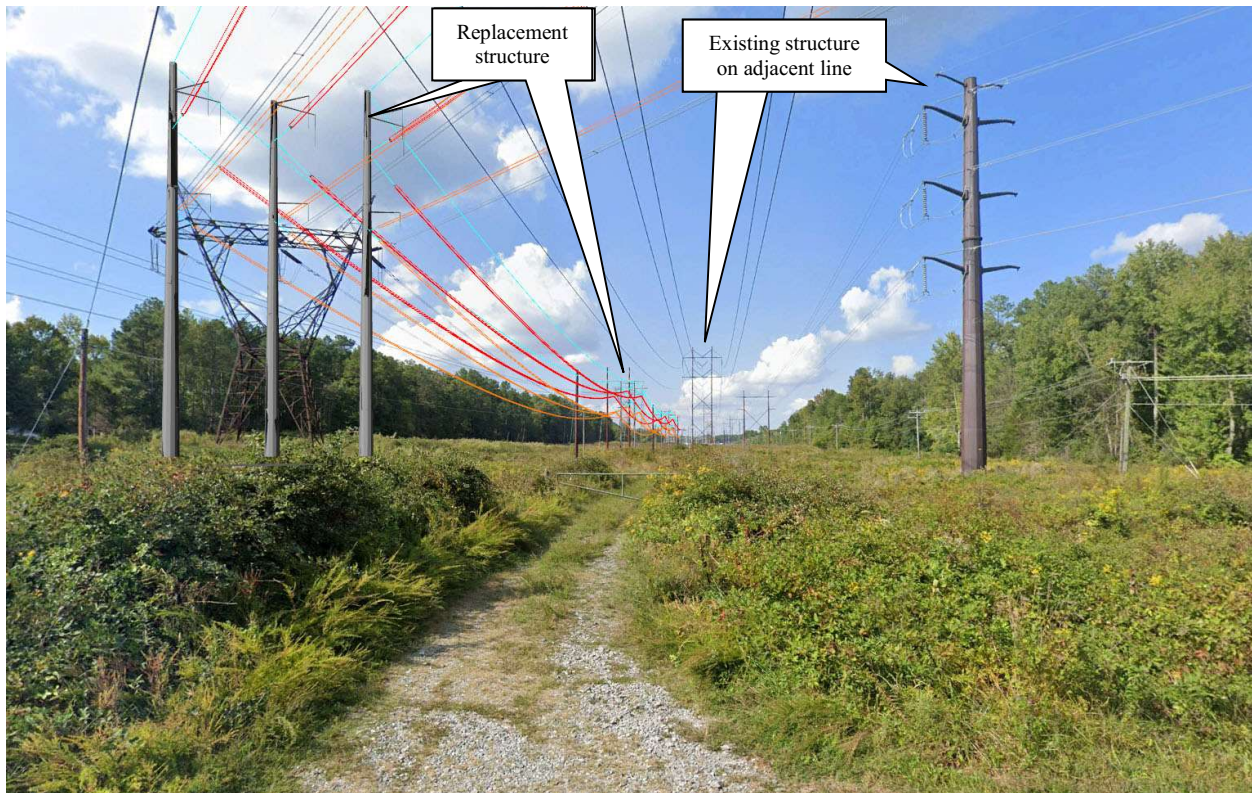


Figure 5-172: Rendering 1 - model of proposed structures and transmission line from Holly Hill Road at trolley line and project ROW crossing, facing north (new 3-pole structure and H-frame structure visible next to other taller structures in shared ROW). Source: Google Streetview

VDHR# 043-6408
Indian Springs Farm Site

The Indian Springs Farm Site is an archaeological site south of the Chickahominy River in Henrico County, Virginia. The site encompasses approximately 3.19 acres and is situated in an area that is covered by scrub brush and has recently been timbered. The occupation of this site is thought to be contemporary with the contact-period Virginia Indian village of Orapax.

The Indian Springs Farm Site is a unique example of Indigenous occupation that reflects every major period from the Paleo-Indian through the Late-Woodland Period and early contact periods prior to European settlement. Under Criterion D, this site will likely yield new information regarding native life in this area of Virginia dating from the Paleo-Indian period through the Late-Woodland period. Artifacts including unfluted lanceolate projectile points are unusual finds in this region, and could potentially illuminate on manufacture, hunting practices, and trade within the Paleo-Indian period. The site being the location of a Late Woodland village is likely to contain significant information regarding native life during this period.

As an *NRHP-listed* resource located within the study tiers around the project alignment, an assessment of potential impacts was conducted. The project area generally extends through the landscape to the south of the resource boundaries, with the nearest structure roughly 300 feet away at the nearest point. As such, there will be no direct impact to the resource.

The site is located

Redacted for Sensitive Archaeological Data

access anywhere near the resource, and therefore it could not be inspected for existing conditions or analysis.

