

Appendix L

Cultural Resources

- 1.Determination of Eligibility**
- 2.Effects**
- 3.Consulting Party Requests**
- 4.Visualizations**

L1. Determination of Eligibility

- Virginia
- North Carolina



COMMONWEALTH of VIRGINIA

Department of Historic Resources

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

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June 8, 2003

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Tier II Environmental Impact Statement
Petersburg, Virginia to Raleigh, North Carolina
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

RECEIVED

JUN 12 2003

NC Dot Rail Div

Dear Mr. Foster:

We have received your letter dated May 19, 2003, regarding the scoping meeting for the Tier II Environmental Impact Statement for the above referenced project. In an August 7, 2003, correspondence the Virginia Department of Historic Resources (DHR) informed the Virginia Department of Environmental Quality that the proposed undertaking has the potential to affect historic and archaeological resources in the Commonwealth listed in and eligible for the National Register of Historic Places. In that letter DHR also recommended the execution of a Programmatic Agreement in accordance with 36 CFR 800.14(b) in order to establish procedures for addressing cultural resource issues. We still recommend this approach.

Due to recent budget and staff cuts, DHR may not be able to send a representative to the scheduled June 17, 2003, scoping meeting. However, NCDOT, the Virginia Department of Rail and Public Transportation (VDRPT), and the Federal Railroad Administration (FRA) should not interpret the absence of a DHR representative at the meeting as a lack of interest or concern of our office regarding the potential of this undertaking to impact significant historic, architectural, and archaeological resources important to the history of the

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Page 2
June 8, 2003
Mr. David B. Foster

Commonwealth and the nation. Please continue to consult closely with DHR concerning this project.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma". The signature is fluid and cursive, with the first name "Marc" and last name "Holma" clearly distinguishable.

Marc Holma, Architectural Historian
Office of Review and Compliance

cc: Honorable Allan Rutter, Administrator, FRA
Honorable Karen J. Rae, Director, VDRPT



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April 25, 2005

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Phase II Architectural and Archaeological Resources Survey Report
Petersburg, Virginia to Raleigh, North Carolina
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

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Dear Mr. Foster:

We have received your request for our review and comment regarding the two-volume "Archaeological Survey and Architectural Survey and Evaluation, Southeast High Speed Rail Corridor" report prepared by The Louis Berger Group, Inc. regarding the above referenced project. The current report contains Phase II survey evaluations for 24 archaeological sites and 44 historic and architectural resources located within the Area of Potential Effect (APE) for the approximately 67.8 miles of the Southeast High Speed Rail (SEHSR) study corridor located in Virginia.

The 44 historic and architectural properties evaluated consist of 30 individual resources, 5 historic districts, 2 individual resources previously evaluated, 1 historic district previously evaluated, and 6 battlefields requiring National Register of Historic Places (NRHP) boundary recommendations. Of those newly evaluated properties, The Louis Berger Group recommends 12 individually eligible for the NRHP and 1 historic district worth of listing. Additionally, the consultant reapplied the NRHP Criteria and confirmed that the earlier determinations of NRHP eligibility for 1 individual resource (Smelley House, DHR Survey No. 058-5028) and 1 historic district (La Crosse Historic District, DHR Survey No. 250-5001) are still valid.

Below please find our comments regarding the evaluation and recommendations for NRHP eligibility prepared by The Louis Berger Group. It should be noted that in many instances interior

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photographs of properties were not included with the submission of the Intensive Level Survey Form. Photographs illustrating a resource's primary spaces and/or significant interior architectural features are required by the Department of Historic Resources (DHR) as part of the Intensive Level Survey Form. We do not consider the Intensive Level Survey Form complete until we have all necessary information including interior photographs. In some cases DHR has been able to concur with the consultant's eligibility recommendation for properties addressed in the current survey even without the aid of interior perspectives. This was usually possible due to the known compromised historic integrity of the resource's exterior, which made the condition or architectural character of the interior irrelevant. Even in such circumstances, however, we still require interior photographs to complete our survey information. If access to the interior of properties is not possible due to owner objection, unsafe conditions or other circumstances, this must be noted on the survey form.

The survey report assessed appropriate NRHP boundaries for 6 Civil War battlefields associated with the 1864-1865 Petersburg campaign and siege. These 6 battlefields are Petersburg National Battlefield III (DHR Survey No. 123-5026), Weldon Railroad Battlefield (DHR Survey No. 123-5022), Hatcher's Run Battlefield (DHR Survey No. 026-0132), Boydton Plank Road Battlefield (DHR Survey No. 026-5004), Lewis's Farm Battlefield (DHR Survey No. 026-5006), and Dinwiddie Courthouse Battlefield (DHR Survey No. 026-5005). Because of its subject matter expertise, intimate knowledge of the resources in question, and an existing Programmatic Agreement (PA) between DHR and the National Park Service (NPS) that requires DHR to take into account NPS comments pertaining to historic properties within its purview, we request that you seek comments from the staff at the Petersburg National Battlefield regarding the NRHP boundary recommendations of the subject battlefields. Please make any comments received from Petersburg National Battlefield available to DHR for our consideration.

Evergreen (DHR Survey No. 026-0023): We concur that this circa 1790 dwelling is potentially eligible for listing in the NRHP under Criterion C as a fine early example of Federal domestic architecture. We also agree with the proposed NRHP boundary for the resource.

Bridge No. 6083 (DHR Survey No. 026-0178): We concur that this 1940 roadway bridge is not eligible for listing in the NRHP due to its lack of architectural merit and association with any know significant historic event or important individual.

B. T. Hargrave Store (DHR Survey No. 026-5020): We concur that this circa 1900 store is not eligible for the NRHP due to modern additions and alterations that have compromised its historic integrity.

Seaboard Air Line Railroad Deck Bridge (DHR Survey No. 026-0125): We concur that this 1938 railroad bridge is not individually eligible for listing in the NRHP due to its lack of architectural or engineering distinction. However, it may contribute to the Seaboard Air Line Railroad if the railroad corridor is determined worthy of NRHP listing. It is our understanding that an evaluation of that resource is pending and that DHR will have the opportunity to comment on eligibility of the railroad once the survey report for it is complete.

Courtworth (DHR Survey No. 026-5021): Although we agree that the exterior of Courtworth presents the circa 1878 dwelling as a good example of a late nineteenth century vernacular residence, we are unable at this time to concur with it being eligible for listing in the NRHP due to a lack of interior photographs. Please provide interior photographs of Courtworth at your earliest convenience.

House (DHR Survey No. 026-5022): We concur that the circa 1910 dwelling located at 16137 Boydton Plank Road, Dinwiddie, is not eligible for the NRHP due to its loss of historic integrity (application of vinyl siding), modern additions; and lack of architectural distinction, association with a significant event or important individual. Despite this recommendation, however, we still require interior photographs of the house.

Bowen House (DHR Survey No. 026-5023): We concur that this circa 1878 dwelling is potentially eligible for the NRHP under Criterion C as a fine example of a Victorian-period house. We concur with the propose NRHP boundary that encompasses the 10-acre tax parcel.

Store (DHR Survey No. 026-5024): We concur that the circa 1930 store located at 16913-16915 Boydton Plank Road, Dinwiddie, is not eligible for the NRHP due to its lack of architectural distinction, association with a significant event or important individual. Despite this recommendation, however, we still require interior photographs of the house.

Village of DeWitt Historic District (DHR Survey No. 026-5025): We concur that there does not appear to be an NRHP-eligible historic district in the Village of DeWitt. The remaining 20 or so buildings and associated outbuildings remaining in the community do not adequately convey the village's history as a railroad town or represent a significant collection of period architecture.

W. Boisseau's Store (DHR Survey No. 026-5026), Warehouse (DHR Survey No. 026-5027), and associated dwelling: The Louis Berger Group recommends this complex of three circa 1900 buildings as eligible for listing in the NRHP under Criterion C for their architectural merit. Unfortunately we are unable to concur with this recommendation, as we do not have any interior photographs of the buildings. Additionally, the house identified as that of the store's proprietor is not surveyed individually. Finally, since the buildings are an interesting collection that supports a commercial venture, i.e. the store, the consultant may also want to consider the eligibility of the buildings under Criterion A as well.

Store/Gas Station (DHR Survey No. 026-5028): We concur that this circa 1930 store/gas station is not eligible for the NRHP. Its adaptive reuse as a single-family dwelling has completely altered its appearance so its historic function as a gas station and store is no longer readable.

Crawford House (DHR Survey No. 026-5029): We concur that this 1912 dwelling is not eligible for listing in the NRHP. It is an example of a very common early twentieth century housing type. We do, however, require interior photographs for this property.

Town of McKenney Historic District (DHR Survey No. 257-5001): Although we agree that the potential for an historic district encompassing the Town of McKenney corporate limits is low due to the documented "incoherent mixture of early, mid-, and late twentieth-century manufacturing, commercial, and residential buildings and related outbuildings that collectively possess poor [historic] integrity," we believe that there may be sufficient cohesiveness in its downtown area to support a smaller commercial historic district. As described in the survey report, McKenney's developed occurred due to it becoming a water stop for trains traveling the Seaboard Air Line in the early 1900s. It soon became a regional point for the transshipment of lumber. The town's economic growth throughout the early twentieth century is still manifest in many of its existing buildings such as the commercial building (20704 First Street), bank building (south corner of Railroad Street and Rives Avenue), Baxter's Drug Store (10359 Doyle Boulevard), and the factory complex at the northwest side of Railroad Street and southwest of Doyle Boulevard). Please consider the possibility of a commercial historic district in McKenney.

McLaughlin House (DHR Survey No. 257-5002): We concur that this circa 1885 dwelling is not eligible for the NRHP due to the loss of historic integrity such as the installation of vinyl siding. However, we do require interior photographs for this property.

Commercial Building (DHR Survey No. 257-5003), McKenney Town Hall (DHR Survey No. 257-5005), Baxter's Drug Store (DHR Survey No. 257-5006), and Factory (DHR Survey No. 257-5007): We concur that these properties are not individually eligible for listing in the NRHP due to a lack of singular architectural distinction or compelling history based on individual merits. However, we do believe that additional consideration should be given to these buildings as possibly being contributing resources in a McKenney Commercial Historic District. Additionally, please provide interior photographs for the Commercial Building, Factory, and additional interior shots of the McKenney Town Hall.

Bank Building (DHR Survey No. 257-5004): We are unable to concur with the consultant's recommendations with the information provided. Please submit interior photographs of this building for our consideration. Even if the building proves not to be individually eligible for the NRHP, it may still contribute to a McKenney Commercial Historic District.

McKenney Town Hall (DHR Survey No. 257-5005): We concur with the consultant's recommendation that this building is not individually eligible for listing in the NRHP. However, we believe that the Town Hall would contribute to a McKenney Commercial Historic District if one exists.

Baxter's Drug Store (DHR Survey No. 257-5006): We concur with the consultant's recommendation that this building is not individually eligible for listing in the NRHP. However, we believe that the drug store would contribute to a McKenney Commercial Historic District if one exists.

Factory (DHR Survey No. 257-5007): We concur with the consultant's recommendation that this building is not individually eligible for listing in the NRHP. However, we believe that the Town Hall would contribute to a McKenney Commercial Historic District if one exists. We also require interior photographs.

Honeymoon Hill Farm (DHR Survey No. 257-5008): Before we can concur that this circa 1878 farmstead is potentially eligible for listing in the NRHP under Criterion C for this architectural merit, we require interior photographs.

Mayton House (DHR Survey No. 257-5009): Before we can concur that this dwelling is potentially eligible for listing in the NRHP under Criterion C for this architectural merit, we require interior photographs.

Blick's Store (DHR Survey No. 012-5042): Although the narrative summary for this circa 1900 store found in the survey report recommends the store as eligible for listing in the NRHP under Criterion C as "a well-preserved example of early twentieth-century commercial architecture and embodies the distinctive characteristics of a period and type of construction," Table 5-1 and the individual survey form for the property both state that the building is recommended as not eligible. Please clarify your determination regarding the eligibility of the Blick's Store. We recommend that the consultant evaluate more thoroughly not only the property's architectural importance, but also its significance to the local commerce and economy (Criterion A). Please also provide interior photographs of the building.

Short House (DHR Survey No. 012-5043): We concur that this dwelling is not eligible for the NRHP due to extensive modern alterations and additions to the interior and exterior of the house.

Wynnhurst (DHR Survey No. 012-5044): Before we can concur that this 1925 Colonial Revival dwelling is eligible for listing in the NRHP we require interior photographs.

Alberta Historic District (DHR Survey No. 012-5045): Although we agree that the potential for an historic district encompassing the Town of Alberta corporate limits is low due to the documented "mix of common twentieth-century building types and styles that do not cohesively convey the period of Alberta's significance as a railroad-related community during the first half of the century," we believe that there may be sufficient cohesiveness in its downtown area to support a smaller commercial historic district. As described in the survey report, Alberta retains some of its historic commercial buildings such as Farmer's & Merchants Bank, a former tobacco shop, a row of abandoned commercial buildings along Virginia Avenue, and livery. Please evaluate the potential for a commercial historic district in Alberta.

Seaboard Railway Bridge (DHR Survey No. 012-5046): We concur that this railroad bridge is not individually eligible for listing in the NRHP due to its lack of architectural or engineering distinction. However, it may contribute to the Seaboard Air Line Railroad if the railroad corridor is determined worthy of NRHP listing. It is our understanding that an evaluation of that resource is pending and that DHR will have the opportunity to comment on eligibility of the railroad once the survey report for it is complete.

Rawlings Farm (DHR Survey No. 012-5047): We concur that the 1884 farmstead is not eligible for listing in the NRHP due to its loss of historic integrity including modern additions and the application of aluminum siding. However, we require interior photographs of the house.

Oak Shades (DHR Survey No. 012-5048): We concur that this 1812 vernacular Federal style residential dwelling is potentially eligible for listing in the NRHP under Criterion C as a rare surviving rural example of this architectural style and age that maintains a relatively high degree of historic integrity. We also concur with the proposed boundaries for this property.

Evans House (DHR Survey No. 058-5048): We concur with the recommendation that the Evans House is potentially eligible for listing in the NRHP under Criterion C as an elegant and well-preserved example of an American Foursquare dwelling. The quality of this building type is particularly rare in its rural context. We also agree with the appropriate NRHP boundary for the resource is its current 1.74-acre tax parcel.

Simmons Store (DHR Survey 058-5080): We concur that this circa 1900 store is not eligible for listing in the NRHP due to a loss of historic integrity, specifically the application of vinyl siding. However, we still do require interior photographs for this property.

House, 678 Country Club Road (DHR Survey No. 058-5027): We concur with the 1998 recommendation that this property is not eligible for listing in the NRHP due to its lack of architectural distinction, association with a significant event or important individual.

Smelley House (DHR Survey No. 058-5028): We concur with the 1998 recommendation that this property is potentially eligible for listing in the NRHP under Criterion C as a fine example of a rural vernacular Victorian-period farmhouse. We further agree that the suggested 3.46-acre parcel, which excludes modern development, is an appropriate NRHP boundary for the property.

LaCrosse Commercial Historic District (DHR Survey No. 250-5001): We concur with the 2004 recommendation that this property is potentially eligible for listing in the NRHP under Criterion C for its collection of early twentieth century commercial buildings. We suggest that it may also be eligible under Criterion A for its history as a boom community created by the construction of the railroad that brought economic expansion to the region.

Sardis Methodist Church (DHR Survey No. 058-0094): We concur that this 1911 church is potentially eligible for listing in the NRHP under Criterion C for its architectural merit. Although the exterior is clad with vinyl siding the decorative bargeboard is preserved. Additionally, the steeple is an interesting architectural element not often found on rural chapels. We concur with the proposed NRHP boundary for this property.

Bracey Historic District (DHR Survey No. 058-5081): We concur that this resource is potentially eligible for listing in the NRHP under Criterion C for its collection of late nineteenth and early twentieth century commercial buildings. We also believe that the Bracey Historic District may be eligible under Criterion A for its history as a boom community created by the construction of the railroad that brought economic expansion to the region.

Seaboard Coast Line Railroad Bridge over Roanoke River (DHR Survey 058-0132): We concur that this resource is not eligible for listing in the NRHP; however, it may be eligible as a contributing element if the railroad as a whole is determined significant.

Granite Hall/Fitts House (DHR Survey No. 058-0118): Although inaccessible to the surveyor, we concur that this 1910 farmstead is potentially eligible for listing in the NRHP under Criterion C based on the 1972 photographs in our archives.

Regarding archaeology, survey of the project area resulted in the identification or re-identification of twenty-eight archaeological sites (44DW98-99, 44DW323-327, 44BR170-180, 44MC375, 587, 703-709), six archaeological locations, and five isolates. As several of the sites identified were found in association with standing structures, the following comments are pertinent to archaeological sites and archaeological components of historic resources only. Based upon the information provided we concur with the recommendation that the following sites are *not eligible* for inclusion in the National Register of Historic Places due to lack of research potential: 44DW99, 44DW323-327, 44BR173, 44BR176, 44BR178, 44BR180, 44MC375, 44MC587, 44MC703-706, 44MC708-709. No further investigation is necessary. Also, the six locations and five isolates discovered during survey are, by definition, not eligible and will require no additional investigation.

Based upon the information provided we concur with the recommendation that the following sites are *potentially eligible* for inclusion in the National Register based upon their research potential and integrity: 44DW98, 44BR170, 44BR171, 44BR174, 44BR175, 44BR177, 44BR179, 44MC707. We recommend that these sites be actively avoided by all ground-disturbing activities if possible. If avoidance is not feasible we recommend that a qualified archaeologist evaluate these sites at the Phase II level to confirm their eligibility.

Regarding site 44BR172, the text indicates that shovel testing produced prehistoric artifacts and the artifact catalog mentions one body sherd. However, the site is described as historic, and there is no discussion of any prehistoric component. Please provide clarification of the existence of a prehistoric component to this site. We concur with the recommendation that the historic component of the site is *potentially eligible* and that it should be subjected to Phase II evaluation in the event that it cannot be avoided.

Page 8
April 25, 2005
Mr. David B. Foster

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma".