The existing transmission line structures located within the viewshed of the property (one-half mile) currently range from 114 to 127 feet tall, and will be replaced with structures that will range from 138 to 148 feet tall, resulting in an increase of 19 to 34 feet for individual structures (Table 5-23). The existing steel lattice structures will all be replaced on a one-to-one basis with steel H-frame structures in roughly the same locations.

Table 5-23: Existing and proposed heights of structures within one-half mile of the Indian Springs Farm Site.

Existing Structure Number	Existing Pole Height	Proposed Pole Height	Height Difference
557/262	114	138	24
557/263	127	147	19
557/264	127	147	20
557/265	114	148	34
557/266	123	147	24

Despite this increase in height, the project will not introduce any noticeable change in setting or viewshed of or from the site as it is not accessible or visible to the public. As an archaeological site that is significant for the research potential its subsurface features offer, setting and viewshed are

considered primary to its significance. Therefore, it is D+A's opinion that the Chickahominy-Elmont Project will result in ***no visual impact*** to Indian Springs Farm Site per VDHR's impact characterization scale. Because there are no structures to be replaced as part of the project within the site boundaries, there is not anticipated to be a direct impact, however, it is in proximity to the project area, and therefore the site limits should be avoided as part of the project.

Figure 5-173 illustrates the location of the Indian Springs Farm Site in relation to the project alignment and study buffers.

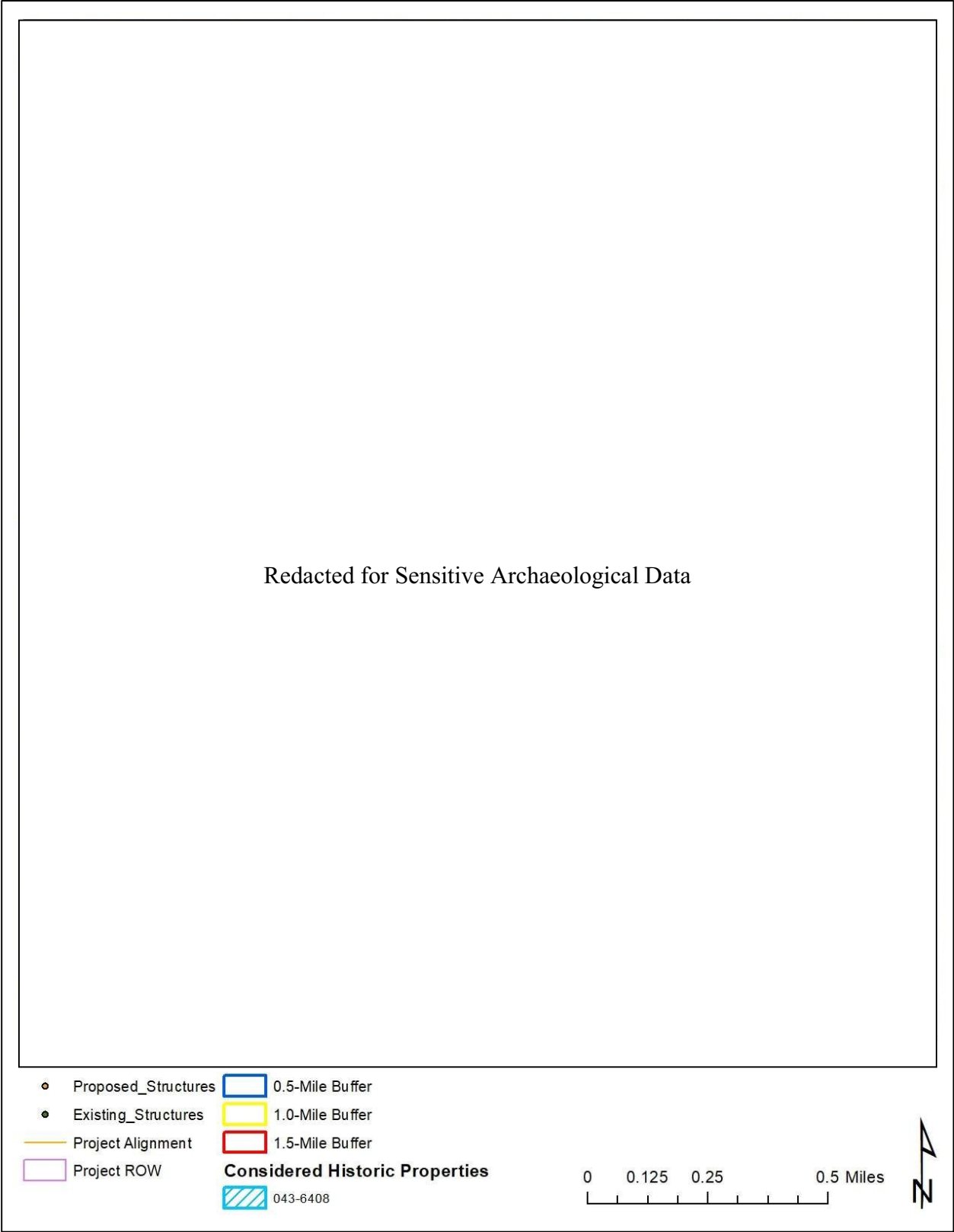


Figure 5-173: Indian Springs Farm Site in relation to the project alignment.

VDHR# 121-5134
Chesapeake and Ohio Railroad

The Peninsula Extension of the Chesapeake and Ohio Railroad, now the CSX Railroad, was built in 1881 by Collis P. Huntington for the purpose of facilitating the movement of coal to ships bound for the northeast. It marked the completion of a railroad line that connects the coal-rich regions of West Virginia and the ice-free ports to Newport News, running from Fulton Yards in Richmond to the port of Newport News. The line includes triple-tracked, double-tracked, and single-tracked sections of rail, mostly resting on a built-up berm. Portions of the railroad run through twentieth century residential and commercial areas, but much of it is lined with trees and brush, creating a visual buffer from the areas around it.

The C&O Railroad made significant contributions to the development of commerce, industry, and transportation in the region, and continues to convey its association with history related to transportation despite minor alteration. It is therefore considered eligible for listing in the NRHP under Criterion A.

As a *potentially NRHP-eligible* resource located within the study tiers around the project alignment, an assessment of potential impacts was conducted. The project alignment directly crosses the railroad corridor, however, as the transmission line is suspended above the railroad corridor, with no structures or anticipated work within the railroad corridor itself, there will be no direct impact to the resource.

To assess potential indirect, and specifically visual impacts, a site visit was made to accessible portions of the railroad to inspect the existing setting and viewshed with emphasis on views towards the project and associated improvements. As an active rail line, the corridor is not accessible other than at public road crossings. The nearest such vantage points are nearly two miles away to the west at Elko Road and just over two miles to the east along Roxbury Road. Photographs were taken from these vantage points to document existing setting, vegetation, and lines of sight.

Although the Chesapeake and Ohio Railroad extends hundreds of miles across the region, it crosses the project alignment in just one discrete area near the confluence of White Oak Swamp and the Chickahominy River. This area, and all of the surround area within what would be considered the viewshed is thickly wooded and undeveloped with the exception of the railroad itself. Inspection from the two road crossings to the east and west revealed that this vegetation abuts the edges of the railroad corridor and generally inhibits any views other than straight up and down the corridor.

The existing transmission line structures located within the viewshed of the railroad (one-half mile) currently range from 94 to 128 feet tall, and will be replaced with structures that will range from 122 to 153 feet tall, resulting in an increase of 19 to 29 feet for individual structures (Table 5-24). The existing steel lattice structures will all be replaced on a one-to-one basis with steel H-frame structures in roughly the same locations.

Table 5-24: Existing and proposed heights of structures within one-half mile of the Chesapeake and Ohio Railroad.

Existing Structure Number	Existing Pole Height	Proposed Pole Height	Height Difference
557/239	128	147	19
557/240	128	153	25
557/241	123	147	24
557/242	108	137	29
557/243	94	122	28

Despite this increase in height, it is not anticipated that there will be any noticeable change in setting or viewshed from the vast majority of the railroad corridor, with no change from the nearest publicly accessible vantage points. The length of the railroad that is crossed by the project alignment is not accessible and therefore no views of the project can be expected. The railroad is lined with thick woods through the entire viewshed area, and therefore any change in visibility resulting from the project along the inaccessible length of railroad would still be limited to the immediate vicinity of the crossing. Therefore, it is D+A's opinion that the Chickahominy-Elmont Project will *occur within viewsheds that have existing transmission lines*, and within *views that have been partially obstructed by intervening topography and vegetation* and will therefore result in no more than a **minimal impact** to the Chesapeake and Ohio Railroad per VDHR's impact characterization scale.

Figure 5-174 illustrates the location of the Chesapeake and Ohio Railroad in relation to the project alignment and study buffers, with the location and direction of representative photographs. Representative photographs are provided in Figure 5-175 through Figure 5-176.