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Superintendent Bob Kirby, Petersburg National Battlefield
Mr. John E. Wells, VDOT



COMMONWEALTH of VIRGINIA

Department of Historic Resources

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March 30, 2006

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
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NC Dot Rail Div

RE: Southeast High Speed Rail
Revised Phase II Architectural and Archaeological Resources Survey Report
Petersburg, Virginia to Raleigh, North Carolina
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

Dear Mr. Foster:

We have received for our review and comment the final the two-volume report titled, "Archaeological Survey and Architectural Survey and Evaluation, Southeast High Speed Rail Corridor, City of Petersburg, Dinwiddie, Brunswick, and Mecklenburg Counties, Virginia (December 2005)" report prepared by The Louis Berger Group, Inc. regarding the above referenced project. The current report is in response to our April 25, 2005, letter, in which we made comments on the draft report. The subject document attempts to address our earlier requests for additional information on some of the Phase II survey evaluations for 24 archaeological sites and 44 historic and architectural resources located within the Area of Potential Effect (APE) for the approximately 67.8 miles of the Southeast High Speed Rail (SEHSR) study corridor located in Virginia.

In our April 2005 correspondence, we concurred that the following architectural properties are not individually eligible for listing in the National Register of Historic Places:

Bridge No. 6083 (026-0178)
B. T. Hargrave Store (026-5020)
House (026-5022)
Store (026-5024)
Village of DeWitt Historic District (026-5025)

Store/Gas Station (026-5028)
Crawford House (026-5029)
McLaughlin House (257-5002)
Short House (012-5043)
Rawlings Farm (012-5047)

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Winchester Region Office
107 N. Kent Street, Suite 203
Winchester, VA 22601
Tel: (540) 722-3427
Fax: (540) 722-7535

Simmons Store (058-5080)
McKenney Town Hall (257-5005)
Factory (257-5007)

House, 678 Country Club Road (058-5027)
Baxter's Drug Store (257-5006)
Commercial Building (257-5003)

In addition to the above, we agreed with the consultant that the Seaboard Air Line Railroad Deck Bridge (026-0125), Seaboard Railway Bridge (012-5046), and Seaboard Coast Line Railroad Bridge over Roanoke River (058-0132) do not warrant individual listing in the National Register. However, we recommended that The Louis Berger Group evaluate the eligibility of the Seaboard Coast Line Railroad. If the railroad as a whole proves to be eligible for the National Register, then we suspect that the three bridges mentioned above would contribute to the resource. We understand that The Louis Berger Group is preparing a report addressing the eligibility of the Seaboard Coast Line Railroad. We look forward to reviewing this document when it becomes available.

We also reiterate our concurrence regarding eligibility to the National Register of the following resources:

Evergreen (026-0023)
Oak Shades (012-5048)
Smelley House (058-5028)
Bracey Historic District (058-5081)
LaCrosse Commercial Historic District (250-5001)

Bowen House (026-5023)
Evans House (058-5048)
Sardis Methodist Church (058-0094)
Granite Hall/Fitts House (058-0118)

We were unable to concur with the eligibility recommendations of several properties in our April 2005 letter because the Phase II survey forms lacked interior photographs. Photographic documentation of interior spaces is a Department of Historic Resources (DHR) requirement. However, it is our understanding that the consultant was denied access to the interiors of the properties in question. We accept that a good faith effort was made to provide DHR with interior photographs and, as such, understand that circumstances dictate that the required photo-documentation will not be forthcoming.

In the interest of moving the process forward, we concur with the consultant regarding those properties that The Louis Berger Group recommends as eligible for the National Register although interior photographs are not available. We are comfortable in doing this since this designation will ensure appropriate consideration of these properties when the Department of Transportation (DOT) applies the Criteria of Adverse Effect. These properties are:

Courtworth (026-5021)
Mayton House (257-5009)
W. Boisseau's Store (026-5026), Warehouse (026-5027), and associated dwelling as a single complex

Honeymoon Hill Farm (257-5008)
Wynnhurst (012-5044)

In our April 2005 correspondence, we agreed that there did not exist large inclusive historic districts in the communities of McKenney and Alberta, but suggested the consultant consider smaller historic districts consisting of the commercial areas in these towns. The Louis Berger Group complied with this request and found that modern construction within the downtown business quarters of

Page 3
March 30, 2006
Mr. David B. Foster

McKenney and Albert has essentially deluded the architectural character of the commercial areas, therefore, no potential historic districts exist. We concur with this assessment.

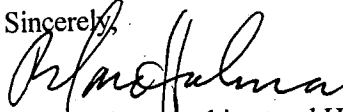
The consultant recommends the two remaining architectural properties, Bank Building (257-5004) and Blick's Store (012-5042), as not eligible for listing in the National Register. We are unable to concur with the consultant without full documentation in the form of interior photographs. Unfortunately, as mentioned above, such recordation will not be forthcoming. One option is to treat these properties as potentially eligible for the National Register by means of a consensus determination in the interest of moving the process forward.

In addition to the above, the survey report assessed appropriate National Register boundaries for 6 Civil War battlefields associated with the 1864-1865 Petersburg campaign and siege. These 6 battlefields are Petersburg National Battlefield III (DHR Survey No. 123-5026), Weldon Railroad Battlefield (DHR Survey No. 123-5022), Hatcher's Run Battlefield (DHR Survey No. 026-0132), Boydton Plank Road Battlefield (DHR Survey No. 026-5004), Lewis's Farm Battlefield (DHR Survey No. 026-5006), and Dinwiddie Courthouse Battlefield (DHR Survey No. 026-5005). As we commented back in April, because of its subject matter expertise, intimate knowledge of the resources in question, and an existing Programmatic Agreement (PA) between DHR and the National Park Service (NPS) that requires DHR to take into account NPS comments pertaining to historic properties within its purview, we request that you seek comments from the staff at the Petersburg National Battlefield regarding the NRHP boundary recommendations of the subject battlefields. The latest report does not indicate that such consultation with NPS occurred. We reiterate our request that you contact the Petersburg National Battlefield for its comments on the proposed National Register boundaries for the 6 battlefields. Please make any comments received from Petersburg National Battlefield available to DHR for our consideration.

With regard to archaeological resources, we reiterate our statements of April 25, 2005. The final report states that a single sherd manifests the prehistoric component of archaeological site 44BR0172, and as such, the prehistoric component does not contribute to the potential eligibility of the site. We concur with this assessment.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,



Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Superintendent Bob Kirby, Petersburg National Battlefield
Mr. John E. Wells, VDOT

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OCT 13 2006

NC Dot Rail Div



COMMONWEALTH of VIRGINIA

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October 6, 2006

Mr. David B. Foster
North Carolina Department of Transportation
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RE: Southeast High Speed Rail
Revised (2006) Phase II Architectural and Archaeological Resources Survey Report
Petersburg, Virginia to Raleigh, North Carolina
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

Dear Mr. Foster:

We have received two copies of portions of the final the two-volume report titled, "Archaeological Survey and Architectural Survey and Evaluation, Southeast High Speed Rail Corridor, City of Petersburg, Dinwiddie, Brunswick, and Mecklenburg Counties, Virginia (December 2005 Revised 2006)" report prepared by The Louis Berger Group, Inc. regarding the above referenced project. The revised report includes updated National Register of Historic Places boundary recommendations for six Civil War battlefields associated with the 1864-1865 Petersburg campaign and siege. These six battlefields are Petersburg National Battlefield III (DHR Survey No. 123-5026), Weldon Railroad Battlefield (DHR Survey No. 123-5022), Hatcher's Run Battlefield (DHR Survey No. 026-0132), Boydton Plank Road Battlefield (DHR Survey No. 026-5004), Lewis's Farm Battlefield (DHR Survey No. 026-5006), and Dinwiddie Courthouse Battlefield (DHR Survey No. 026-5005).

At our request, you sought comments from the staff at the Petersburg National Battlefield regarding the NRHP boundary recommendations for the subject battlefields. It is now our understanding, confirmed in an e-mail from Mr. Chris Calkins, Chief of Interpretations, Petersburg National Battlefield Park, that the battlefield maps in the revised report now concur with the Petersburg National Battlefield Park's Land Protection Plan for the "core areas" of the six battlefields. We can now concur with the proposed National Register boundaries recommended by The Louis Berger Group in its revised report.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

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Cc: Superintendent Bob Kirby, Petersburg National Battlefield
Mr. John E. Wells, VDOT
Mr. Chris Young, Buck Engineering



COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

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October 16, 2006

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Supplement Phase I (Reconnaissance Level) Architectural Survey, 28 July 2005
Petersburg, Virginia to Raleigh, North Carolina
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

Dear Mr. Foster:

We have received two copies of the supplemental Phase I (Reconnaissance Level) architectural survey for the rail lines between Raleigh, North Carolina and Petersburg, Virginia, located within the project corridor for the Southeast High Speed Rail. The report prepared by Buck Engineering, Inc. recommends conducting a Phase II evaluation for the small portion of the Petersburg Railroad, also known as the Weldon Route. We concur with this assessment.

We request that when conducting the Phase II survey for this rail line, your consultants complete a Department of Historic Resources (DHR) Intensive Level Survey Form. This will require the consultant to contact the DHR archive and request a survey number. The Intensive Level Survey Form should be entered into our Data Sharing System (DSS) and included in the resulting report.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Mr. John E. Wells, VDOT
Mr. Chris Young, Buck Engineering

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March 20, 2007

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RECEIVED

MAR 23 2007

NCDOT RAIL DIVISION

RE: Southeast High Speed Rail, Effects to Historic Properties in Segment of Section CC
between the Appomattox River and milepost 30 at Burgess on the old CSX S-line
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

Dear Mr. Foster:

This letter is a follow up to our meeting of March 7, 2007, and is in response to your letter of March 15, 2007. At our meeting, you requested my opinion regarding the possibility of the three study alignments for the Southeast High Speed Rail (SEHSR) located in the segment of Section CC between the Appomattox River and milepost 30 at Burgess on the old CSX S-line to affect historic properties listed in or eligible for the National Register of Historic Places. Although, as you correctly state in your letter, the undertaking is likely to affect historic properties along the length of this entire corridor, you have identified the potential for Alternatives 2 and 3 within this section of SEHSR to have significant impacts to the Petersburg Battlefield III—The Breakthrough (DHR Survey No. 123-5026).

The National Park Service (NPS) has recently designated The Breakthrough battlefield as a National Historic Landmarks, its highest recognition. A preliminary opinion by the Department of Historic Resources (DHR) regarding the effect that Alternatives 2 and 3 may have on The Breakthrough battlefield will assist the project proponents weigh these alignments against other possible alternatives and assist them in meeting their responsibilities under Section 106 of the National Historic Preservation Act.

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Page 2
March 20, 2007
Mr. David B. Foster

From the information provided at our meeting, I agree that Alternative 2 and 3 will most probably have an adverse effect on The Breakthrough battlefield, a National Historic Landmark. The introduction of high speed railroad traffic traveling at an estimated 85 to 87 miles per hour through the battlefield will dramatically alter the resource's setting and character. Additionally, safety concerns resulting from the active rail line will preclude plans by the NPS and Pamplin Historic Park to jointly interpret their respective portions of the battlefield. Although I cannot say for certain whether or not Alternative 1 constitutes an adverse effect to historic properties, any potential impacts due to this alignment will be of a lesser degree and more easily mitigated for than the effects arising from Alternatives 2 and 3.

Please be aware that the above opinion is given as "technical assistance" and does not represent our official concurrence on the effect of the SEHSR project on historic properties pursuant to Section 106.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,



Marc Holma, Architectural Historian
Office of Review and Compliance



COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

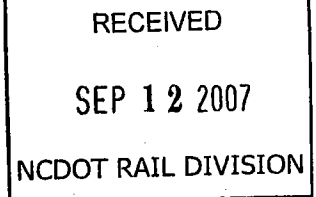
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September 6, 2007

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Supplement Phase II Architectural Survey, 3 August 2007
Petersburg, Virginia to Raleigh, North Carolina
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

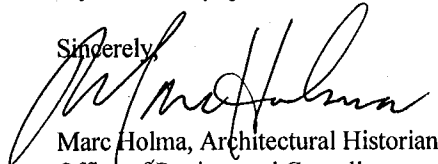


Dear Mr. Foster:

We have received two copies of the supplemental Phase II architectural survey for the rail lines between Raleigh, North Carolina and Petersburg, Virginia, located within the project corridor for the Southeast High Speed Rail. The report prepared by Mattson, Alexander, and Associates, Inc. recommends that the small portion, approximately 2 miles, of the Petersburg Railroad, also known as the Weldon Route, located within the project Area of Potential Effect (APE) as not eligible for listing to the National Register of Historic Places. Although the report acknowledges the significance of the Petersburg Railroad track to the historic of transportation and also to military operations during the Siege of Petersburg during the American Civil War, the segment of rail line located within the APE was straightened and shifted west of its original 1833 alignment. These changes have compromised the resources historic integrity. We concur with the consultant's assessment that this segment of the Petersburg Railroad located within the APE is not eligible for the National Register.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,


Marc Holma, Architectural Historian
Office of Review and Compliance

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October 25, 2007

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Cultural Resources Survey for the Southeast High Speed Rail
City of Richmond to City of Petersburg (Collier Yard)
NCDOT Project No. 9.9083002
NCTIP Project No. P-3819
VDHR File No. 2001-1460

Dear Mr. Foster:

We have received for our review and comment the report title, "Archaeological, Architectural, and Battlefield Surveys, Southeast High Speed Rail Corridor, Cities of Colonial Heights, Petersburg, and Richmond, and Chesterfield, Dinwiddie, and Henrico Counties, Virginia" (August 2007) prepared by The Louis Berger Group, Inc. The report documents the architectural and archaeological survey results for the Southeast High Speed Rail (SEHSR) along the approximately 24-mile project corridor from the City of Richmond to the City of Petersburg (Collier Yard).

Background research revealed 74 previously recorded archaeological sites within a 0.25-mile radius of the project Area of Potential Effect (APE). Of those sites, only 9 are located within the APE. An archaeological assessment conducted by Berger resulted in the identification of 15.69 miles of areas excluded from investigation due to development and other mitigating factors, 12.18 miles of low probability areas where sites are likely to occur, 5.76 miles of moderate probability areas, and 2.93 miles of high probability areas.

With respect to architectural properties, the consultants identified 377 resources, both individual buildings and structures and historic districts, within the SEHSR corridor APE. This number represents previously documented properties, to include those listed in and

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determined eligible for the National Register of Historic Places, and those newly recorded for this undertaking. Additionally, Berger surveyed and recommended boundaries for four Civil War battlefields. As a result of its field work the consultant recommends 21 individual properties and 5 historic districts evaluated for eligibility at the Phase II level.

Upon review of the survey report and forms, the Department of Historic Resources (DHR) concurs with the following:

Properties Eligible for the National Register: 020-5336, 020-5351, 123-0109

Properties Recommended for further Study at Phase II Level: 127-0183, 127-0292, 127-6212, 127-6213, 127-6243, 127-6245, 127-6251, 020-0371, 020-0552, 020-5002, 020-5002-0143/020-5242, 020-5378, 020-5413, 020-5440, 020-5443, 020-5443-0003/020-5087, 020-5443-0008/020-5102, 020-5443-0010/020-5093, 020-5474, 106-5023, 106-5068, 123-5367, 123-5369, and 123-5372

Properties Listed in the Report as Contributing and Non-Contributing to Historic Districts:
The DHR concurs with the recommendations for contributing and non-contributing resources to historic districts that are listed in the report as long as those recommendations to not conflict with our comments found below.

Properties Recommended as Not Eligible for the National Register: The DHR concurs with the consultants recommendations regarding properties that are not eligible for the National Register provided those recommendations do not conflict with our comments found below.

In addition to our concurrence with many of the consultant's findings and recommendations, we have the following comments:

- 127-6243: The report gives the construction date for the Federal Reserve Building on Mayo Island as 1940; however, the survey form lists the date of construction for this property as circa 1930. Which date is correct?
- 127-6248: We believe that the Transmontaigne Product Service, Inc. building needs to be brought forward to the Phase II level.
- 127-6250: Although we agree that this railroad bridge is not individually eligible for the National Register we believe it would contribute to the Atlantic Coast Line Railroad Corridor (127-6251) if this property were determined eligible.
- 020-5460: The report gives the construction date for the VDOT Facility as 1950; however, the survey form lists the date of construction for this property as circa 1938. Which date is correct?

- 020-5476: Although we agree that this railroad bridge is not individually eligible for the National Register we believe it would contribute to the Atlantic Coast Line Railroad Corridor (127-6251) if this property were determined eligible.
- 020-5477: Although we agree that this railroad bridge is not individually eligible for the National Register we believe it would contribute to the Atlantic Coast Line Railroad Corridor (127-6251) if this property were determined eligible.
- 106-5068: If the railroad bridge is determined not individually eligible for the National Register after the Phase II evaluation we believe it would contribute to the Atlantic Coast Line Railroad Corridor (127-6251) if this property were determined eligible.
- 123-5015: The report gives the construction date for the R. Collier House as 1917; however, the survey form lists the date of construction for this property as circa 1870. Which date is correct? Is this house associated with the namesake of Collier Yard? If so we believe it should be evaluated at the Phase II level under Criterion B.
- 123-5359: Although we agree that Triple C Mechanical is not particularly remarkable for its architecture, we believe that it should be investigated at the Phase II level for its potential eligibility under Criterion A, specifically for the history of the Long Manufacturing Company.
- 123-5366: We do not believe it necessary to carry this property through to the Phase II level. We anticipate that any additional information with respect to its architectural history will not be compelling enough to override the dwellings lack of architectural integrity or merit.
- 123-5418: This house is incorrectly identified on the survey form as a commercial building. Please correct this error.
- 123-5419: This railroad bridge is incorrectly identified as a house on the survey form. Please correct this error.
- Plate 5-25 (Page 5-130) and Plate 5-26 (Page 5-131) appear to be photographs of the same property.

In addition to buildings, structures, and districts, Berger surveyed four Civil War battlefields located within the APE. These battlefields are Fort Stedman (123-5021), Port Walthall Junction (020-5317), Swift Creek/Arrowfield Church (020-5318), and Proctor's Creek/Second Drewry's Bluff (020-5320). The consultants evaluated the current historic integrity of each battlefield and recommended boundaries for the resources. In a January 24, 2007 letter to Mr. John E. Wells, VDOT, the chief of the American Battlefield Protection Program (ABPP), Mr. Paul Hawke, stated that he believes all four of the subject battlefields are "likely" eligible for listing in the National Register. We have no reason to contradict Mr. Hawke's assessment, however, we do acknowledge that in every case modern

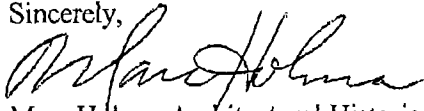
Page 4
October 25, 2007
Mr. David B. Foster

development and highway construction has greatly impacted significant portions of these historic landscapes. Before concurring with Berger's boundary recommendations we would like to know the opinion of the National Park Service historian at Petersburg National Battlefield Park. As the subject matter expert his expertise and perspective would be very helpful.

With regard to archaeological properties, we concur with the information used to develop the predictive model and look forward to reviewing the results of the testing strategy.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma", written in a cursive style.

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Mr. Chris Calkins, NPS, Petersburg National Battlefield Park
Ms Megan Rupnik, The Louis Berger Group, Inc.



COMMONWEALTH of VIRGINIA

Department of Historic Resources

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21 November 2008

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

Re: Intensive Architectural Survey; Richmond to Petersburg Southeast High Speed Rail Corridor
Cities of Richmond, Colonial Heights, and Petersburg; County of Chesterfield, Virginia
DHR File # 2001-1460

Dear Mr. Foster:

We have received for our review and comment the report titled, "Intensive Architectural Investigations Along the Richmond-To-Petersburg Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia" (September 2008) prepared by Dovetail Cultural Resource Group. The report records the survey and archival research on 32 architectural properties identified within the Richmond to Petersburg segment of the project's Area of Potential Effects (APE). Of the 32 architectural properties identified and documented, the consultant recommends that 17 are eligible for inclusion in the National Register of Historic Places (NRHP), while the remaining 15 are not. Our comments on the results of the survey and the report's recommendations are as follows:

Thurston House (DHR Survey No. 020-0371): We concur that this property is not eligible for the NRHP.

Centralia Post Office (DHR Survey No. 020-0552): Because access to the interior of the building was not possible, we cannot concur with the recommendation that this property is eligible under Criterion C for its architectural merit until such an inspection occurs. However, we do believe that the Centralia Post Office is eligible under Criterion A for its role, as described in the report,

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as "one of the pivotal social and economic centers" of the Centralia community. We do not believe that the change in function or local importance of the building detracts from the post office's historic significance.

Ettrick Historic District Expansion (DHR Survey No. 020-5002): We concur that this property is not eligible for the NRHP.

Old Methodist Church and Parsonage (DHR Survey No. 020-5087): We concur that this property is not eligible for the NRHP individually, however, we agree that it still contributes to the Chester Historic District (020-5443).

Chester #94 Masonic Lodge (DHR Survey No. 020-5098): We concur that this property is eligible under Criterion A, however, because access to the interior of the building was not possible, we cannot agree with the recommendation that this building is also eligible under Criterion C for its architectural merit until such an inspection occurs. It should be noted that the Chester #94 Masonic Lodge survey number is given as 020-5089 in the text of the report, but the DSS survey form has the inventory number as 020-5098. Please reconcile this inconsistency.

Eichelberger House (DHR Survey No. 020-5093): We concur that this property is eligible for the NRHP under Criterion C.

Pretlow House (DHR Survey No. 020-5102): We concur that the property is eligible under Criterion B for its association with Joseph Snead, one of the founders of Chester, and Dr. Thomas Pretlow, a prominent early twentieth century local physician. However, we do not agree that the property is eligible under Criterion C because access to the interior of the building was not possible and because the later additions and changes to the dwelling made by Dr. Pretlow, although within the historic period, has compromised the characteristics that make the house a fine example of the Greek Revival style. Since the building is significant for its association with both Joseph Snead and Dr. Thomas Pretlow we believe that it is more appropriate to refer to the dwelling as the Snead-Pretlow House.

Atlantic Coast Line Railroad Depot (DHR Survey No. 020-5242): We concur that the depot is not individually eligible for the NRHP due to its deteriorated condition and short period of usage (13 years). However, we believe that the Atlantic Coast Line Railroad Depot could be contributing to the historic significance of the railroad. The DSS form states, "The railroad itself is important in the history of Ettrick in that it provided a means of transportation for the historically black college Virginia State University." We request that the eligibility of the railroad be evaluated and whether the depot could be a contributing resource to the rail line.

VEPCo Power Transmission Line (DHR Survey No. 020-5378): The consultant recommends that the VEPCo Power Transmission Line is eligible under Criterion C as “one of only a few remaining steel towers” that are “representative of the early-twentieth century power distribution system.” With respect to this last quote, we believe that the transmission line may also be eligible under Criterion A for the history of the expansion of electrical service to outlying communities.

Ferguson House (DHR Survey No. 020-5413): We disagree with the assertion that this property is eligible under Criterion C. It does not appear particularly noteworthy in design and is of a common style. Also, the surveyor did not have access to the interior. We are willing to reconsider our opinion of additional information comes to light.

House at 11910 Chester Road (DHR Survey No. 020-5440): We concur that this property is not eligible for the NRHP.

Chester Historic District (DHR Survey No. 020-5443): We concur that this property is eligible for the NRHP under Criterion C. It may also be eligible under Criterion A for community planning and settlement.

DuPont Spruance (DHR Survey No. 020-5474): We concur that this property is eligible under Criterion A for its important industrial contribution to the greater Richmond area. It should be noted that the DSS form for this resource gives the construction date as circa 1940 while Table 4 on page 344 of the report lists the date as 1928. These two dates need to be reconciled.

House at 897 Conduit Road (DHR Survey No. 106-5023): We concur that this property is not eligible for the NRHP.

Route 1 Railroad Bridge (DHR Survey No. 106-5068): We do not agree that this property is individually eligible, however, it may be eligible as a contributing element of the railroad line as a whole. Please evaluate the eligibility of this section of the railroad.

Montview (DHR Survey No. 123-0019): We concur that this property is not eligible for listing to the NRHP due to the loss of historic integrity. It should be noted that the DSS form for this resource gives the construction date as post 1790 while Table 4 on page 344 of the report lists the date as circa 1835. These two dates need to be reconciled.

Old Stone House (DHR Survey No. 123-0090): We concur that this property is eligible for the NRHP. The text of the report and significant statement in the DSS form recommends the Old Stone House as eligible under Criterion C, which we agree with, but Table 4 on page 344 lists the NRHP recommendation as the property warranting listing under Criterion A. Additionally, the

DSS form for this resource gives the construction date as circa 1790 while Table 4 lists the date as circa 1816. Please reconcile these discrepancies.

Mikuska House (DHR Survey No. 123-5015): We concur that this property is not eligible for the NRHP from the information provided and earlier survey material. It should be noted that existing survey form at DHR, completed in 1988, identifies the building as the R. Collier House and gives the address as 2637 Halifax Road, not 2233 Halifax Road. Additionally, the date of construction given for the house on the 1988 survey form is 1870s, while Table 4 on page 344 of the report lists the date as circa 1917. Although access to the property was not possible, a new DSS form should be created for this property to correct any inaccuracies of earlier survey work and provide new information if available.

Long Manufacturing Company (DHR Survey No. 123-5359): We concur that this property is eligible under Criterion A for its importance to the local economic history of Petersburg in the early twentieth-century.

Titmus Optical Company (DHR Survey No. 123-5365): We concur that the property is eligible under Criterion A for its importance to the local economic history of Petersburg in the early twentieth-century; Criterion B for its association with the company's founder, E. H. Titmus, who was a prominent businessman in Petersburg and helped develop the city into an industrial center; and Criterion C for its collection of industrial buildings forming a unique complex spanning half a city block in size.

Commercial Building at 214 N. Dunlop Street (DHR Survey No. 123-5367): We concur that this property is not eligible for the NRHP.

829 Commerce Street (DHR Survey No. 123-5369): We concur that this property is not eligible for the NRHP.

Ferndale Historic District (DHR Survey No. 123-5372): We concur that this property is not eligible for the NRHP.

Seaboard Railroad Bridge (DHR Survey No. 127-0183): We concur that this property is not individually eligible for the NRHP, but it should be evaluated to determine whether it could be a contributing element to the railroad line.

Seaboard Building (DHR Survey No. 127-0292): We concur that this property is not individually eligible for the NRHP due to its complete loss of historic integrity on its interior. However, it is a contributing resource in the Shockoe Valley and Tobacco Row Historic District.

Krouse Historic District (DHR Survey No. 127-6212): We concur that this property is not eligible for the NRHP.

Davee Garden Historic District (DHR Survey No. 127-6213): We concur that this property is eligible for the NRHP under Criteria A and C.

Warehouse, Mayos Island (DHR Survey No. 127-6243): We concur that this property is not eligible for the NRHP.

Williams Bridge Company (DHR Survey No. 127-6245): We concur that this property is eligible for the NRHP under Criteria A and C.

TransMontaigne Product Services, Inc. (DHR Survey No. 127-6248): We concur that this property is eligible for the NRHP under Criterion A.

Atlantic Coast Line Railroad Corridor (DHR Survey No. 127-6251): We concur that this property is eligible for the NRHP under Criterion A.

Seaboard Air Line Railroad Corridor (DHR Survey No. 127-6271): We concur that this property is eligible for the NRHP under Criterion A.

If you have any questions about our comments, please call me at (804) 367-2323, Ext. 114.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma", written in a cursive style.

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Dr. Karri Barile, Dovetail

From: "Foster, David B" <dbfoster@ncdot.gov>
To: "Young, Craig" <cmyoung@mbakercorp.com>
CC: "Sams, Larry H" <lsams@ncdot.gov>, "Christine Fix(christine.fix@drpt.vir...
Date: 11/24/2008 4:52 PM
Subject: FW: Comments on Phase I Arch. Survey Report, Southeast High SpeedRail Corridor
Attachments: 1867.doc.jpg; 1877B1.doc.jpg; 1877B2.doc.jpg

Chris Calkins (Petersburg Natl. Battlefield, NPS) comments ...
David

-----Original Message-----

From: Chris_Calkins@nps.gov [mailto:Chris_Calkins@nps.gov]
Sent: Monday, November 24, 2008 12:11 PM
To: Foster, David B
Cc: Bob_Kirby@nps.gov
Subject: Comments on Phase I Arch. Survey Report, Southeast High Speed Rail Corridor

David:

I have perused the section dealing with the Petersburg area and would offer further information to the study:

Page 137 Site 44DW0363. Just north of and across the railroad from this site was an antebellum structure which shows up on the 1867 Michler Map and the 1877 Beers Map of Petersburg. On the latter it is defined as the J.M. Williams house. This site has been disturbed by the enlarging of the parking lot in the area but I recall seeing many mid-19th century artifacts scattered around before the disturbance. Refer to maps I've attached for the details.

Page 140 Site 44DW0364. Montview is shown as Mrs. Dunlop on the Beers map. The site is the spillway from the Upper Appomattox Canal Company whose turning basin sat near the intersection of West High and Canal Streets. Numerous cotton mills also sat along this route.

As per your recommendations on page 148, I agree with that of 0363 but with the addition of the 19th century structure located there. I feel that 0364 should be studied more (using the attached maps) and possibly be recommended potentially eligible for the NRHP.

If I may be of further assistance, please let me know.

(See attached file: 1867.doc.jpg)(See attached file: 1877B1.doc.jpg)(See attached file: 1877B2.doc.jpg)

Chris Calkins
Chief of Interpretation
Petersburg National Battlefield
1539 Hickory Hill Road
Petersburg, VA 23803
(804) 732-6092 x201



COMMONWEALTH of VIRGINIA

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23 December 2008

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Phase I Architectural Survey
Cities of Richmond, Colonial Heights, Petersburg, Chesterfield County
VDHR File No. 2001-1460

Dear Mr. Foster:

We have received for our review and comment the draft report, *Phase I Archaeological Survey: Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia* (Carmody et al: 2008). Based upon information presented in the report, the level of effort appears to be sufficient to have identified any historic properties within the area investigated.

The report is missing vital Historical Documentation and Background Research about the project area. This information is necessary to place the discovered sites in their appropriate historical context and evaluate them for listing in the National Register of Historic Places. We understand that a historical background for this project is detailed in a separate report. We feel however, that it is important to include the relevant historical background for the sites recorded in this study. Therefore we request that the relevant portions of the historical background be included in the final report as an appendix.

Based upon the information presented in the report, we concur with your determination that six (6) archaeological sites (44CF0703, 44CF0704, 44CF0705, 44CF0706, 44CF0709, and 44CF0711) lie within the Area of Potential Effect (APE) and are *Not Eligible* for listing in the National Register of Historic Places (NRHP).

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23 December 2008
Page 2
Mr. David Foster

We also concur with your findings that four (4) archaeological sites (44CF0707, 44CF0708, 44CF0710, and 44DW0363) lie within the APE and have the potential for containing significant information. Further archaeological investigations at the Phase II level are needed to determine if these sites are eligible for listing in the NRHP of these sites.

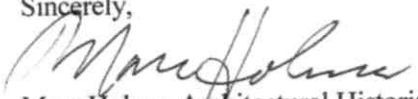
After reviewing comments made by the National Park Service, Petersburg National Battlefield, we have additional comments concerning two sites. We recommend that the description for archaeological site 44DW0363 be amended to include the likelihood of a 19th century structure being located on the site. We also recommend that any additional archaeological investigations of 44DW0363 attempt to locate and assess the remains of this structure.

According to the map X, site 44DW0364 is directly associated with Montview, (123-0019 and 123-5035-0151) a historic building which has not been evaluated for listing in the NRHP. Additionally, both Montview and 44DW0364 are within the North Battersea/ Pride's Field Historic District (123-5035), a property listed in the NRHP. The site description of 44DW0364 should indicate if it is a contributing resource to Montview and/or the North Battersea/ Pride's Field Historic District. Any association with either historic resource should be factored in the evaluation of 44DW0364 for listing in the NRHP.

We look forward to receipt of the final version of this report with these concerns addressed.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,



Marc Holma, Architectural Historian
Office of Review and Compliance

C: Ms. Kerri Barile, Ph.D., Dovetail



COMMONWEALTH of VIRGINIA

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Secretary of Natural Resources

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12 January 2009

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

Re: Final Intensive Architectural Survey Report; Richmond to Petersburg Southeast High Speed Rail Corridor
Cities of Richmond, Colonial Heights, and Petersburg; County of Chesterfield, Virginia
DHR File # 2001-1460

Dear Mr. Foster:

We have received for our review and comment the final report titled, "Intensive Architectural Investigations Along the Richmond-To-Petersburg Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia" (December 2008) prepared by Dovetail Cultural Resource Group. The report incorporates the comments made by the Department of Historic Resources (DHR) in our 21 November 2008 letter discussing the draft architectural report. Our comments on the current report are as follows:

Old Methodist Church and Parsonage (DHR Survey No. 020-5087): Please clarify on page 44 that the DHR agrees that the Old Methodist parsonage contributes to the Chester Historic District (020-5443).

Chester #94 Masonic Lodge (DHR Survey No. 020-5098): Please clarify that the DHR could not conclusively concur with the eligibility of the Masonic Lodge under Criterion C due to access of the interior being denied. However, we do not rule out this possibility in the future if evidence is provided.

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Page 2
12 January 2009
Mr. David B. Foster

Atlantic Coast Line Railroad Depot (DHR Survey No. 020-5242): We concur that the depot is eligible to the NRHP as a contributing resource to the Ettrick Historic District (DHR Survey No. 020-5002) and the Atlantic Coastline Railroad (DHR Survey No. 127-6251).

DuPont Spruance (DHR Survey No. 020-5474): The date of on the DSS form and in Table 4 of the report should reflect the date of the primary resource or a close approximation, in this case circa 1940. Please change accordingly.

Route 1 Railroad Bridge (DHR Survey No. 106-5068): We concur that the railroad bridge is a contributing element to the NRHP-eligible Atlantic Coastline Railroad.

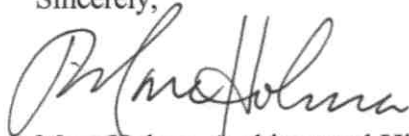
Old Stone House (DHR Survey No. 123-0090): Our 21 November 2008 comments may have been misunderstood. In our earlier letter we concurred with the recommendation that the building is eligible under Criterion C. However, we wanted to bring to your attention that Table 4 in the report gave Criterion A as the reason for NRHP eligibility for the Old Stone House. We believe that Table 4 should reflect *only* the dwelling's significance under Criterion C.

Seaboard Railroad Bridge (DHR Survey No. 127-0183): We concur that this property is not individually eligible for the NRHP.

Seaboard Building (DHR Survey No. 127-0292): Although not individually eligible, the Seaboard Building is currently a contributing resource to the NRHP-listed Shockoe Valley and Tobacco Row Historic District. The report should reflect this.

If you have any questions about our comments, please call me at (804) 367-2323, Ext. 114.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Marc Holma', written in a cursive style.

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Dr. Kerri Barile, Dovetail



COMMONWEALTH of VIRGINIA

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19 February 2009

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Phase I Archaeology Survey Report (Final)
Cities of Richmond, Colonial Heights, Petersburg; Chesterfield County
VDHR File No. 2001-1460

Dear Mr. Foster:

We have received for our review and comment the final report from Dovetail Cultural Resource Group, Inc. titled *Phase I Archaeological Survey: Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia* (Carmody et al: 2008) for the above referenced project. Based upon information presented in the report, the level of effort appears to be sufficient to have identified any historic properties within the area investigated. The final report adequately addressed all or our comments detailed in a letter dated 23 December 2008. We are pleased to inform you that the report meets the Secretary of the Interior's *Standards and Guidelines for the Documentation of Archaeological Sites* (48 FR 44734-44742) as well as our Department's *Survey Guidelines*.

Based upon the information provided, we concur with the determination that seven (7) archaeological sites (44CF0364, 44CF0703, 44CF0704, 44CF0705, 44CF0706, 44CF0709, and 44CF0711) lie within the Area of Potential Effect (APE) and are *Not Eligible* for listing in the National Register of Historic Places (NRHP). We also concur with the findings that four (4) archaeological sites (44CF0707, 44CF0708, 44CF0710, and 44DW0363) lie within the Area of Potential Effect (APE) and have the potential for containing significant information. Further archaeological investigations at the Phase II level are needed to determine if these sites are eligible for listing in the NRHP of these

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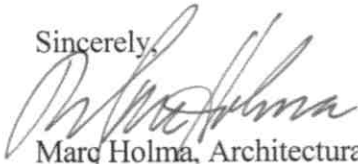
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Page 2
19 February 2009
Mr. David B. Foster

sites. Additionally, we concur with the recommendation that site 44DW0364 is not a contributing element to the NRHP listed North Battersea/Pride's Field Historic District (DHR 123-5035). Site 44DW0364 is, however, a contributing element to Montview (123-0019 and 123-5035-0151) which is not eligible for listing in the NRHP.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marc Holma", written in dark ink.