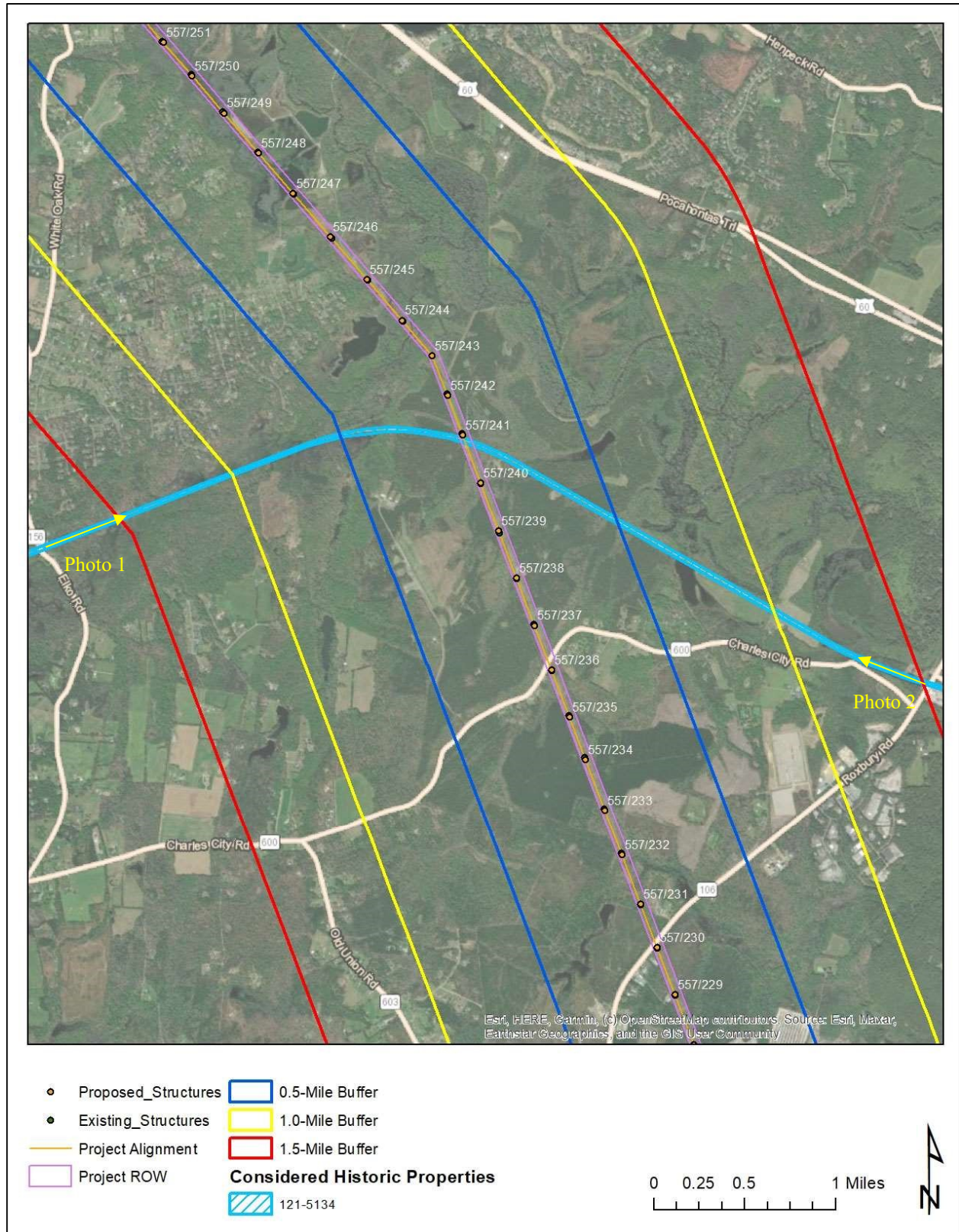


Figure 5-174: Chesapeake and Ohio Railroad in relation to the project alignment with locations and direction of representative photographs shown in yellow.



Figure 5-175: Photo location 1- View from railroad at Elko Road, facing east.



Figure 5-176: Photo location 2- View from railroad at Roxbury Road, facing west.

6. ARCHAEOLOGICAL ASSESSMENT

A review of the VDHR VCRIS records reveals there are thirty-one (31) previously recorded archaeological sites located within or crossed by the project ROW. Formal archaeological fieldwork and investigations were not conducted as part of this effort so the existing conditions of the sites are unknown. Project engineering is also still preliminary so the final project alignment, structure locations, and extent of grading and limits of disturbance are uncertain, however, the table below provides a list of the previously recorded sites and proximity to the project based upon previous site data and preliminary project information available at time of this analysis.

Of the 31 previously recorded sites within the project ROW, seven (7) have been determined eligible or potentially eligible for listing in the NRHP, eight (8) have been determined not eligible for listing, and the others have not been formally evaluated (Table 6-1).

Table 6-1: Previously recorded archaeological resource adjacent to the Project ROW

VDHR #	Site Type	Temporal Association	NRHP Status	Proximity to Project
44CC0320	Dwelling, single	Historic/Unknown	Not Evaluated	~70 Feet from nearest proposed structure
44CC0322	Dwelling, single, Trash pit	20th Century: 2nd quarter (1925 - 1949)	Not Evaluated	~135 Feet from nearest proposed structure
44CC0390	Camp	Late Archaic (3000 - 1201 B.C.), Middle Woodland (300 - 999 A.D.)	DHR Staff: Potentially Eligible	~175 Feet from nearest proposed structure
44CC0477	Artifact scatter, Other	Pre-Contact, Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916)	Not Evaluated	~70 Feet from nearest proposed structure
44HE0066	No Data	<Null>	DHR Staff: Not Eligible	~305 Feet from nearest proposed structure
44HE0158	Camp	<Null>	DHR Staff: Not Eligible	~40 Feet from nearest proposed structure
44HE0159	Camp	Middle Archaic (6500 - 3001 B.C.), Late Archaic (3000 - 1201 B.C.), Early Woodland (1200 B.C. - 299 A.D.)	Not Evaluated	~140 Feet from nearest proposed structure
44HE0160	Camp	Early Woodland (1200 B.C. - 299 A.D.)	Not Evaluated	~175 Feet from nearest proposed structure
44HE0161	Camp	<Null>	Not Evaluated	~460 Feet from nearest proposed structure
44HE0162	Camp	Early Woodland (1200 B.C.E - 299 C.E), Middle Woodland (300 - 999 C.E), Late Woodland (1000 - 1606)	Not Evaluated	Proposed structure directly within site boundary
44HE0275	Artifact scatter	Pre-Contact	Not Evaluated	~430 Feet from nearest proposed structure
44HE0769	Camp, temporary	Middle Woodland (300 - 999 C.E)	DHR Staff: Not Eligible	Proposed structure directly within site boundary
44HE0780	Camp, temporary	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Not Eligible	~190 Feet from nearest proposed structure