Marc Holma, Architectural Historian
Office of Review and Compliance

C: Mr. Michael Carmody, Dovetail



COMMONWEALTH of VIRGINIA

Department of Historic Resources

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5 March 2009

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

Re: Final Intensive Architectural Survey Report; Richmond to Petersburg Southeast High Speed Rail Corridor
Cities of Richmond, Colonial Heights, and Petersburg; County of Chesterfield, Virginia
DHR File # 2001-1460

Dear Mr. Foster:

We have received the final report titled, "Intensive Architectural Investigations Along the Richmond-To-Petersburg Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia" (December 2008) prepared by Dovetail Cultural Resource Group. We acknowledge that all of our comments have been incorporated into this draft and no final consultation on this document is required.

If you have any questions about our comments, please call me at (804) 367-2323, Ext. 114.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Dr. Kerri Barile, Dovetail

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1 April 2009

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

RE: Southeast High Speed Rail
Archaeological and Architectural Survey
Cities of Petersburg and Counties of Dinwiddie, Brunswick; and Mecklenburg
VDHR File No. 2001-1460

Dear Mr. Foster:

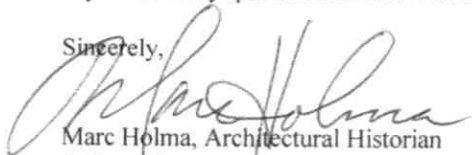
We have received for our review the report *Addendum Archaeological Survey and Architectural Survey and Evaluation Southeast High Speed Rail Corridor, City of Petersburg, Dinwiddie, Brunswick, and Mecklenburg Counties, Virginia* (Hatch and Dollins: February 2009). Based upon information presented in the report, the level of effort appears to be sufficient to have identified any historic properties within the area investigated.

The report identified five architectural properties fifty years old or older within the project Area of Potential Effects (APE). These properties are the Lucy House (DHR Survey No. 012-5060), the Lucy Family Cemetery (DHR Survey No. 012-5051), the Winfield Farmstead (012-5061), the Winfield/Pratt Family Cemetery (DHR Survey No. 012-5062), and the Wright Farmstead (DHR Survey No. 058-5090). Of these, the consultant recommends that the Winfield/Pratt Family Cemetery and the Wright Farmstead are eligible for the National Register of Historic Places under Criteria A and C. The other three properties are recommended as not eligible.

We concur that the Lucy House, the Lucy Family Cemetery, the Winfield Farmstead are not eligible for the National Register. We further agree that the Wright Farmstead is potentially worthy of inclusion in the National Register. However, we do not believe that the Winfield/Pratt Family Cemetery merits National Register listing. It is an unremarkable early twentieth century family plot and does not rise to the level of extraordinary significance required by Criteria Consideration D.

If you have any questions about our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,



Marc Holma, Architectural Historian
Office of Review and Compliance

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The Virginia State Historic Preservation Officer concurs with Dovetail Cultural Resource Group's recommendation that Architectural Resources 020-0492, 020-0677, 020-0733, 020-0734, 020-5494 to 020-5544, 020-5515-0001 to 020-5515-0012, 020-5546 to 020-5550, 020-5552 to 020-5555, 106-5071 to 106-5076, 123-5372-0010 to 123-5372-0014, 123-5429 to 123-5454, 123-5456 to 123-5461, 127-6212-0015 to 127-6212-0019, 127-6213-0023 to 127-6213-0026, and 127-6282 to 127-6336 are not eligible for the National Register of Historic Places (NRHP). They also concur that the Manchester Historic District (127-0457), the Richmond & Petersburg Electric Railroad (020-5351), Proctor's Creek Battlefield (020-5320), 4510 Centralia Road (020-0140), Port Walthall Battlefield (020-5317), Swift Creek Battlefield (020-5318), Petersburg III Battlefield (123-5026), Railroad Bridge over Defense Road (123-5013), Weldon Railroad Battlefield (123-5022), Hatchers Run Battlefield (026-0132), Peebles Farm Battlefield (026-5007), and Boyton Plank Road Battlefield (026-5004) all remain eligible for the NRHP, and they further concur that newly recorded properties 3619 Thurston Road (020-0013), 4626 Centralia Road (020-0432), 4540 Centralia Road (020-5545), 16811 Happy Hill Road (020-5551), 1718 Wakefield Avenue (106-5075), 4540 Centralia Road (020-5545), Defense Road (123-5433), the Williams Bridge Company (127-6245) expansion, the Davee Gardens Historic District (127-6213) expansion, and the Atlantic Coast Line Railroad Corridor (127-6251) expansion are potentially eligible for the NRHP (DHR #2001-1460). *


Kathleen S. Kilpatrick, Virginia State Historic Preservation Officer

6 July 09
Date

* with the following comments:

- DSS form for 020-5551 recommends Phase II, report recommends eligible, which is it?
- DSS form for 127-6179 gives date as "post 1940", report gives as circa 1955, which is correct?
- DSS form for 127-6213 gives date as c. 1945, with 1947 in significance statement for founding. Report says "post-1940". Clarify date. Also report says eligible under A while DSS form says 4.C. We believe the latter is correct.
- report says 127-6213-0023 thru 0026, 127-6293 thru ~~6299~~ 6301, not eligible for NR, but considered part of Davee Gardens H.D. If contributing to district, then eligible for NR; should clarify not individually eligible. Also if 127-6293 thru 6301 contributing to H.D., should have 127-6213 DSS #s.
- DSS form gives date for 127-6251 as post 1838, report as post 1833. Which is correct?

- DSS form gives date for 127-6284 as c. 1991 and report says "mid-twentieth century"; which is it?
- report identifies 127-6286 as Fuel Oils, Inc., but DSS form only has "commercial building".
DSS form should reflect current and historic businesses located there.

From: "Foster, David B" <dbfoster@ncdot.gov>
To: Craig Young <Cmyoung@mbakercorp.com>, Suzanne Unger Young <Sunger@mbaker...
CC: "Sams, Larry H" <lsams@ncdot.gov>
Date: 7/17/2009 4:19 PM
Subject: FW: Comments on the archaeology survey for the Southeast High SpeedRail project (2001-1460)

fyi
no comment yet on our protocol to address phase II AE only on the preferred?
David

From: Holma, Marc (DHR) [mailto:Marc.Holma@dhr.virginia.gov]
Sent: Friday, July 17, 2009 3:51 PM
To: Foster, David B
Cc: Kerri Barile
Subject: RE: Comments on the archaeology survey for the Southeast High Speed Rail project (2001-1460)

Dear David,

The DHR project review archaeologist finished his review of the report DRAFT Phase I Archaeological Survey of Road Construction Areas Associated With The Southeast High Speed Rail Project, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield and Dinwiddie Counties Virginia (Gonzalez et al: 2009) by Dovetail.

The level of effort appears to be sufficient to have identified any historic properties within the area investigated.

Since the report came to us in draft form, DHR wants to take the opportunity to make some preliminary comments about the sites identified within, including their eligibility and need for further work. These comments can be categorized into Four (4) areas:

* Archaeological sites that we concur with concerning their boundaries and eligibility.

44CF0725: Not Eligible
44CF0726: Not Eligible
44CF0733: Not Eligible
44CF0736: Potentially Eligible (agree with the boundary)
44CF0737: Not Eligible
44CF0738: Not Eligible
44CF0740: Potentially Eligible (agree with the boundary)
44CF0741: Not Eligible
44CF0746: Not Eligible
44CF0747: Not Eligible
44CF0749: Not Eligible
44CF0751: Not Eligible
44CF0727: Not Eligible
44CF0728: Not Eligible

44CF0729: Not Eligible
44CF0730: Not Eligible
44CF0731: Not Eligible
44CF0732: Not Eligible
44CF0754: Not Eligible
44CF0755: Potentially Eligible (agree with the boundary)
44CF0756: Not Eligible
44CF0758: Not Eligible
44CF0759: Not Eligible
44DW0368: Not Eligible
44DW0369: Not Eligible
44DW0370: Not Eligible
44DW0372: Not Eligible
44DW0374: Not Eligible
44DW0375: Not Eligible
44DW0376: Not Eligible

2. Archaeological sites that we need more information concerning the fieldwork before we can comment.

44CF0734: the text states that the site is bounded on all sides by negative shovel tests, however, Figure 31 (site map) doesn't depict any shovel tests to the East and West.

3. Sites that likely extend outside of the APE for the project and are listed as Individually Potentially Eligible. We don't normally comment on the eligibility of a site without examination of the whole area, but since these are recommended as potentially eligible and require further work anyway, we can I these cases. The sites will need to be avoided or evaluated. Any additional work should include investigation outside of the APE if possible.

44CF0724: Potentially Eligible
44CF0742: Potentially Eligible
44CF0743: Potentially Eligible
Not Contributing to the Proctor's Creek Battlefield
44CF0744: Potentially Eligible
Not Contributing to the Proctor's Creek Battlefield
44CF0304: Potentially Eligible
Contributing to Chester Historic District
44CF0305: Potentially Eligible
Contributing to the Chester Historic District

44CF0705: Potentially Eligible
Contributing to the Chester Historic District
44CF0748: Potentially Eligible
44CF0750: Potentially Eligible
44CF0757: Potentially Eligible
44DW0373/123-5462: Potentially Eligible

Contributing to Petersburg Battlefield

4. Sites that likely extend outside of the APE for the project and are listed as Not Eligible. We do not want to comment on the eligibility of the site as a whole because we do not know its full extent. However, the portion of the site located within the APE would not likely contribute to its eligibility and therefore these sites do not require further work. We can agree that the undertaking will have No Adverse Effect on these sites if they are indeed eligible, but we cannot comment on eligibility without further work.

44CF0735: Not Eligible

Not Contributing to the Proctor's Creek Battlefield

44CF0739: Not Eligible

Not Contributing to the Proctor's Creek Battlefield

44CF0745: Not Eligible

Not Contributing to the Proctor's Creek Battlefield

44CF0752: Not Eligible

44CF0753: Not Eligible

Not Contributing to the Swift Creek Battlefield

44DW0371: Not Eligible

44DW0377: Not Eligible

Not Contributing to the Weldon Railroad Battlefield

44DW0378: Not Eligible

Potentially Contributing to the Peebles Farm Battlefield

Potentially Contributing to the Hatches Run Battlefield

44DW0379: Not Eligible

Potentially Contributing to the Peebles Farm Battlefield

Potentially Contributing to the Hatches Run Battlefield

I hope our comments are helpful. As always, we look forward to working with you to complete the Section 106 process for this project.

Sincerely,

Marc Holma



**United States Department of the Interior
NATIONAL PARK SERVICE**



**RICHMOND NATIONAL BATTLEFIELD PARK
MAGGIE L. WALKER NATIONAL HISTORIC SITE
3215 EAST BROAD STREET
RICHMOND, VIRGINIA 23223-7517**

In Reply Refer to:

August 26, 2009

Suzanne Unger Young
Michael Baker Engineering, Inc.
8000 Regency Parkway, Suite #200
Cary, North Carolina 27518

Dear Ms. Young:

The detailed maps you sent that illustrate the proposed Southeast High Speed Rail route between Richmond and Petersburg arrived safely. So did the many pertinent sections of the various cultural resources reports produced by Dovetail and by the Louis Berger Group. Kerri Barile sent those along promptly. The staff here, including Superintendent Dave Ruth, has reviewed everything with an eye toward the project's effects on the various Civil War battlefields along that corridor south of Richmond.

In general our remarks echo what we said during your visit to our park offices on August 7. We agree with most of the Dovetail/Berger evaluations about the integrity and condition of the three primary battlefields along the railroad corridor. One partial exception is the Proctor's Creek battlefield (Virginia DHR #020-5320). The Civil War Sites Advisory Commission label for that particular action ("Proctor's Creek") is misleading, as that heading encompasses nearly a week of separate battles that sprawled across several thousand acres in May 1864. Berger's statement that "the largest part of the area has lost nearly all of its feel and integrity as a battlefield" is not incorrect, in our opinion, but it does obscure the fact that there are many intact, significant landscapes scattered across Chesterfield County. Of particular importance for this project is the southern part of a region denominated "Area 9" by Dovetail, located north of Route 288 and west of Jefferson Davis Highway.

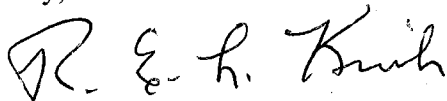
Dovetail concluded that less than 25 percent of the original Civil War entrenchments in that area survive, making that specific resource (DHR #44CF0680) ineligible. Furthermore, a metal detector survey also "produced no artifacts related to the Civil War." In our opinion neither of those facts is fatal to the condition of this or any other battlefield. A swath of more than 300 acres east of the railroad, north of Kingsdale Road, and west of Jefferson Davis Highway is reasonably intact. It is pockmarked with several developments, but there are many uncompromised areas there, too. We believe that an evaluation of a battlefield's condition should be driven not by earthworks or archeological bounty, but rather by visual integrity.

Although the Berger report (August 2007) does not specifically say that loss of integrity at Proctor's Creek imperils the battlefield's National Register eligibility, it definitely is inferred, particularly when seen in combination with Dovetail's findings regarding the earthworks. On the other hand, the later Dovetail report (July 2009) does recommend that the Proctor's Creek battlefield retains its eligibility under Criterion A. We believe that the latter opinion is the correct one, and that in particular the portion of the "Proctor's Creek" battlefield that is north of Kingsdale Road and west of the Jefferson Davis Highway deserves careful handling as a mostly-intact battlefield landscape.

The reports' other conclusions about the battlefields south of Richmond seem to be accurate. The Port Walthall Junction battlefield is reasonably intact; the Swift Creek battlefield is not.

The park looks forward to participating in future discussions relative to the railroad and the local battlefields.

Sincerely,

A handwritten signature in black ink, appearing to read "R. E. L. Krick". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Robert E. L. Krick
Historian

cc: Kerri Barile, Dovetail

From: [David Foster](#)
To: [Young, Craig](#); [Larry Sams](#);
Subject: Fw: Final archaeological Phase I survey of road construction areas associated with the SEHSR project (2001-1460)
Date: Friday, August 28, 2009 6:12:45 PM

Fyi....

Sent from my BlackBerry Smartphone provided by Alltel

From: "Holma, Marc (DHR)"
Date: Tue, 25 Aug 2009 08:56:04 -0400
To: Foster, David B<dbfoster@ncdot.gov>
Subject: Final archaeological Phase I survey of road construction areas associated with the SEHSR project (2001-1460)

Dear David,

The Department of Historic Resources (DHR) has finished our review of the archaeological section of the final report *Phase I Archaeological Survey of Road Construction Areas Associated With The Southeast High Speed Rail Project, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield and Dinwiddie Counties Virginia* (Gonzalez et al: 2009) by Dovetail.

Based upon information presented in the report, the level of effort appears to be sufficient to have identified any historic properties within the area investigated. We are pleased to inform you that the report meets the Secretary of the Interior's *Standards and Guidelines for the Documentation of Archaeological Sites* (48 FR 44734-44742) as well as our Department's *Survey Guidelines*.

Our comments regarding the eligibility of sites with only partial information detailed in our e-mail of 17 July 2009 are still valid, however, with the exception of site 44CF0734. Archaeological site 44CF0734 likely extends outside of the APE for the project and, as such, we are unwilling to comment on its eligibility for listing in the NRHP. However, we concur with the consultant that the portion of 44CF0734 within the APE would not likely contribute to the eligibility of the site as a whole. Therefore we do not think that damage to portions of 44CF0734 within the APE constitutes an Adverse Effect.

Sincerely,

Marc Holma



COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221-0311

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

28 September 2009

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

Re: Draft Intensive Architectural Evaluation Report for Road Areas Associated with the Southeast High Speed Rail Corridor
Cities of Richmond, Colonial Heights, and Petersburg; County of Chesterfield, Virginia
DHR File # 2001-1460

Dear Mr. Foster:

The Department of Historic Resources (DHR) has received for our review and comment the draft report titled, "Intensive Architectural Evaluation: Road Areas Associated with the Southeast High Speed Rail Project, Cities of Richmond, Colonial Heights, and Petersburg and Chesterfield and Dinwiddie Counties, Virginia" (August 2009) prepared by Dovetail Cultural Resource Group. We acknowledge that document and accompanying Intensive Level Survey Forms meet the DHR guidelines for conducting architectural survey in Virginia.

The Phase II report evaluated ten properties for their eligibility to the National Register of Historic Places. The properties considered were House at 3619 Thurston Road (DHR Survey No. 020-0013), Ragland House (DHR Survey No. 020-0432), Grymes House (DHR Survey No. 020-5545), House at 16811 Happy Hill Road (DHR Survey No. 020-5551), House at 1718 (DHR Survey No. 106-5075), Defense Road (DHR Survey No. 123-5455), Lucky Strike (DHR Survey No. 127-6179), Davee Gardens Historic District Expansion (DHR Survey No. 127-6213), Williams Bridge Company Expansion (DHR Survey No. 127-6245), and Atlantic Coast Line Railroad Expansion (DHR Survey No. 127-6251). Of the ten properties investigated at the Phase II (Intensive) level, the consultant recommends that seven are eligible for listing in the National Register. The following is the list of those resources that the consultant believes warrant inclusion in the National Register, and the NR criteria for which each is significant:

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 862-6416
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Page 2
28 September 2009
Mr. David B. Foster

020-0013 (Criterion C)
020-0432 (Criterion C)
123-5455 (Criteria A and C)
127-6179 (Criteria A and C)

127-6213 (Criteria A and C)
127-6245 (Criteria A and C)
127-6251 (Criterion A)

We concur that the above properties are eligible for the National Register. We further agree that properties 020-5545, 020-5551, and 106-5075 are not worthy of inclusion in the National Register.

In addition to concurring on the eligibility of the properties within the scope of the subject study, we want to offer comments on the information provided, or not provided, in the survey report and the Data Sharing System (DSS) forms. Of primary importance is that consultant does not include a written justification for the recommendation of National Register boundaries for those resources determined eligible. Despite maps drawn not to scale that illustrate the boundaries one is left to wonder how the consultant arrived at the NR limits and how much acreage is contained in each. We request that the report and DSS forms be updated to include this information. Also, we have noticed discrepancies between construction dates for properties in the report and on the DSS forms. Specifically, the date on the DSS form for Defense Road (123-5455) is given as circa 1934, but the year for the same resource found in Table 3, page 163 of the report is 1939. Similarly, the DSS form has the Lucky Strike complex (127-6179) being constructed "post 1950" while Table 3 says "pre-1941". Finally, the DSS form for the Atlantic Coast Line Railroad Expansion (127-6251) gives the date as "post 1836" while the report states "circa 1833". Please ensure that the consultant corrects these differences either in the report or on the DSS form, whichever one is inaccurate. If the report needs to be changed then ensure that all references to the incorrect date are corrected.

If you have any questions about our comments, please call me at (804) 367-2323, Ext. 114.

Sincerely,



Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Dr. Kerri Barile, Dovetail



COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221-0311

Kathleen S. Kilpatrick
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www.dhr.virginia.gov

14 October 2009

Mr. David B. Foster
North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553

Re: Final Intensive Architectural Evaluation Report for Road Areas Associated with the Southeast High Speed Rail Corridor
Cities of Richmond, Colonial Heights, and Petersburg; County of Chesterfield, Virginia
DHR File # 2001-1460

Dear Mr. Foster:

The Department of Historic Resources (DHR) has received from Dovetail Cultural Resource Group, Inc. the final report titled, "Intensive Architectural Evaluation: Road Areas Associated with the Southeast High Speed Rail Project, Cities of Richmond, Colonial Heights, and Petersburg and Chesterfield and Dinwiddie Counties, Virginia" (October 2009). The current document is a revision of an earlier report dated August 2009. The revised report reflects changes made to the original document as a result of comments we made in our 28 September 2009 correspondence. We, therefore, accept this report and will incorporate it into our archive library.

If you have any questions about our comments, please call me at (804) 367-2323, Ext. 114.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

Cc: Dr. Kerri Barile, Dovetail

Administrative Services
10 Courthouse Avenue
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

May 23, 2005

Mr. Peter B. Sandbeck
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Dear Mr. Sandbeck:

**RE: P-3819, Southeast High Speed Rail Corridor (SEHSR) – North Carolina.
State Project # 9.9083002. WBS # 32251.**

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the P-3819 Phase II architectural resources survey report which concludes:

National Register Properties in the Phase II APE

No. 1	Boylan Heights Historic District
No. 18	Depot Historic District
No. 23	C.P. & L. Car Barn and Automobile Garage
No. 36	Pilot Mill
No. 37	Mordecai Place Historic District
No. 47	Powell House
No. 55	Downtown Wake Forest Historic District
No. 56	Wake Forest Historic District
No. 75	Glen Royall Mill Village Historic District
No. 89	Sterling Mill
No. 98	Person-McGhee Farm
No. 153	Mistletoe Villa
No. 168	Henderson Historic District and Proposed Boundary Expansion
No. 239	William J. Hawkins House

National Register Properties Outside the Phase II APE

No. 2	Wakefield
No. 19	St. Paul A.M.E. Zion Church
No. 24	Five Points Neighborhoods
No. 48	Oakforest
No. 63	W.E.B. Dubois School
No. 99	Josiah Crudup House
No. 108	St. James Episcopal Church and Rectory

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF HUMAN ENVIRONMENT
1583 MAIL SERVICE CENTER
RALEIGH NC 27699-1583

TELEPHONE: 919-715-1500
FAX: 919-715-1522
WEBSITE: WWW.NCDOT.ORG

LOCATION:
PARKER LINCOLN BUILDING
2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

Determined Eligible or Study List Properties in Phase II APE

No. 3	Raleigh Hosiery Company Building
No. 12	North Carolina School Book Depository
No. 20	Central Raleigh Historic District
No. 21	Melrose Knitting Mill
No. 33	Raleigh Cotton Mills
No. 34	Seaboard Railway Station
No. 45	Neuse Railroad Station
No. 246	Dr. Thomas B. Williams House and Office
No. 292	Wise School
No. 294	Warren County Training School

Determined Eligible or Study List Properties Outside the Phase II APE

No. 4	Boylan Apartments
No. 17	South Boylan Avenue Historic District
No. 38	Gulf Petroleum Products Warehouse
No. 49	Forestville Historic District
No. 132	Raleigh Road Outdoor Drive-in Theatre

Resources Within the APE Recommended for National Register Eligibility

No. 35	Seaboard Railway Warehouses
No. 90	Proposed Sterling Mill Historic District
No. 91	Church
No. 92	Proposed Franklinton Historic District
No. 109	Confederate Cemetery
No. 111	Hedgepeth and Finch Store
No. 158	House
No. 159	House
No. 160	House
No. 161	House
No. 162	House
No. 163	House
No. 164	House
No. 165	House
No. 166	Vance Flour Mill
No. 167	Proposed South Henderson Industrial Historic District
No. 172	Houses
No. 179	R.B. Carter House
No. 216	William Haywood Harris Farm
No. 217	Holloway Farm
No. 226	Middleburg Community House
No. 280	House
No. 439	J.B. Perry House
No. 440	Raleigh and Gaston Railroad Bridge Piers

Resources Not Recommended for National Register Eligibility

No. 76	Proposed Youngsville Historic District
No. 114	Harry Blacknall House/Old Dutch Inn
No. 117	Store/Gas Station
No. 125	House
No. 127	White Store
No. 128	Edwards House
No. 215	Buchan-Best Farm
No. 218	House
No. 219	House
No. 223	House and Post Office
No. 228	Garland T. Rowland Farm
No. 229	Farm
No. 230	House
No. 242	Alston House and Banzet House
No. 247	Fleming-Grant-Daeke House
No. 252	Proposed Norlina Historic District
No. 269	Coleman Farm
No. 271	House
No. 278	House
No. 279	House
No. 282	House
No. 287	Gas Station
No. 288	House
No. 289	House
No. 290	House
No. 291	Proposed Wise Historic District
No. 293	House
No. 304	Bolton House
No. 441	House

Resources Located Outside the Phase II APE

No. 66	House
No. 83	Triple R Ranch
No. 87	House
No. 105	House
No. 110	Proposed Kittrell Historic District
No. 115	Farm
No. 122	House
No. 148	House
No. 169	Mill
No. 170	House
No. 171	Proposed Chestnut Avenue Historic District
No. 241	Benjamin Collins House
No. 243	House
No. 245	Marshall House
No. 251	House
No. 273	House
No. 275	House
No. 277	House
No. 281	House
No. 283	Commercial Building

Resources Located Outside the Phase II APE (Cont'd.)

No. 284	House
No. 285	House
No. 286	Office
No. 295	House

Please review the report and provide us with your comments. If you have any questions concerning the accompanying information, please contact Richard Silverman, Historic Architecture Section, (919) 715-1618.

Sincerely,



Richard Silverman
NCDOT Historic Architecture
Office of Human Environment

Attachment

cc:

Mary Pope Furr, Supervisor, Historic Architecture, NCDOT
Matt Wilkerson, Supervisor, Archaeology, NCDOT
Frances Alexander, Mattson, Alexander and Associates, Inc.

cc (w/ attachment):

Mr. Alan Tobias, Rail Passenger Projects Manager, Virginia Department of Rail and Public Transportation
Mr. John Wells, Architectural Historian, Virginia Department of Transportation
Mr. Marc Holma, Architectural Historian, Review and Compliance, Virginia Department of Historic Resources
Mr. David Foster, Rail Environmental Programs Manager, Environmental and Planning Branch, NCDOT Rail Division
Ms. Diana Young-Paiva, Environmental and Planning Branch, NCDOT Rail Division
Mr. Chris Bonanti, Federal Railroad Administration
Mr. Wayne Hyatt, Carter Burgess
Mr. Craig Young, Buck Engineering



Post-It® Fax Note 7671		Date 6/27	# of pages 7
To Craig Young		From David Brook	
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

North Carolina Department

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

RECEIVED

Jun : 22, 2005

JUN 27 2005

MEMORANDUM

NC Dot Rail Div

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *Peter Sandbeck*

SUBJECT: Phase II Architectural Resources Survey Report, Southeast High Speed Rail Corridor, State Project Number 9.9083002 (P-3819), Wake, Franklin, Warren, and Vance Counties, ER 03-1507

Thank you for your letter of May 23, 2005, transmitting the survey report by Frances P. Alexander of Matson, Alexander and Associates, Inc. concerning the above project.

We appreciate the interesting and thorough "Historical Background Essay" found in Section V of the report. This section provides an excellent geographical and historical analysis of the cities, towns, and rural areas within the rail corridor, with illustrative examples of historical resources in proximity to the corridor.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places under the criteria cited:

(No. 34) Seaboard Airline Railway Station (Eugene C. Bagwell Station) and No. 35 Seaboard Warehouses, 707 Semart Drive, Wake County, and adjoining streets, are eligible for the National Register under Criteria A and C. The complex represents the important role of rail transportation in the mid-twentieth century and the beginnings of truck transport. In addition, the station is a fine example of a Colonial Revival railroad station while the warehouses are representative of planned warehousing in Raleigh. We concur with the National Register boundaries as defined and delineated in the report.

(No. 92), Proposed Franklinton Historic District, Franklinton, Franklin County, and including:
(No. 89) Sterling Mill listed in the National Register of Historic Places, (NRHP); (No. 90) Proposed Sterling Mill Historic District; (No. 91) Church.

ADMINISTRATION	Location
RESTORATION	507 N. Blount Street, Raleigh NC
SURVEY & PLANNING	515 N. Blount Street, Raleigh NC
	515 N. Blount Street, Raleigh, NC

Mailing Address
4617 Mail Service Center, Raleigh NC 27699-4617
4617 Mail Service Center, Raleigh NC 27699-4617
4617 Mail Service Center, Raleigh NC 27699-4617

Telephone/Fax
(919) 733-4713/733-8653
(919) 733-6517/715-4801
(919) 733-6515/715-4801

The district is eligible under Criteria A for community development and planning, industry, education and commerce, and under Criterion C for architecture. The remarkably well-preserved district encompasses much of the town's historical core which developed along the Raleigh and Gaston Railroad. The district is notable for its range of residential, religious, commercial, civic, and industrial architecture epitomizing the development of a Piedmont railroad town and remaining one of the most intact, small railroad towns in the Piedmont. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 109) **Confederate Cemetery**, Vance County, is eligible for the National Register under Criterion A for military history and under Criteria Consideration F, as one of the few Confederate cemeteries in North Carolina. The property is evocative and a rare vestige of Civil War activities in Vance County and commemorates the soldiers who died at the Confederate hospital at Kittrell. Moreover, the cemetery remains as the only tangible reminder of a war-related event that took place here. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 111) **Hedgepeth and Finch Store**, Main Street, Kittrell, Vance County, is eligible for the National Register under Criterion A for commerce and under Criterion C for architecture. The Hedgepeth and Finch Store stands as the most intact of the surviving commercial buildings in Kittrell and among the finest late nineteenth century general merchandise stores in rural Vance County. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 167) **Proposed South Henderson Industrial Historic District**, loosely bounded by Davis, Maple, Nicholas, and Rose Streets, Epsom Road, and railroad tracks, Henderson, and including:
(No. 158 – 165) **Workers Houses**; No. 166 **Vance Flour Mill (Sanford Milling Company)**.

The district is eligible for the National Register under Criterion A for industry and commerce and under Criterion C for architecture. The large South Henderson Industrial Historic District encompasses approximately twelve blocks of small-scale commercial buildings, workers dwellings, and three notable and intact industrial complexes: the Carolina Bagging Company; the Vance Flour Mill; and the India Bagging Company. The district illustrates Henderson's rail-oriented industrial development in the late nineteenth and early twentieth centuries. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 168) **Henderson Historic District (NRHP) Proposed Boundary Expansion**, Henderson, Vance County, and including:
(No. 158) **Mistletoe Villa (NRHP)**; No. 172 **Houses**.

The district is listed and remains eligible for the National Register under Criterion A for community planning and development and for education. It is also eligible under Criterion C for architecture. The district developed along the Raleigh and Gaston Railroad line as a tobacco market and regional industrial center. Many of Henderson's notable houses and residential streets found within the existing and proposed boundaries reflect the town's prosperity in the late nineteenth and early twentieth centuries; many of the houses display a range of the national design and style trends in domestic architecture of the period. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 179) **R. B. Carter House**, 717 N. William Street, Henderson, Vance County, is eligible for the National Register under Criterion C, architecture, as one of the finest examples of domestic architecture in Henderson. The house illustrates the conservative adaptation of up-to-date picturesque architecture to traditional forms and was designed by a local architect in 1892. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 216) **William Haywood Harris Farm**, west side of US 158, Middleburg vicinity, Vance County, is eligible for the National Register under Criterion A for agriculture and Criterion C for architecture. The unusually intact farm of sixty-three acres comprises a full range of nineteenth and early twentieth century agricultural outbuildings, including a slave house and detached kitchen and structures related to tobacco cultivation. The house is a fine and intact example of Greek Revival architecture in Vance County while the outbuildings are rare surviving property types from the nineteenth century. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 217) **Holloway Farm**, east side of US 158, Middleburg vicinity, Vance County, is eligible for the National Register, under Criterion A for agriculture and criterion C for architecture. The property is a well-preserved tobacco farm with a full array of farm outbuildings that illustrate the rise of bright leaf tobacco cultivation in Vance County in the late nineteenth century. The farmhouse and outbuildings are well-preserved examples of traditional domestic and agricultural buildings of the period in the county. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 226) **Middleburg Community House (Middleburg Steak House)**, south side of Washington Avenue at junction with US 158, Middleburg, Vance County, is eligible for the National Register under Criterion A for social history and Criterion C for architecture. The log building was financed by the Civil Works Administration and is a rare surviving example of federal relief projects in Vance County. The building is also an informal example of the rustic style for Depression era projects of the 1930s. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 280) **House, east side of US 1, Wise, Warren County**, is eligible for the National Register under Criterion C for architecture. Although vacant and in poor condition, the house stands intact as an especially stylish expression of a common regional design in rural Warren County. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 439) **J. B. Perry House, 123 Railroad Street, Youngsville, Franklin County**, is eligible for the National Register under Criterion C for architecture. Although little is known about the house, it stands as an outstanding example of the Queen Anne style as it emerged in the region's small railroad towns in the early twentieth century. We concur with the proposed National Register boundaries as defined and delineated in the report.

(No. 440) **Raleigh and Gaston Railroad Bridge Piers**, south side of SR 1552, 0.2 mile east of US 1 at Tar River, Franklinton vicinity, Vance County, are eligible for the National Register under Criterion A for transportation and Criterion C for engineering. Although the wooden railroad bridge over the Tar River no longer remains, these ca. 1840 railroad piers survive as the oldest railroad structures in the state and are tangible reminders of the Raleigh and Gaston railroad, chartered in 1835. The piers illustrate the design, material, and method of construction employed in building the state's principal railroad bridges piers before the Civil War. We concur with the proposed National Register boundaries as defined and delineated in the report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur with the rest of the findings in the report as inventoried and found in Table A: List of Surveyed Resources and Recommendations. A copy of the Table A Inventory is attached to this letter for reference.

Please note that as the Southeast High Speed Rail project progresses, the proposed station sites and fly-overs may warrant further evaluation of properties now determined to be outside the Area of Potential Effects (APE).

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr
Frances P. Alexander, Mattson, Alexander and Associates, Inc.
David Foster, Rail Division

TABLE A: LIST OF SURVEYED RESOURCES AND RECOMMENDATIONS

No.	Property Name	Current Status	Recommendation
1	Boylan Heights Historic District	National Register	Remains Eligible
2	Wakefield (Joel Lane House)	National Register	Outside A.P.E.
3	Raleigh Hosiery Co. Building	Determination of Eligibility	Remains Eligible
4	Boylan Apartments	Study List	Outside A.P.E.
12	North Carolina School Book Depository	Determination of Eligibility	Remains Eligible
17	South Boylan Avenue Historic District	Determination of Eligibility	Outside A.P.E. Remains Eligible
18	Depot Historic District	National Register	Outside A.P.E.
19	St. Paul A.M.E. Zion Church	National Register	Remains Eligible
20	Central Raleigh Historic District	Determination of Eligibility	Eligible
21	Melrose Knitting Mill	Study List	
23	C.P.&L. Car Barn and Automobile Garage	National Register	Remains Eligible
24	Five Points Neighborhoods	National Register/Study List	Outside A.P.E.
33	Raleigh Cotton Mills	Study List	Eligible
34	Seaboard Railway Station	Study List	Eligible
35	Seaboard Railway Warehouses	None	Remains Eligible
36	Pilot Mill	National Register	Remains Eligible
37	Mordecai Place Historic District	National Register	
38	Gulf Petroleum Products Warehouse	Determination of Eligibility	Outside A.P.E. Remains Eligible
45	Neuse Railroad Station	Determination of Eligibility	Remains Eligible
47	Powell House	National Register	Outside A.P.E.
48	Oakforest (Crawford Farm)	National Register	Outside A.P.E.
49	Forestville Historic District	Study List	
55	Downtown Wake Forest Historic District	National Register	Remains Eligible Remains Eligible
56	Wake Forest Historic District	National Register	
57	Proposed Boundary Expansions to the Wake Forest Historic District and to the Downtown Wake Forest Historic Districts	None	No Expansion Needed
63	W.E.B. Dubois School	National Register	Outside A.P.E.
66	House	None	Outside A.P.E.
75	Glen Royall Mill Village Historic District	National Register	Remains Eligible
76	Proposed Youngsville Historic District	None	Not Eligible
83	Triple R Ranch	None	Outside A.P.E.
87	House	None	Outside A.P.E.
89	Sterling Mill	National Register	Remains Eligible
90	Proposed Sterling Mill Historic District	None	Eligible
91	Church	None	Eligible
92	Proposed Franklinton Historic District	None	Eligible
98	Person-McGhee Farm	National Register	Remains Eligible
99	Josiah Crudup House	National Register	Outside A.P.E.
105	House	None	Outside A.P.E.