ARCHAEOLOGICAL ASSESSMENT

VDHR #	Site Type	Temporal Association	NRHP Status	Proximity to Project
44HE0781	Camp	<Null>	Not Evaluated	Proposed structure directly within site boundary
44HE0809	No Data	Pre-Contact	DHR Staff: Not Eligible	~105 Feet from nearest proposed structure
44HE0966	Earthworks, Other	Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 19th Century: 2nd quarter (1825 - 1849)	DHR Staff: Not Eligible	~195 Feet from nearest proposed structure
44HE1063	Camp	Early Archaic Period (8500 - 6501 B.C.E), Middle Archaic Period (6500 - 3001 B.C.E), Middle Woodland (300 - 999 C.E), Late Woodland (1000 - 1606)	DHR Staff: Potentially Eligible	~5 Feet from nearest proposed structure
44HE1065	Camp, Village/Town	Paleo-Indian (15000 - 8501 B.C.E), Middle Archaic Period (6500 - 3001 B.C.E), Late Archaic Period (3000 - 1201 B.C.E), Early Woodland (1200 B.C.E - 299 C.E), Middle Woodland (300 - 999 C.E), Late Woodland (1000 - 1606)	DHR Staff: Eligible	~500 Feet from nearest proposed structure
44HN0055	Camp, Trash scatter	Woodland (1200 B.C. - 1606 A.D.), 19th Century (1800 - 1899)	DHR Staff: Eligible	~110 Feet from nearest proposed structure
44HN0056	No Data	Woodland (1200 B.C. - 1606 A.D.)	Not Evaluated	Proposed structure directly within site boundary
44HN0059	No Data	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated	~240 Feet from nearest proposed structure
44HN0112	Other	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated	~190 Feet from nearest proposed structure
44HN0202	Camp	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Eligible	~195 Feet from nearest proposed structure
44HN0203	Camp	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Eligible	~280 Feet from nearest proposed structure
44HN0204	Camp	Middle Archaic (6500 - 3001 B.C.), Late Archaic (3000 - 1201 B.C.), Woodland (1200 B.C. - 1606 A.D.)	DHR Staff: Eligible	~40 Feet from nearest proposed structure
44HN0205	Earthworks	19th Century: 3rd quarter (1850 - 1874)	Not Evaluated	~185 Feet from nearest proposed structure
44HN0206	Camp	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated	~190 Feet from nearest proposed structure
44HN0207	Camp	<Null>	Not Evaluated	~330 Feet from nearest proposed structure
44HN0237	No Data	<Null>	DHR Staff: Not Eligible	~250 Feet from nearest proposed structure
44HN0332	Other	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Not Eligible	~20 Feet from nearest proposed structure
44HN0474	Railroad bed	Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945)	Not Evaluated	~200 Feet from nearest proposed structure

7. SUMMARY OF POTENTIAL IMPACTS

As part of this pre-application analysis of cultural resources for the Chickahominy-Elmont Rebuild Project, potential impacts to previously recorded historic properties that qualify for consideration under VDHR-defined buffered tiers were assessed in accordance with the VDHR guidance. For the purposes of this analysis, an impact is one that alters, either directly or indirectly, those qualities or characteristics that qualify a particular property for listing in the NRHP and does so in a manner that diminishes the integrity of a property's materials, workmanship, design, location, setting, feeling, and/or association. With respect to transmission lines and associated projects, direct impacts typically are associated with ground disturbance resulting from ROW clearing and structure construction. Indirect impacts typically are associated with the introduction of new visual elements or changes to the physical features of a property's setting or viewshed. According to VDHR guidance, project impacts are characterized as such:

- **None** – Project is not visible from the property.
- **Minimal** – Occur within viewsheds that have existing transmission lines, locations where there will only be a minor change in tower height, and/or views that have been partially obstructed by intervening topography and vegetation.
- **Moderate** – Include viewsheds with expansive views of the transmission line, more dramatic changes in the line and tower height, and/or an overall increase in the visibility of the route from the historic properties.
- **Severe** – Occur within viewsheds that do not have existing transmission lines and where the views are primarily unobstructed, locations where there will be a dramatic increase in tower visibility due to the close proximity of the route to historic properties, and viewsheds where the visual introduction of the transmission line is a significant change in the setting of the historic properties.