No.	Property Name	Current Status	Recommendation
108	St. James Episcopal Church and Rectory	National Register	Outside A.P.E. Eligible
109	Confederate Cemetery	None	Outside A.P.E. Eligible
110	Proposed Kittrell Historic District	None	Outside A.P.E. Eligible
111	Hedgepeth and Finch Store	None	Outside A.P.E. Eligible
114	Harry Blacknall House / Old Dutch Inn	None	Not Eligible
115	Farm	None	Outside A.P.E. Not Eligible
117	Store/Gas Station	None	Outside A.P.E. Not Eligible
122	House	None	Not Eligible
125	House	None	Not Eligible
127	White Store	Determination of Eligibility	Not Eligible
128	Edwards House	Determination of Eligibility	Not Eligible
132	Raleigh Road Outdoor Drive-in Theatre	Determination of Eligibility	Outside A.P.E. Outside A.P.E.
148	House	None	Remains Eligible
153	Mistletoe Villa	National Register	Eligible
158	House	None	Eligible
159	House	None	Eligible
160	House	None	Eligible
161	House	None	Eligible
162	House	None	Eligible
163	House	None	Eligible
164	House	None	Eligible
165	House	None	Eligible
166	Vance Flour Mill	None	Eligible
167	Proposed South Henderson Industrial Historic District	None	Eligible
168	Henderson Historic District and Proposed Boundary Expansion	National Register	Remains Eligible
169	Mill	None	Outside A.P.E.
170	House	None	Outside A.P.E.
171	Proposed Chestnut Avenue Historic District	None	Outside A.P.E. Eligible
172	Houses	None	Eligible
179	R.B. Carter House	None	Eligible
215	Buchan-Best Farm	None	Not Eligible
216	William Haywood Harris House	None	Eligible
217	Holloway Farm	None	Eligible
218	House	None	Not Eligible
219	House	None	Not Eligible
223	House and Post Office	None	Not Eligible
226	Middleburg Community House	None	Eligible
228	Garland T. Rowland Farm	None	Not Eligible
229	Farm	None	Not Eligible
230	House	None	Not Eligible
239	William J. Hawkins House	National Register	Remains Eligible
241	Benjamin Collins House	None	Outside A.P.E.
242	Alston House and Banzet House	None	Not Eligible
243	House	None	Outside A.P.E.
245	Marshall House	None	Outside A.P.E.
246	Dr. Thomas B. Williams House and Office	Study List	Eligible

247	Fleming-Grant-Dacke House	None	Not Eligible
251	House	None	Outside A.P.E.
252	Proposed Norlina Historic District	None	Not Eligible
269	Coleman Farm	None	Not Eligible
271	House	None	Not Eligible
273	House	None	Outside A.P.E.
275	House	None	Outside A.P.E.
277	House	None	Outside A.P.E.
278	House	None	Not Eligible
279	House	None	Not Eligible
280	House	None	Eligible
281	House	None	Outside A.P.E.
282	House	None	Not Eligible
283	Commercial Building	None	Outside A.P.E.
284	House	None	Outside A.P.E.
285	House	None	Outside A.P.E.
286	Office	None	Outside A.P.E.
287	Gas Station	None	Not Eligible
288	House	None	Not Eligible
289	House	None	Not Eligible
290	House	None	Not Eligible
291	Proposed Wise Historic District	None	Not Eligible
292	Wise School	Study List	Eligible
293	House	None	Not Eligible
294	Warren County Training School	Study List	Eligible
295	House	None	Outside A.P.E.
304	Bolton House	None	Not Eligible
439	J.B. Perry House	None	Eligible
440	Raleigh and Gaston Railroad Bridge Piers	None	Eligible
441	House	None	Not Eligible



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

June 19, 2007

MEMORANDUM

TO: Matt Wilkerson
Office of Human Environment
NCDOT Division of Highways

FROM: Peter Sandbeck *PSC for Peter Sandbeck*

SUBJECT: Final Report, Archaeological Investigations, Southeast High Speed Rail
Project from the Virginia-North Carolina Border to Raleigh, State
Project 9.9083002 (P-3819), Multi County, ER 03-1507

RECEIVED

JUN 25 2007

NCDOT RAIL DIVISION

Thank you for your letter of April 30, 2007, transmitting the above-mentioned final archaeological report and archaeological site forms from Legacy Research Associates, Inc.

We have reviewed the final report and find that it adequately addresses our comments on the draft report. Our recommendations regarding additional investigations and site eligibility remained unchanged from those in our March 21, 2007, memorandum. As noted in that memorandum, we recommend consultation take place once the final alignment is selected.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Deborah Joy, Legacy Research Associates, Inc.
David Foster, NCDOT Rail Division

**ADMINISTRATION
RESTORATION
SURVEY & PLANNING**

Location
507 N. Blount Street, Raleigh NC
515 N. Blount Street, Raleigh NC
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North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

September 10, 2007

Craig Young, PE
Baker Engineering NY, Inc
8000 Regency Parkway Suite 200
Cary, NC 27518

RE: Phase II Architectural Survey for the S-Line for SE High Speed Rail Corridor, Multi County,
~~ER 06-1954~~ **ER 03-1507**

Dear Mr. Young:

Thank you for your August 13, 2007, letter transmitting the above referenced report by Mattson, Alexander & Associates. We have reviewed the report and provide the following comments.

The report is an excellent summary of the 19th century development of railroads in the region, especially the Raleigh & Gaston Railroad. For purposes of Section 106 of the National Historic Preservation, we concur that the nearly sixty-mile long Raleigh & Gaston rail corridor between Raleigh and Norlina, North Carolina is eligible for listing in the National Register of Historic Places under Criterion A for transportation. As one of the state's first two railroads and as a core element in what grew to be one of the major rail lines in the southeastern United States, the historical importance of the Raleigh & Gaston railroad is undisputed and still reflected in its corridor between Raleigh and Norlina.

The intact railroad alignment and grade and the remaining rail-related features between Raleigh and Norlina are considered contributing elements to the significance and integrity of the rail corridor. The boundaries as described on pages 22-23 and outlined in Figure 9 appear appropriate to the resource.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If possible, we would appreciate receiving an additional copy of the Phase II report in digital format on a CD for our files.

ADMINISTRATION
RESTORATION
SURVEY & PLANNING

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507 N. Blount Street, Raleigh NC
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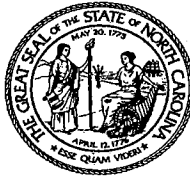
If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

Peter Sandbeck

cc: David Foster, NC Rail Division
Mattson, Alexander & Associates



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

May 7, 2009

Craig Young
Michael Baker Engineering, Inc
8000 Regency Parkway, Suite 200
Cary, NC 27518

RE: Phase I Architectural Resources Survey on the NS-Line Alternative, Southeast High Speed Rail,
Raleigh, Wake County, ER03-1507

Dear Mr. Young:

Thank you for your March 11, 2009, transmittal of the above referenced survey report. We have reviewed the report, offer the following comments, and apologize for our delayed response.

We concur with the recommendations for additional or no additional study found in Table 1 on page 6, with the following exceptions.

#14 Graybar Company Building and #16 Warehouse – neither appears to be individually eligible for listing and we doubt that buildings #14 -16 constitute a potential historic district.

#17 Commercial Block – we concur with the recommendation for no further study, but note that 209 Bickett Boulevard appears to have been overlooked. An errata note on this property to add to the survey will be acceptable.

Houses #20 – 27 do not appear to be individually eligible, but may form the edge of a larger historic district. Consideration should be given to this potential.

The maps in the report are somewhat confusing. A key to the shading and hatching should be provided to explain what the various symbols/colors represent.

Finally, on page 1 in the third paragraph there is a reference to "National Register Study List" properties. There is no such category of properties. They are either National Register or State Study Listed properties.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800. We will look forward to receipt of the Phase II report in the near future at which time Survey Site forms for each of the evaluated properties should also be submitted.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



Peter Sandbeck

cc: David Foster, NCDOT Rail
Larry Sams, NCDOT Rail
Mary Pope Furr, NCDOT HEU
Mattson, Alexander & Associates



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

July 20, 2009

Craig Young, PE
Michael Baker Engineering, Inc
8000 Regency Parkway, Suite 200
Cary, NC 27518

RE: Phase I Architectural Resources Survey beyond initial APE for SE High Speed Rail Corridor,
Multi County, ER 03-1507


Dear Mr. Young:

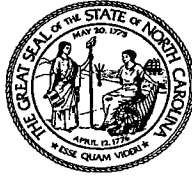
Thank you for your July 6, 2009, letter transmitting the above referenced report. We have reviewed the reconnaissance survey report and concur with its recommendations of whether or not the properties in the additional study area warrant more in-depth evaluation. We look forward to the Phase II report for those properties noted as needing additional study.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

 Peter Sandbeck



North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

September 8, 2009

Craig Young
Baker Engineering
8000 Regency Parkway, Suite 200
Cary, NC 27518

RE: Phase II Architectural Resources Survey Report for Norfolk-Southern Line in Raleigh & areas outside the original Petersburg/Raleigh APE, SEHSR, P-3819, Multi County, ER 03-1507

Dear Mr. Young:

Thank you for your August 10, 2009, transmittal of the above referenced report, prepared by Mattson, Alexander and Associates. The report provides further evaluations of properties identified along the Norfolk-Southern rail line in Raleigh and areas the fell outside the original Area of Potential Effects for the CSX line between Petersburg and Raleigh. We have reviewed the report and offer the following comments.

We concur that the following properties are eligible for listing in the National Register of Historic Places (DOE) or are listed and remain eligible for listing in the register (NR) under the criteria listed.

Property #2 – Chapel of the Good Shepherd (NR)
Property # 8 – Raleigh Bonded Warehouse (NR)
Property # 9 – Roanoke Park Historic District (NR)
Property #12 – Glenwood-Brooklyn Historic District (NR)
Property #17 – Pine State Creamery (NR)

Property # 5 – Youngsville Historic District (DOE)
Property #10 – Noland Plumbing Company Building (DOE)
Property # 1 – Holtzmann Farm (DOE)
Property #3 – Forrest Ellington Farm (DOE)
Property #4 – Esso Gasoline Station (DOE)
Property #11 – John A. Edwards & Company Building (DOE)

We believe the boundaries of the Forrest Ellington Farm should be reduced so as to follow the right-of-way of Bryant Abbott Road, Brookston Road, Calvin School Road and the property boundary shown in the report. These contain the house and farm complex with the fields and pond to the rear of the complex.

The following properties do not appear to be eligible for listing.

Property #6 – Hartsfield House

Property #7 – Georgetown Neighborhood
Property #13 – Norfolk Southern Railway Bridges (6 structures total)
Property #14 – Standard Oil Warehouse

Property #15 – West Jones Street Railroad Historic District is no longer eligible due to substantial changes to the 518 Building (Norfolk Southern Railway Freight Office). This means that there is not a historic district, but rather the two National Register-listed properties in the Area of Potential Effects – the Raleigh Electric Company Powerhouse and Carolina Power and Light Car Barn and Automobile Garage.

Property #16 – Central Raleigh Historic District: the area east of Glenwood Avenue has lost its eligibility due to significant changes. The area west of Glenwood may still be eligible, but is outside the Area of Potential Effects for the undertaking.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. We would very much appreciate receiving a digital copy of the report on CD. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



 Peter Sandbeck

cc: Mattson, Alexander & Associates
David Foster, NCDOT/Rail
Mary Pope Furr, NCDOT/HEU
Dan Becker, HPC

L2. Effects



November 23, 2009

Mr. Marc Holma
Division of Resource Services and Review
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

SUBJECT: Southeast High Speed Rail Project/Access Roads
VDHR File No.: 2001-1460
Richmond, Virginia to North Carolina State Line
Funding: Federal and State
ARCHITECTURAL RESOURCES/Revised Effect Recommendations

Dear Mr. Holma:

The North Carolina Department of Transportation (NCDOT), in conjunction with the Virginia Department of Rail and Public Transportation (VDRPT), the Federal Rail Administration (FRA) and the Federal Highway Administration (FHWA), are currently conducting environmental studies for the Southeast High Speed Rail project (SEHSR). The SEHSR project involves the development, implementation, and operation of high speed passenger rail service in the approximately 500-mile travel corridor from Washington, DC through Richmond, Virginia and Raleigh, North Carolina to Charlotte, North Carolina.

Project Description

The project involves two general types of work: modifications to the rail corridor to accommodate high speed rail and changes to the surrounding road system to eliminate at-grade road crossings. The corridor between Richmond and the North Carolina state line has been the subject of several cultural resource investigations over the past decade. This includes the Area of Potential Effect (APE) surrounding the rail corridor itself as well as all the APE of all road modification areas surrounding the rail line. The results of all of these studies have been individually coordinated with the Virginia Department of Historic Resources (DHR), including the submission of reports and DSS forms to the agency as well as formal resource eligibility recommendations for listing on the National Register of Historic Places (NRHP). The studies completed as part of this undertaking include:

- March 2004: Phase I Architectural Resources Survey of the Petersburg to North Carolina state line segment for both rail and road improvements (Mattson, Alexander and Associates, Inc.)

- March 2004: Phase IA Archaeological Reconnaissance of the Petersburg to North Carolina state line segment for both rail and road improvement (Legacy Research Associates, Inc.)
- December 2005: Phase I Archaeological Survey and Phase II Architectural Evaluations of the Petersburg to North Carolina state line segment for both rail and road improvements (Louis Berger Group, Inc.)
- August 2007: Supplement Report/Phase II Architectural Evaluation of the Petersburg Railroad in the Petersburg to North Carolina state line segment for rail improvements (Mattson, Alexander and Associates, Inc.)
- August 2007: Addendum Report/Supplemental Archaeological Survey, Architectural Survey, and Architectural Evaluation, Oak Shades Avoidance Alternative along the Petersburg to North Carolina state line segment for both rail and road improvements (Louis Berger Group, Inc.)
- August 2007: Archaeological Phase IA Reconnaissance, Architectural Phase I Survey, and Battlefield Delineations of the Richmond to Petersburg segment for the rail corridor only (Louis Berger Group, Inc.)
- November 2008: Phase II Intensive Architectural Investigations along the Richmond to Petersburg segment for the rail corridor only (Dovetail Cultural Resource Group)
- February 2009: Phase I Archaeological Survey along the Richmond to Petersburg segment for the rail corridor only (Dovetail Cultural Resource Group)
- February 2009: Addendum Report/Phase I Architectural Survey of the of the Petersburg to North Carolina state line segment for both rail and road improvements (Dovetail Cultural Resource Group)
- July 2009: Phase I Reconnaissance Architectural Survey along the Richmond to Petersburg segment for the road modifications only (Dovetail Cultural Resource Group)
- August 2009: Phase I Archaeological Survey along the Richmond to Petersburg segment for the road modifications only (Dovetail Cultural Resource Group)
- October 2009: Phase II Intensive Architectural Survey along the Richmond to Petersburg segment for the road modifications only (Dovetail Cultural Resource Group)

The studies listed above include Phase I identification surveys for both archaeological and architectural resources throughout the APE. Although dozens of archaeological sites were recorded at the Phase I level, no Phase II eligibility testing work has been completed on archaeological resources at this time. These studies will be performed once a preferred alternative has been selected, and the methodology used to complete the remainder of the archaeological studies will be presented in the ensuing Memorandum of Agreement (MOA) for the larger SEHSR project. The DHR concurred with this phased approach in a correspondence dated July 22, 2009.

Architectural resources were subject to both Phase I reconnaissance and Phase II intensive level surveys. Through these studies, the DHR has made eligibility determinations on over 700 architectural resources. A total of 57 architectural resources in the project APE have been determined to be eligible for the NRHP. This letter will present effect recommendations for these 57 resources (Table 1, p. 10–12), followed by an overall project effect recommendation. The DHR also concurred that a project effect determination can be made based on architectural resources alone in the July 22, 2009 correspondence since archaeological resources will be automatically included within the mitigation process through the creation of the project MOA.

The effect recommendations listed below were previously discussed with the DHR in numerous emails and three in-person meetings held in Richmond—one on April 15, 2009, a second on August 7, 2009, and a final meeting on November 20, 2009. Various project alignment maps were shown to the DHR to illustrate the team's efforts to minimize impacts to cultural resources. Maps of the project alignments are also contained within the previously mentioned project reports. As such, a set of plans showing resource locations and alternative APEs are not repeated here.

Overview of Effect Recommendations

The project corridor runs through eight localities: the Cities of Richmond, Colonial Heights, and Petersburg, and Henrico, Chesterfield, Dinwiddie, Brunswick, and Mecklenburg Counties. The SEHSR project has included cultural resource inspections along three alternative alignments in these localities—VA 1, VA 2, and VA 3. In some areas, the alignments overlap where two or three of the alignments are juxtaposed over one rail corridor. This scenario is primarily in place in areas with an existing active rail corridor and within more populated portions of the project area, such as within Richmond and Petersburg. The three alternatives run independent of one another in areas where an active rail corridor is no longer in existence and in less populated segments of the corridor, such as the area just north of the North Carolina state line.

Most linear projects with multiple alternatives select one corridor to follow in its entirety once a preferred alignment is chosen. As such, effect recommendations are made per alignment. With the SEHSR corridor, the project will not be limited to one preferred alignment. Instead, the final corridor will include segments from all three alternatives. Pieces of each alignment will weave together to create a final single corridor that provides the least amount of negative impacts to natural and cultural resources. For example, VA 1 may be selected for one mile and then the preferred corridor may switch to VA 2 for the next mile to avoid significance resources. As such, the final selected corridor for the SEHSR project will avoid the vast majority of the eligible architectural properties recorded during the investigations. Table 1 provides in-depth data on all 57 eligible resources and recommended effects: Adverse Effect is marked by an "X" within their respective alignment column and No Adverse Effect or No Effect are marked by a "–". If No Adverse Effect is recommended, this is noted in the comments column. Thus, based on Table 1, when examining potential effects for Blick's Store (012-5042), it is recommended that there will be No Effect if VA 1 or VA 3 are selected, but it is recommended that the project will have No Adverse Effect if VA 2 is selected. Similarly, Winnhurst, listed below Blick's Store, has a recommended Adverse Effect determination if VA 1 or VA 3 are selected, but No Effect if VA 2 is chosen.

As requested by the DHR, project effects will be described into two sections. First, the northern portion of the corridor will be discussed, which includes the area where the three alternatives overlap. In these instances, only one effect recommendation will be supplied for each property, as

alternatives VA 1, VA 2, and VA 3 do not diverge and their APEs are concurrent throughout this segment. Second, the southern portion will be presented. The three alternatives vary their alignment from the area south of Petersburg to the North Carolina state line depending on area topography and engineering requirements for each alternative. A recommended effect determination will be presented for all three alternatives at each resource.