With regards to architectural resources, there are no (0) NHLs located within 1.5 mile of the proposed project or closer, five (5) NRHP-listed properties and eleven (11) battlefields located within 1.0 mile or closer of the project, and five (5) properties that have been determined eligible or potentially eligible for listing in the NRHP by the VDHR within 0.5 mile or closer of the project. One (1) of the NRHP-listed resources, seven (7) of the battlefields, and two (2) of the NRHP-eligible resources are directly crossed by the project alignment.

Assessment of impacts to architectural resources and battlefield found that in general, the existing transmission line to be rebuilt as part of this project is not visible from most vantage points within and near the historic properties, and where it is visible, views are limited to portions of one or two structures above treelines with the exception of where road crossings allow more open views of structures up and down the ROW. The project alignment generally extends through a low area bordering the Chickahominy River while development, and most historic properties, are situated on the more elevated landforms to each side. Because much of the Chickahominy River is compromised a wide, swampy and wooded area, the project corridor is often bordered by thick woods. This vegetation inhibits views of the existing transmission line from most vantages, and despite the increase in height of replacement structures, it is anticipated that most will remain behind and beneath the intervening vegetation due to the angle

SUMMARY OF POTENTIAL IMPACTS

of view. This is coupled with extensive and ongoing suburban development in the surrounding areas that provides further screening from many of the historic properties.

Due to the numerous Civil War battlefields in the area that are crossed and in proximity to the project, including a number of areas that are maintained by the NPS as part of the Richmond National Battlefield Park, particular attention was given to the potential visibility from these areas. Coordination with NPS staff took place prior to conducting photo simulations in order to select the most representative and/or preferred vantage points. The effort that the existing transmission line is mostly to completely screened from the NPS tracts of land with the exception of several structures that are visible above the treeline in the distance from several discrete vantage points within the Gaines Mill/Watt House tract. With the increase in height, the visible structures will rise slightly higher above the treeline, however, it is not anticipated to result in the visibility of any new or additional structures, nor will the visible structures be visible from any wider of an area. *As project engineering is still preliminary, including structure locations, these impact assessments are subject to change. However, based on project data current at the time of this analysis, it is D+A's opinion that there will be no more than a minimal impact to any historic properties or battlefields within the study tiers for the Chickahominy-Elmont Rebuild Project (Table 7-1).*

Table 7-1: Potential impacts summary for architectural resources.

VDHR #	Resource Name, Address	NRHP-Status	Distance from Project	Recommended Impact
007-5513	Chesapeake and Ohio Railroad (Historic), Louisa Railroad (Historic), Virginia Central Railroad (Historic)	NRHP-Eligible	Adjacent to ROW	Minimal Impact
018-5004	Nance's Shop (Historic), Saint Mary's Church Battlefield (Current Name), Samaria Church (Historic)	Battlefield	Directly Crossed by Chickahominy Substation	Minimal Impact
042-0120	Hogan House (Current), House, 6279 Powhite Farm Drive (Function/Location), Selwyn (Historic/Current)	NRHP-Listed	~0.32 Mile	No Impact
042-0137	Oakley Hill (NRHP Listing)	NRHP-Listed	~0.92 Mile	No Impact
042-5017	Cold Harbor Battlefield (Current Name), Second Cold Harbor (Historic)	Battlefield	Directly Crossed	Minimal Impact
042-5018	First Cold Harbor Battlefield (Historic), Gaines' Mill Battlefield (Current Name)	Battlefield	Directly Crossed	Minimal Impact
042-5022	Battle of Bethesda Church (Historic), Battle of Crumps Creek (Historic), Battle of Hanover town (Historic), Battle of Shady Grove Road (Historic), Totopotomoy Creek Battlefield (Current Name)	Battlefield	~0.90 Mile	No Impact
042-5479	Beaver Dam Creek Battlefield (Current Name)	Battlefield	Directly Crossed	No Impact
042-5509	Ashland UDC Jefferson Davis Highway Marker (NRHP Listing),	NRHP-Listed	~0.59 Mile	No Impact