Northern Portion

Between Richmond and Merten Lane in Dinwiddie County (south of downtown Petersburg), the proposed SEHSR project has three project alternatives—VA 1, VA 2, and VA 3. However, due to the presence of a suitable, existing rail corridor as well as the existence of numerous small communities and other built resources in the APE, all three alternatives completely overlap. As such, the project effects will be the same regardless of selected alternative in this area. A total of 38 of the 57 eligible resources are located within this corridor.

It is recommended that the project will have No Effect on four resources in the northern segment. Although the project APE clips the very northeast corner of the Manchester Warehouse Historic District (127-0457), there are no above- or below-ground resources associated with the district near the project area. Thus, it is recommended that the project will have No Effect on this property. The Lucky Strike/RJ Reynolds Company (127-6179), the Chester #94 Masonic Lodge (020-5443-0002), and Ellerslie (106-0001) are all within 250 feet of the rail corridor and were thus included in the project APE. However, no work is planned adjacent to or near these three resources and all are blocked from impact areas by vegetation and/or large roadways. It is therefore suggested that the project will have No Effect on these properties.

It is recommended that the project will have No Adverse Effect on 26 resources. Nine of these properties are battlefields: Port Walthall Junction (020-5317), Swift Creek (020-5318), Proctors Creek (020-5320), Hatcher's Run (026-0132), Boydton Plank Road (026-5004), Lewis Farm (026-5006), Peebles Farm (026-5007), Weldon Railroad (123-5022), and Petersburg III (123-5026). In all cases, the rail corridor will be modified through the addition of a second set of rails within the existing right-of-way—the same rail pattern in existence during the Civil War. Over the past 100 years, the second set of rails has been removed in some areas due to rail disuse, but the second set of rails will be reinstalled throughout. Although there will be road modifications in the general battlefield areas, these changes are minimal and primarily include reconstruction of existing bridges or widening of narrow road swaths to accommodate revised safety standards. All road and rail modifications in battlefield areas have been minimized to avoid any unnecessary impacts to these resources. At Weldon Railroad Battlefield, final elevation and plan drawings showing the modified rail curve and all proposed vegetation will be submitted to the DHR for their review and concurrence. The National Park Service (both Richmond and Petersburg branches) have concurred with our recommendations on these properties. The American Battlefield Protection Program has asked to comment on the final Environmental Impact Statement and thus has no comment at this time. The Civil War Preservation Trust has received all project reports but has not submitted any comments to date.

Three linear resources are within this area: the tRichmond and Petersburg Electric Rail (020-5351), Seaboard Air Line Railroad Corridor (127-6271), and the Atlantic Coast Line Railroad Corridor (127-6251). All three are eligible for the NRHP under Criterion A. Because the project involves restoring the rail lines to their original appearance with two tracks and the original parameters of all three resources will be visible after project completion, it is suggested that the project will have No Adverse Effect on these properties.

Similarly, this portion of the project area goes through six historic districts where the scope of the project includes restoration of the original track alignment and minimal roadwork. Within the City of Richmond, the rail will be installed on existing T-shaped raised piers, thus the rail modifications will be blocked from street view. As such, it is recommended that the project will have No Adverse Effect on the U.S. Department of Defense Supply Center/Bellwood Historic District (020-5336), the North Battersea/Pride's Field Historic District (123-5035), James River and Kanawha Canal Historic District (127-0171), Shockoe Slip Historic District (127-0219), Shockoe Valley & Tobacco Row Historic District (127-0344), and the Davee Gardens Historic District (127-6213). We will communicate with the City of Petersburg to get their concurrence on potential affects to the North Battersea/Pride's Field Historic District, as requested.

It is also suggested that the project will have No Adverse Effect on eight individual resources in the northern segment. Bellwood (020-0007), located north of Petersburg, is separated from the rail corridor by a dense patch of woods. There are no road modifications planned for this area, thus the project will not alter the historic property's integrity. At the House at 3619 Thurston Road (020-0013), plans call for rerouting an extension of Park Road to the southwest of the house. Although the project APE clips the southwest corner of the parcel, the roadwork will not be visible from the main house or any contributing outbuildings. Similarly, a large earthen berm associated with roadwork will be constructed southeast of the Ragland House (020-0432) in Centralia, but the new road and its associated berm will not be visible from this resource. Rail modifications near the Dupont Spruance plant (020-5474) include returning a second rail line to the existing corridor, but no major road modifications are planned. Since the plant was developed around the two-rail corridor in the 1930s, the project will not adversely impact the characteristics of this resource. At Battersea (123-0059), plans call for the construction of the same second rail within the existing rail corridor. All activities will occur along the very western perimeter of the property boundaries, and all work will be blocked from the main house and outbuildings by a very large wooded area. The rail corridor will not be visible from any contributing elements. Battersea Inc. has concurred with this recommendation verbally. Obtaining written confirmation is in progress. The rail configuration at the existing Main Street Station (127-0172) will be minimal. Although some rail modifications are required to accommodate the high speed trains, the project will actually restore some of the rail capacity once present at this busy urban rail station. At Transmontaigne Product Services (127-6248), Goodes Street to the south of the project boundary will be modified to include an underpass below the rail corridor. A retention wall has been carefully designed to avoid any disturbances to the Transmontaigne property, thus the viewshed and physical characteristics of this resource will not be altered. Although it is suggested that the project will have No Adverse Effect on the Pretlow House (020-5443-0008), this is predicated on the fact that the project will not have a significant impact on the existing vegetation and rock wall to the southeast of the home. If these elements are negatively impacted during construction, it is suggested that the project will have an Adverse Effect on the property.

The remaining eight properties (shown in red text in Table 1) are properties where there is no avoidance alternative. The project has the potential to diminish the characteristics that rendered the resource eligible for the NRHP, thus it is recommended that the project will have an Adverse Effect on these properties. These eight resources are discussed below.

Circle Oaks/4510 Centralia Road (020-0140): Circle Oaks is located on the north side of Centralia Road. This circa 1840 home still retains several of its original outbuildings, including slave quarters. It was determined eligible for the NRHP under Criterion C for its architectural merit. Current plans for road modifications include the construction of an overpass across the rail corridor to replace the existing at-grade crossing. This necessitates the introduction of a large earthen berm in the front yard of Circle Oaks and reconfiguring a section of driveway. The

modifications have the potential to diminish the property's integrity of design, setting, feeling, and association. As such, it is recommended that the project will have an Adverse Effect on this resource.

Centralia Post Office (020-0552): Centralia Post Office is located at the northwest corner of the intersection of the rail corridor and Centralia Road. Built around 1905, this vernacular building was the center of the community for many years. The overpass mentioned above will be located directly to the south of this resource. The construction will involve building a 30-foot tall earthen berm less than 30 feet south of the resource, moving the driveway for this property, and moving the roadway itself—thus divorcing the resource from the local attributes that rendered its construction necessary. Because the project will diminish the property's integrity of location, design, setting, feeling, and association, it is recommended that the project will have an Adverse Effect on this resource.

Chester Historic District (020-5443): The project corridor runs directly through the Chester Historic District. The town of Chester was founded in the mid-nineteenth century due to the presence of two railroad spurs in this area. The town's plan comprised numerous rectangular lots oriented roughly north-south, with the railroad running through the center of the town plan. Although the rail modifications in this area will require a slight widening to the existing rail corridor, the more notable changes will occur due to road improvements. Several original road alignments will be rerouted and rail crossing points will be closed. The proposed project will result in notable modifications to the district's original plan, thus it is recommended that the project will have an Adverse Effect on this district.

Eichelberger House (020-5443-0010/020-5093): The Eichelberger House was once part of a large parcel of land that covered the entire block. It was designed to accommodate both the home life and work pattern of its owner, Harry Eichelberger, a railroad executive who caught the train at the station in Chester every day to travel to his office in Richmond. He reached the station by a trail that wound through his property, exiting onto Curtis Street from an ornate stone gate. The project requires the widening of Curtis Street and the removal of the original gate and part of the trail. Both of these resources are contributing elements to the larger Eichelberger House property. Because of the impacts to the property's design, setting, materials, workmanship, feeling, and association, it is recommended that the project will have an Adverse Effect on this property.

Bridge Over Defense Road (123-5013): The existing bridge over Defense Road was constructed in 1936 as part of the larger Defense Road construction effort. The road system was initially designed in 1935 and completed by 1939. Built by the Civilian Conservation Corps (CCC), the roads were arranged to connect numerous Civil War-era resource to aid tourists visiting the Petersburg area battlefields. The bridge carried the Atlantic Coast Line Railroad over the road system. Current plans include constructing a second bridge directly east of the existing span, thus introducing a new element adjacent to the current bridge. The project has the potential to diminish the property's integrity of design, setting, materials, feeling, and association. It is recommended that the introduction of this large new element will have an Adverse Effect on the bridge.

Defense Road (123-5455): Defense Road was the primary roadway constructed as part of the CCCs effort listed above. The parkway was designed with a pebble construction material and limited landscaping, attributes which still remain today. The addition of a second railroad bridge over the roadway will necessitate removal of a small section of the original roadway and lowering the overall road grade near the bridge to allow for vehicular passage beneath the new span. This change necessitates impacts to the road's location, design, setting, materials, workmanship, and feeling. It is recommended the project will have an Adverse Effect on this resource.

Dimmock Line/Earthworks (123-5462/44DW0373): This trench line is known as the Dimmock Line, a series of Confederate defenses around Petersburg. Construction began in 1862 and was primarily built with slave labor under the guidance of Captain Charles Dimmock. Within the project APE, the earthworks straddle Defense Road, just east of the Bridge Over Defense Road listed above. Modifications to Defense Road and the construction of the new railroad bridge will necessitate large disturbances to this segment of the earthworks. It is recommended that the project will have an Adverse Effect on this resource.

Williams Bridge Company (127-6245): This 32-acre property was originally built in 1919 to aid in World War I ship building efforts. At the time of its initial construction, the complex included a large machine shop, several subsidiary offices, a set of apartments, a store, and other resources. It was re-commissioned during World War II to function in a similar capacity. The complex is eligible for the NRHP under Criteria A, C and D. Plans call for rerouting the entry and roadways near this complex to include changes to the road system and possible alterations to building remains. Due to the project's potential to diminish the property's integrity of location, design, setting, feeling, and association, it is recommended that the project will have an Adverse Effect on this resource.

Southern Portion

The remaining 19 eligible historic properties are located in the southern segment of the larger SEHSR project area. Between Merten Lane in Dinwiddie County and the North Carolina state line, the three project alternatives split. In some areas, one or two alignments overlap, but in general, there are a minimum of two paths that can be selected for the final alternative. However, as previously mentioned, current plans include meandering between the three alternatives to avoid any impacts to historic properties.

By moving between the three alternatives and selecting a preferred overall alignment using this method, it is recommended that the project will have No Effect or No Adverse effect on 18 of the 19 properties in this area. Because of a minimized construction footprint and distance from impact areas, it is recommended that there will be No Effect along all three alternatives at seven of the historic properties: Evergreen (026-0023), Courtworth (026-5021), W. Boisseau's Store/Warehouse/Dwelling (026-5026/026-5027), Smelley House (058-5028), Bank Building (257-5004), Honeymoon Hill Farm (257-5008), and Mayton House (257-5009). Similarly, it is suggested that all three alternatives will have No Adverse Effect on the Dinwiddie Courthouse Battlefield (026-5005), Bowen House (026-5023), Sardis Methodist Church (058-0094), and Evans House (058-5079), as the modifications are minimal in these areas although the project APE does overlap their respective parcel boundaries.

The effect recommendations vary at seven resources in the southern portion where the divergent alternatives have different potential impacts on the resources. At Blick's Store (012-5042), it is recommended that VA 1 and VA 3 will have No Effect, but VA 2 will have No Adverse Effect as the road system will be slightly modified in this area. Wynn timer (012-5044) is located on the opposite side of the tracks in the same area as Blick's Store. Thus, conversely, it is recommended that VA 1 and VA 3 will have an Adverse Effect on this resource as the rail line runs directly through the property, but VA 2 will have No Effect as it is to the west of the property boundaries.

Oak Shades (012-5048/44BR0179) and Tourist House (012-5052) are also located in close proximity to one another. VA 1 runs directly south of Oak Shades while VA 2 is located along the existing tracks southeast of Oak Shades. VA 3 is just northwest of Tourist House. As such, it is recommended that VA 1 will have an Adverse Effect on Oak Shades and No Effect on Tourist

House. VA 2 will have No Adverse Effect on Oak Shades and No Effect on Tourist House, and VA 3 will have No Effect on Oak Shades but an Adverse Effect on Tourist House.

At Granite Hall (058-0118), VA 1 and VA 3 run west of the project boundaries, thus the selection of either of these alternatives would have No Effect on the property. Although the rail line for VA 2 would provide a minimal impact to the home, the rail work necessitates reworking the road system over the rail and the construction of a very large earthen berm directly south of the primary elevation of the house. It is recommended that VA 2 would have an Adverse Effect on the property due to the visual impacts to the resource.

VA 1 and VA 3 are also located west of the Bracey Historic District (058-5081), and it is suggested that these alternatives would have No Effect on the historic property. However, VA 2 runs directly adjacent to the western property boundary. Construction modifications along the line would necessitate disturbances to the existing depot. As such, it is recommended that VA 2 would have an Adverse Effect on the historic district. Conversely, VA 1 and VA 3 run directly through the Wright Farmstead (058-5090/44MC0707) whereas VA 2 is east of the resource. It is suggested that VA 1 and VA 3 would have an Adverse Effect due to the large-scale disturbances to the property whereas VA 2 would have No Effect on the property.

All three alignments overlap within the final eligible resource, the LaCrosse Historic District (250-5001). This district is located in northern Brunswick County. Although originally a small crossroads community, the town flourished after the arrival of the Atlantic and Danville Railway in 1888 and then the Seaboard Air Line Railroad in 1900. The district includes numerous early-twentieth century commercial and domestic buildings lining the railroad tracks. The tracks currently run through town at the same grade as the surrounding roadways and above-ground resources. Changes include remodeling the road system through town and the demolition of at least two contributing resources. Because of these changes, the project has the potential to diminish the district's characteristics related to location, design, setting, materials, workmanship, feeling, and association. It is recommended that the project will have an Adverse Effect on this district.

In addition to evaluating the effect on individual resources, Dovetail also assessed the overall project's potential to have an adverse effect on cultural resources. Although it is recommended that the project will have No Effect or No Adverse Effect on 49 of the 57 eligible resources in the project APE, it is suggested that the undertaking will have an Adverse Effect on nine properties. It is also recommended that the overall project will have an Adverse Effect on historic resources.

We invite DHR to concur with our recommendations by completing the signature block below and returning it to my attention within 30 days of receipt. Please feel free to contact me or Mike Carmody at (540) 899-9170 with any questions you might have. Thank you for your assistance.

Respectfully submitted,



Kerri S. Barile, Ph.D.
President

cc: Mr. Craig Young, Baker Engineering
Mr. David Foster, NCDOT
Ms. Christine Fix, Virginia Department of Rail and Public Transportation

The Virginia State Historic Preservation Officer concurs with Dovetail Cultural Resource Group's recommendation that, if the proper alternatives are selected and all conditions are met, the project will have **No Effect** on Wynnhurst (012-5044), Tourist House (012-5052), Chester #94 Masonic Lodge (020-5443-0002), Evergreen (026-0023), Courtworth (026-5021), Boisseau's Store/Warehouse/ Dwelling (026-5026/5027), Granit Hall (058-0118), Smelley House (058-5028), Bracey Historic District (058-5081), Wright Farmstead (058-5090), Ellerslie (106-0001), Manchester Warehouse Historic District (127-0457), Lucky Strike Tobacco Warehouse (127-6179), Bank Building (257-5004), Honeymoon Hill Farm (257-5008), and Mayton House (257-5009); and **No Adverse Effect** on Blick's Store (012-5042), Oak Shades (012-5048), Sheffields (020-0007), House, 3619 Thurston Road (020-0013), Ragland House (020-0140), Port Walthall Junction Battlefield (020-5317), Swift Creek Battlefield (020-5318), Proctor's Creek Battlefield (020-5320), US Dept of Defense Supply Historic District (020-5336), Richmond & Petersburg Electric Railway (020-5351), Pretlow House (020-5443-0008), Dupont Spruance (020-5474), Hatcher's Run Battlefield (026-0132), Boydton Plank Road Battlefield (026-5004), Dinwiddie Courthouse Battlefield (026-5005), Lewis Farm Battlefield (026-5006), Peebles Farm Battlefield (026-5007), Bowen House (026-5023), Sardis Methodist Church (058-0094), Evans House (058-5079), Battersea (123-0059), Weldon Railroad Battlefield (123-5022), Petersburg Battlefield III (123-5026), North Battersea Historic District (123-5035), James River and Kanawha Canal Historic District (127-0171), C&O & Seaboard Railroad Depot (127-0172), Shockoe Slip Historic District (127-0219), Davee Gardens Historic District (127-6213), Transmontaigne Product Services (127-6248), Atlantic Coast Line Railroad (127-6251), Seaboard Air Line Railroad (127-6271),

Further, the Virginia SHPO concurs that the project will have an **Adverse Effect** on Circle Oaks (020-0140), Centralia Post Office (020-0552), Chester Historic District (020-5443), Eichelberger House (020-5443-0010), Bridge Over Defense Road (123-5013), Defense Road (123-5455), Dimmock Line/Earthworks (123-5462), Williams Bridge Company (127-6245), and Lacrosse Historic District (250-5001).

The Virginia SHPO therefore agrees that the project will have an overall **Adverse Effect** on historic properties (DHR #2001-1460).


Kathleen S. Kilpatrick
Virginia State Historic Preservation Officer

11/23/09
Date

Table 1: Summary of Effect Recommendations for VA 1, VA 2 and VA 3.