SUMMARY OF POTENTIAL IMPACTS

VDHR #	Resource Name, Address	NRHP-Status	Distance from Project	Recommended Impact
	Lee Chapter UDC Jefferson Davis Highway Commemorative Marker (Current Name), UDC Commemorative Highway Marker, Jefferson Davis Highway (Function/Location)			
043-0033	Richmond National Battlefield Park (NRHP Listing)	NRHP-Listed	Directly Crossed	Minimal Impact
043-0175	Ravenswood (Current)	NRHP-Eligible	~0.30 Mile	No Impact
043-0307	Battle of Chaffin's Farm, New Market Road (Historic/Location), New Market Heights Battlefield (Historic/Current)	Battlefield	~0.33 Mile	No Impact
043-0308	Savage Station Battlefield (Historic/Current)	Battlefield	Directly Crossed	Minimal Impact
043-0800	Antique Carousel, Virginia Center Commons	NRHP-Eligible	~0.15 Mile	Demolished (No Impact)
043-5077	Frazier's Farm (Historic), Glendale Battlefield (Current Name), Glendale Battlefield (Historic), Nelson's Farm (Historic)	Battlefield	~0.48 Mile	No Impact
043-5081	Fair Oaks (Historic), Seven Pines Battlefield (Historic)	Battlefield	Directly Crossed	Minimal Impact
043-5108	Yellow Tavern Battlefield (Historic)	Battlefield	Directly Crossed	Minimal Impact
043-5273	Battle of Garnett's and Golding's Farm (Historic/Location)	Battlefield	~0.06 Mile	Minimal Impact
043-5347	Richmond-Ashland Trolley Line (Historic)	NRHP-Eligible	Directly Crossed	Minimal Impact
043-6408	Indian Springs Farm Site 44HE1065 (NRHP Listing), Wilson Site (Historic)	NRHP-Listed	~0.04 Mile	No Impact
121-5134	Chesapeake and Ohio Railroad (Historic), CSX Railroad (Current Name)	NRHP-Eligible	Directly Crossed	Minimal Impact

With regards to archaeology, portions of the project area have been subject to previous phase I survey, however, these are primarily limited to linear corridors associated with utility or infrastructure projects crossing the project ROW. As a result of these prior surveys, discrete lengths of the overall project ROW have been subject to survey although much of the ROW remains unsurveyed. The surveys that have been conducted have resulted in the identification of thirty-one (31) previously recorded archaeological sites within the project ROW. Of these, seven (7) have been determined eligible or potentially eligible for listing in the NRHP, eight (8) have been determined not eligible for listing, and the others have not been formally evaluated. Formal archaeological fieldwork and investigations were not conducted as part of this effort so the existing conditions of the sites are unknown and project engineering is also still preliminary so the final project alignment, structure locations, and extent of grading and limits of disturbance are subject to change. Further investigation and analysis will be needed to assess impacts to NRHP-eligible sites. ***It is therefore D+A's recommendation that that any portion***

SUMMARY OF POTENTIAL IMPACTS

of the project area that has not been subject to accepted cultural resource survey be investigated to identify unrecorded sites and previously recorded sites that are considered eligible or unevaluated be assessed for eligibility. Any sites found to be eligible for listing in the NRHP should be assessed for project impacts as additional project construction details become available (Table 7-2).

Table 7-2: Summary of potential impacts summary for archaeological resources.

VDHR #	Site Type/ Temporal Context	NRHP Status	Proximity to Project	Impacts/ Recommendation
44CC0320	Dwelling - Historic/Unknown	Not Evaluated	~70 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44CC0322	Dwelling, Trash Pit - 20th Century: 2nd quarter (1925 - 1949)	Not Evaluated	~135 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44CC0390	Camp - Late Archaic (3000 - 1201 B.C.), Middle Woodland (300 - 999 A.D.)	DHR Staff: Potentially Eligible	~175 Feet from nearest proposed structure	Reidentify and assess impacts
44CC0477	Artifact Scatter - Pre-Contact, Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916)	Not Evaluated	~70 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HE0066	No Data	DHR Staff: Not Eligible	~305 Feet from nearest proposed structure	No Further Consideration
44HE0158	Camp – No Data	DHR Staff: Not Eligible	~40 Feet from nearest proposed structure	No Further Consideration
44HE0159	Camp - Middle Archaic (6500 - 3001 B.C.), Late Archaic (3000 - 1201 B.C.), Early Woodland (1200 B.C. - 299 A.D.)	Not Evaluated	~140 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HE0160	Camp - Early Woodland (1200 B.C. - 299 A.D.)	Not Evaluated	~175 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HE0161	Camp – No Data	Not Evaluated	~460 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HE0162	Camp - Early Woodland (1200 B.C.E - 299 C.E), Middle Woodland (300 - 999 C.E), Late Woodland (1000 - 1606)	Not Evaluated	Proposed structure directly within site boundary	Reidentify, evaluate, and assess impacts if necessary
44HE0275	Artifact Scatter - Pre-Contact	Not Evaluated	~430 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary

SUMMARY OF POTENTIAL IMPACTS

VDHR #	Site Type/ Temporal Context	NRHP Status	Proximity to Project	Impacts/ Recommendation
44HE0769	Camp Temporary - Middle Woodland (300 - 999 C.E)	DHR Staff: Not Eligible	Proposed structure directly within site boundary	No Further Consideration
44HE0780	Camp Temporary - Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Not Eligible	~190 Feet from nearest proposed structure	No Further Consideration
44HE0781	Camp – No Data	Not Evaluated	Proposed structure directly within site boundary	Reidentify, evaluate, and assess impacts if necessary
44HE0809	Pre-Contact	DHR Staff: Not Eligible	~105 Feet from nearest proposed structure	No Further Consideration
44HE0966	Earthworks, Other - Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 19th Century: 2nd quarter (1825 - 1849)	DHR Staff: Not Eligible	~195 Feet from nearest proposed structure	No Further Consideration
44HE1063	Camp - Early Archaic Period (8500 - 6501 B.C.E), Middle Archaic Period (6500 - 3001 B.C.E), Middle Woodland (300 - 999 C.E), Late Woodland (1000 - 1606)	DHR Staff: Potentially Eligible	~5 Feet from nearest proposed structure	Reidentify and assess impacts
44HE1065	Camp, Village/Town - Paleo-Indian (15000 - 8501 B.C.E), Middle Archaic Period (6500 - 3001 B.C.E), Late Archaic Period (3000 - 1201 B.C.E), Early Woodland (1200 B.C.E - 299 C.E), Middle Woodland (300 - 999 C.E), Late Woodland (1000 - 1606)	DHR Staff: Eligible	~500 Feet from nearest proposed structure	Reidentify and assess impacts
44HN0055	Camp, Trash scatter - Woodland (1200 B.C. - 1606 A.D.), 19th Century (1800 - 1899)	DHR Staff: Eligible	~110 Feet from nearest proposed structure	Reidentify and assess impacts
44HN0056	Woodland (1200 B.C. - 1606 A.D.)	Not Evaluated	Proposed structure directly within site boundary	Reidentify, evaluate, and assess impacts if necessary
44HN0059	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated	~240 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HN0112	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated	~190 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary

SUMMARY OF POTENTIAL IMPACTS

VDHR #	Site Type/ Temporal Context	NRHP Status	Proximity to Project	Impacts/ Recommendation
44HN0202	Camp - Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Eligible	~195 Feet from nearest proposed structure	Reidentify and assess impacts
44HN0203	Camp - Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Eligible	~280 Feet from nearest proposed structure	Reidentify and assess impacts
44HN0204	Camp - Middle Archaic (6500 - 3001 B.C.), Late Archaic (3000 - 1201 B.C.), Woodland (1200 B.C. - 1606 A.D.)	DHR Staff: Eligible	~40 Feet from nearest proposed structure	Reidentify and assess impacts
44HN0205	Earthworks - 19th Century: 3rd quarter (1850 - 1874)	Not Evaluated	~185 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HN0206	Camp - Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated	~190 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HN0207	Camp – No Data	Not Evaluated	~330 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary
44HN0237	No Data	DHR Staff: Not Eligible	~250 Feet from nearest proposed structure	No Further Consideration
44HN0332	Other - Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Not Eligible	~20 Feet from nearest proposed structure	No Further Consideration
44HN0474	Railroad Bed - Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945)	Not Evaluated	~200 Feet from nearest proposed structure	Reidentify, evaluate, and assess impacts if necessary

8. REFERENCES

National Park Service

2009 “Civil War Sites Advisory Commission Report Update and Resurvey,” American Battlefield Protection Program

Virginia Department of Historic Resources

2008 *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia*

Virginia Department of Historic Resources

2025 Virginia Cultural Resource Information System (VCRIS) database and GIS server.

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From: Warren, Arlene <arlene.warren@vdh.virginia.gov>
Sent: Tuesday, June 22, 2021 7:53 AM
To: Rachel.M.Studebaker@dominionenergy.com
Subject: [EXTERNAL] Re: FW: SCC Case No. PUR-2021-00010/DEQ21-013S

This is an EXTERNAL email that was NOT sent from Dominion Energy. Are you expecting this message? Are you expecting a link or attachment? DO NOT click links or open attachments until you verify them

The proposal from Dominion is reasonable and we consider it acceptable.

Best Regards,

Arlene Fields Warren

GIS Program Support Technician

Office of Drinking Water

Virginia Department of Health

109 Governor Street

Richmond, VA 23219

(804) 864-7781

On Thu, Jun 17, 2021 at 4:33 PM Rachel.M.Studebaker@dominionenergy.com
<Rachel.M.Studebaker@dominionenergy.com> wrote:

Hello Ms. Warren,

I am reaching out in regard to the DEQ Report for SCC Case No. PUR-2021-00010/DEQ21-013S (230 kV lines #2113 and #2154 Transmission Line Rebuilds and Related Projects). As part of the VDH ODW review, it was recommended that all wells within a 1,000-foot radius of the project site be field marked and protected from accidental damage. It is our custom construction process to not conduct any work outside of the existing right-of-way (ROW), with the exception of entry using existing access roads, and use DEQ approved erosion and sediment controls. These well are located outside of the project area ROW on private land and Dominion Energy does not have permission to enter private property to field mark the wells.

Therefore, we are proposing to plot and call out the wells on the Erosion and Sediment control plans as a way of flagging them for the construction team for protection from accidental damage. Is this a sufficient approach to comply with the ODW recommendation?

Thank you,

Rachel Studebaker

Environmental Specialist II

Dominion Energy Services

120 Tredegar Street, Richmond, VA 23219

Office: (804) 273-4086

Cell: (804) 217-1847

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