ELIGIBLE RESOURCE INFO			NRHP	ADVERSE EFFECT?			COMMENTS
DHR #	2nd #	Name	Criteria	VA 1	VA 2	VA 3	
012-5042		Blick's Store	C	–	–	–	No Adverse on VA 2
012-5044		Wynnhurst	C	X	–	X	
012-5048	44BR0179	Oak Shades	C	X	–	–	No Adverse on VA 2
012-5052		Tourist House	C	–	–	X	
020-0007		Sheffields; Auburn Chase; Bellwood; Building 42 - DSCR Officer's Club; New Oxford	A,C,D	–	–	–	No Adverse on all alignments
020-0013		House, 3619 Thurston Road	C	–	–	–	No Adverse on all alignments
020-0140		Circle Oaks/4510 Centralia Road	C	X	X	X	
020-0432		Ragland House/4626 Centralia Rd	C	–	–	–	No Adverse on all alignments
020-0552		Centralia Post Office	A	X	X	X	
020-5317		Port Walthall Junction Battlefield	A	–	–	–	No Adverse on all alignments
020-5318		1) Swift Creek Battlefield 2) Arrowfield Church	A	–	–	–	No Adverse on all alignments
020-5320		Proctor's Creek Battlefield	A	–	–	–	No Adverse on all alignments
020-5336		US Department of Defense Supply Center Historic District; Bellwood-Richmond Quartermaster Depot Historic District	ABCD	–	–	–	No Adverse on all alignments
020-5351		Richmond & Petersburg Electric Railway	A	–	–	–	No Adverse on all alignments
020-5443		Chester Historic District	A&C	X	X	X	
020-5443-0002	020-5098	Chester #94 Masonic Lodge	A	–	–	–	
020-5443-0008	020-5102	Pretlow House	B	–	–	–	No Adverse on all alignments
020-5443-0010	020-5093	Eichelberger House	C	X	X	X	
020-5474		Dupont Spruance	A	–	–	–	No Adverse on all alignments

ELIGIBLE RESOURCE INFO			NRHP	ADVERSE EFFECT?			COMMENTS
DHR #	2nd #	Name	Criteria	VA 1	VA 2	VA 3	
026-0023		Evergreen	C	–	–	–	
026-0132		Hatcher's Run Battlefield	A	–	–	–	No Adverse on all alignments
026-5004		Boydton Plank Road Battlefield	A	–	–	–	No Adverse on all alignments
026-5005		Dinwiddie Courthouse Battlefield	A	–	–	–	No Adverse on all alignments
026-5006		Lewis Farm Battlefield	A	–	–	–	No Adverse on all alignments
026-5007		Peebles Farm Battlefield	A	–	–	–	No Adverse on all alignments
026-5021		Courtworth	C	–	–	–	
026-5023		Bowen House	C	–	–	–	No Adverse on all alignments
026-5026, 5027		W. Boisseau's Store, Warehouse, Dwelling	A&C	–	–	–	
058-0094		Sardis Methodist Church	C	–	–	–	No Adverse on all alignments
058-0118		Granite Hall/Fitts House	C	–	X	–	
058-5028		Smelley House	C	–	–	–	
058-5079		Evans House	C	–	–	–	No Adverse on all alignments
058-5081		Bracey HD	A&C	–	X	–	
058-5090	44MC0707	Wright Farmstead	A&C	X	–	X	Potentially Eligible
106-0001		Ellerslie	A	–	–	–	
123-0059		Battersea	ABCD	–	–	–	No Adverse on all alignments
123-5013		Bridge over Defense Road	A&C	X	X	X	
123-5022		1) Weldon Railroad Battlefield 2) Globe Tavern B*	A	–	–	–	No Adverse on all alignments
123-5026		1) Petersburg Battlefield III 2) The Breakthrough	A	–	–	–	No Adverse on all alignments
123-5035		North Battersea/Pride's Field Historic District	C	–	–	–	No Adverse on all alignments
123-5455		Defense Road	A&C	X	X	X	
123-5462	44DW0373	Dimmock Line/Earthworks	A,B&C	X	X	X	
127-0171		James River and Kanawha Canal Historic District	A&C	–	–	–	No Adverse on all

ELIGIBLE RESOURCE INFO			NRHP	ADVERSE EFFECT?			COMMENTS
DHR #	2nd #	Name	Criteria	VA 1	VA 2	VA 3	
127-0172	127-0344-0117	C. & O. & Seaboard Railroad Depot	A&C	–	–	–	No Adverse on all alignments
127-0219		Shockoe Slip Historic District	A&C	–	–	–	No Adverse on all
127-0344		Shockoe Valley & Tobacco Row Historic District	A&C	–	–	–	No Adverse on all
127-0457		Manchester Warehouse Historic District	A&C	–	–	–	
127-6179		Lucky Strike/RJ Reynolds Tobacco	A&C				
127-6213		Davee Gardens Historic District	A&C	–	–	–	No Adverse on all alignments
127-6245	44CF0724	Williams Bridge Company	A,C&D	X	X	X	
127-6248		Transmontaigne Product Services, Inc.	A	–	–	–	No Adverse on all alignments
127-6251		Atlantic Coast Line Railroad Corridor	A	–	–	–	No Adverse on all alignments
127-6271		Seaboard Line Railroad Corridor	A	–	–	–	No Adverse on all alignments
250-5001		LaCrosse Historic District	A&C	X	X	X	
257-5004		Bank Building	C	–	–	–	
257-5008		Honeymoon Hill Farm	C	–	–	–	
257-5009		Mayton House	C	–	–	–	

Federal Aid #:

TIP#:P-3819

Counties: Warren, Vance, Franklin, Wake

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Southeast High Speed Rail Corridor from Richmond, VA to Raleigh, NC

On 9/8/2008, 9/2/2009, and 9/29/2009, representatives of the


- ☒ North Carolina Department of Transportation (NCDOT)
- ☒ Federal Rail Administration (FRA)
- ☒ North Carolina State Historic Preservation Office (HPO)
- ☒ Other: Baker Engineering & Gibson Engineers

Reviewed the subject project and agreed on the effects findings listed within the table attached to this signature page.

Signed:


Representative, NCDOT

12-23-2009
Date


FRA, for the Division Administrator

1/6/10
Date


Representative, HPO

12-23-09
Date

Resource	Status/Criteria	NC1 Alt. (Blue)	NC2 Alt. (Yellow)	NC3 Alt. (Orange)	Comments
Warren County Training School	Eligible/A,C	No Effect	No Effect	No Effect	
Wise School	Eligible/A,C	No Effect	No Effect	No Effect	
House (East side US 1, Wise vic.)	Eligible/C	No Effect	No Effect	No Effect	
Holtzman Farm	Eligible/A	No Adverse Effect	No Adverse Effect	No Adverse Effect	Frontage road realigned over R.R. construction to edge of property, no impacts to integrity, <i>De minimis</i>
Chapel of the Good Shepherd	Listed/ A,C	Adverse Effect	Adverse Effect	Adverse Effect	Fill surrounds the parcel, effects on setting and possible noise concerns, No ROW or easements from historic property
Dr. Thomas B. Williams House and Office	Eligible/C	No Effect	No Effect	No Effect	
William J. Hawkins House	Listed/A,B,C	No Adverse Effect	No Adverse Effect	No Adverse Effect	Additional ROW is minimal, but requires realignment of driveway & TCE, NCDOT must coordinate with property owner about access during & after construction, <i>De minimis</i>
Middleburg Community House	Eligible/A,C	No Effect	No Effect	No Effect	
House (Allison Cooper Rd, Middleburg vic.)	Eligible/C	No Effect	No Effect	No Effect	
Holloway Farm	Eligible/A,C	Adverse Effect	Adverse Effect	No Effect	Alternatives 1 & 2 would bisect

(1500 block of Nicholas St. in S. Henderson Indust. HD)		Effect	Effect	Effect	structures should remain in place, De minimis
Esso Gasoline Station	Eligible/A,C	No Effect	No Effect	No Effect	
Confederate Cemetery	Eligible/A	No Effect	No Effect	No Effect	
Hedgepeth and Finch Store, Kittrell	Eligible/A,C	No Effect	No Effect	No Effect	
St. James Episcopal Church, Kittrell	Listed/C	No Effect	No Effect	No Effect	
Person-McGhee Farm	Listed/A,C	No Effect	No Effect	No Effect	
Raleigh and Gaston R. R. Bridge Piers (Tar River)	Eligible/A,C	No Effect	No Effect	No Effect	
Franklinton Historic District	Eligible/A,C	Adverse Effect	Adverse Effect	Adverse Effect	Closure of Mason St. crossing; replacement of RR bridge at Green St. (contributing element); depot should not be affected
Sterling Mill and Village (in Franklinton HD)	Listed & Eligible/A,C	No Adverse Effect	No Adverse Effect	No Adverse Effect	All alternatives require minor ROW for Green St. underpass improvements, De minimis
Church (in Franklinton HD)	Eligible/A,C	No Effect	No Effect	No Effect	
Cedar Creek R.R. Bridge Piers	Eligible/A,C	No Adverse Effect with commitments	No Adverse Effect with commitments	No Adverse Effect with commitments	Piers will be preserved in place and a preservation easement will be placed on the piers if ROW transferred
Youngsville Historic District	Eligible/A,C	No Adverse Effect	No Adverse Effect	No Adverse Effect	No improvements to Cröss St. and detour outside district
J. B. Perry House, Youngsville	Eligible/C	No Effect	No Effect	No Effect	

Glen Royall Mill Village Historic District	Listed/A, C Local Landmark	No Adverse Effect	No Adverse Effect	No Adverse Effect	NCDOT must design the pedestrian crossing at R. R. tracks to minimize its opaqueness & fit in with landscape & historic character of adjacent district
Downtown Wake Forest Historic District	Listed/A	No Effect	No Effect	No Effect	Standardized & aesthetic closure treatments employed throughout district (i.e., no guard rails or "T" closures; balusters or posts preferred)
Wake Forest Historic District	Listed/A, C Local Landmark	No Effect	No Effect	No Effect	Standardized & aesthetic closure treatments employed throughout district (i.e., no guard rails or "T" closures; balusters or posts preferred)
Powell House	Listed/C	No Effect	No Effect	No Effect	
Neuse Railroad Station	Eligible/A, C	No Effect	No Effect	No Effect	
Crabtree Creek R.R. Bridge Pier	Eligible/A, C	No Adverse Effect	No Adverse Effect	No Adverse Effect	Designs show the new structure will span the creek over top of the pier, <i>De minimis</i>
Raleigh Bonded Warehouse	Listed/A, C	No Effect	No Effect	No Effect	
Mordecai Historic District	Listed/A, C	No Effect	No Effect	No Effect	
Pilot Mill (within Mordecai HD)	Listed/A, C Local Landmark	No Effect	No Effect	No Effect	
Roanoke Park Historic District	Listed/A, C	No Effect	No Effect	Adverse Effect	

Noland Plumbing Company	Eligible/A, C	No Effect	No Effect	No Effect	No Adverse Effect	Retaining wall hits corner of rear storage building (which is within RR ROW) but does not harm main building(historic Moderne façade), De minimis
John A. Edwards & Company	Eligible C	No Effect	No Effect	No Effect	No Effect	
Glenwood-Brooklyn Historic District	Listed/A, C	No Effect	No Effect	No Effect	No Adverse Effect	Permanent easement in parking lot with retaining wall along RR, no impact to historic structures, De minimis
Seaboard Railway Station & Warehouses	Eligible/A, C	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No additional ROW, only temporary construction easements
Raleigh Cotton Mills	Eligible/A, C Local Landmark	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Only minor ROW needed, no impact to structures, De minimis
Pine State Creamery	Listed/A, C Local Landmark	No Effect	No Effect	No Effect	No Effect	
Melrose Knitting Mill	Eligible/A, C	No Effect	No Effect	No Effect	No Effect	
Raleigh Electric Co. Power House	Listed A Local Landmark	Adverse Effect	Adverse Effect	Adverse Effect	No Effect	Alts 1 & 2 Construction of new R.R bridge requires extensive ROW and impacts structure
Carolina Power & Light Car Barn/Garage	Listed/A, C Local Landmark	Adverse Effect	Adverse Effect	Adverse Effect	No Effect	Alts 1 & 2 Construction of new R.R bridge requires extensive ROW and impacts structure
National Art Interiors	Eligible/C	No Adverse Effect with conditions	No Adverse Effect with conditions	No Adverse Effect with conditions	No Adverse Effect with conditions	Prior to installation of retaining wall or new rail must have vibration monitoring plan.

L3. Consulting Party Requests

Entities Receiving Invitations to Participate as a Consulting Party for Section 106

Chesterfield Historical Society*

Virginia Council on Indians*

Catawba Indian Tribe

National Park Service – Petersburg*

National Park Service- Richmond*

American Battlefield Protection Program

Civil War Preservation Trust

Central Virginia Battlefields Trust

Historic Richmond Foundation*

Alliance to Conserve Old Richmond Neighborhoods

Historic Petersburg Foundation

Dinwiddie County Historical Society

Brunswick County Historical Society

Mecklenburg Historical Society

Southside Virginia Genealogical Society

Atlantic Coast Line & Seaboard Air Line Railroad Historical Society

Battersea, Inc.*

CSX Transportation

Raleigh Historic Districts Commission

* - Note - * indicates that acceptance of invitation (by letter or verbal acceptance)



United States Department of the Interior
NATIONAL PARK SERVICE

PETERSBURG NATIONAL BATTLEFIELD
1539 Hickory Hill Road
Petersburg, Virginia 23803-4721



In Reply Refer to:

A3823

August 3, 2004

David B. Foster, PE
Rail Environmental Programs Manager
North Carolina Department of Transportation, Rail Division
C/O Buck Engineering
8000 Regency Parkway, Suite 200
Cary, North Carolina 27511

Dear Mr. Foster:

I would be very happy to participate in the planning process for the proposed *Southeast High Speed Rail (SEHSR)* connection from Raleigh, NC to Petersburg, VA. Please add my name to the list of consulting parties for the Section 106 process of the Historic Preservation Act.

Thank you for your personal invitation to join this important environmental planning study.

Sincerely,

Bob Kirby
Superintendent

Chesterfield Historical Society of Virginia



Founded in 1981

P. O. Box 40
10201 Iron Bridge Rd.
Chesterfield, Virginia 23832
Telephone (804) 777-9663
Fax (804) 777-9643
www.chesterfieldhistory.com

8/3/09

Christine Fix
Virginia Department of Rail and Public Transportation
600 E. Main St., 2102
Richmond, VA 23219

RE: Southeast High Speed Rail Project/Consulting Party Request

Dear Ms. Fix,

On behalf of the Chesterfield Historical Society of Virginia, I request that our society be granted the status of consulting party to the Southeast High Speed Rail Project.

We have a copy of the Phase I Archaeological Survey and the Intensive Architectural Investigations Report, but would appreciate any other pertinent information in hard format for our library archives.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Liess van der Linden-Brusse", with a horizontal line drawn underneath.

Liess van der Linden-Brusse
President
Chesterfield Historical Society of VA

From: TNTbarbru@aol.com [mailto:TNTbarbru@aol.com]

Sent: Monday, August 10, 2009 1:35 PM

To: Fix, Christine (DRPT)

Subject: Southeast High Speed Rail Project

Christine:

I spoke with Kerri Barile and she recommended I contact you regarding the opportunity to be a consulting party on this project. We obviously have a keen interest in the work and the choices presented that may have outcomes affecting Battersea.

Please let me know what else I need to provide you and thanks for the opportunity.

Tempy Barbru
Executive Director
Battersea Foundation
21 Bollingbrook Street
PO Box 111
Petersburg, VA 23804
Cell: 757.207.3774
Office: 804.732.9882
Fax: 804.732.9883

-----Original Message-----

From: Bob_Krick@nps.gov [mailto:Bob_Krick@nps.gov]

Sent: Wednesday, August 12, 2009 3:00 PM

To: Fix, Christine (DRPT)

Subject: SE Highspeed Rail consulting

Ms. Fix:

As a follow-up to our brief meeting on Friday, I'm instructed to confirm with you in writing that Richmond National Battlefield Park is indeed interested in being a consulting party in the Section 106 process for the highspeed rail line, due to the project's proximity to Civil War battlefields. I am hopeful that this e-mail will suffice; if you require an actual letter on our letterhead, I can secure a signature from park superintendent David Ruth and send that along.

Sincerely,

Robt. E. L. Krick

Historian

Richmond Natl. Battlefield Park

CIVIL WAR PRESERVATION TRUST

Saving America's Hallowed Ground

John L. Nau, III
Chairman

James Lighthizer
President

September 30, 2009

Ms. Christine Fix
Virginia Department of Rail and Public Transportation
600 E. Main Street, 2102
Richmond, Virginia 23219

Dear Ms. Fix:

On behalf of the 55,000 members of the national Civil War Preservation Trust, I would like to thank you for informing our organization of the opportunity to serve as a consulting party to the Southeast High Speed Rail Project (SEHSR). We would like to formally request that we be added as a consulting party to this project and we look forward to working with all vested parties on this project.

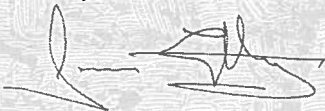
The Southeast High Speed Rail corridor would run from Washington D.C. to Charlotte, North Carolina and would involve modifications to the existing CSX-owned rail line and construction of new facilities to accommodate high speed rail activity. Tier II of this project includes the section from Richmond, Virginia to Raleigh, North Carolina. This tier is of particular importance to our organization as 16 historic properties with Civil War-period affiliations, including 12 Civil War battlefields, are within the project area for this section of the corridor.

We understand that Michael Baker Engineering, Inc. is completing a Draft Environmental Impact Statement and we look forward to reviewing and commenting on that draft. We also understand that cultural resource investigations and archaeological assessments were completed in March 2005 and those were followed by studies completed by Dovetail Cultural Resource Group I, Inc. in 2008. We would appreciate receiving copies of these cultural resource reports. Throughout this process, CWPT will be in favor of all efforts to minimize and mitigate adverse impacts to the battlefields and all other resources with Civil War-era ties.

It is worth noting that all 12 of the battlefields included in this project area were determined to be among the most historically significant battlegrounds in the nation by a blue ribbon panel created by Congress in 1990. They are included in the exhaustive 1993 report released by the Civil War Sites Advisory Commission.

Again, thank you for the offer to participate as a consulting party in this process.

Sincerely,



O. James Lighthizer

cc: Kerri S. Barile, Dovetail Cultural Resource Group I, Inc.

WASHINGTON OFFICE

1156 15th Street NW • Suite 900 • Washington, DC 20005
Phone: (202) 367-1861 or (800) 298-7878 • Fax: (202) 367-1865

HAGERSTOWN OFFICE

11 Public Square • Suite 200 • Hagerstown, MD 21740
Phone: (301) 665-1400 or (888) 606-1400 • Fax: (301) 665-1416

L4. Visualizations

Visualization of proposed bridge over Centralia Road near Centralia Post Office. The view is looking southwest.



Existing view before the SEHSR project is constructed.



Visualization of view after construction is completed.

Visualization of proposed bridge over Centralia Road. View is looking south from a field adjacent to the Centralia Post Office.



Existing view before the SEHSR project is constructed.

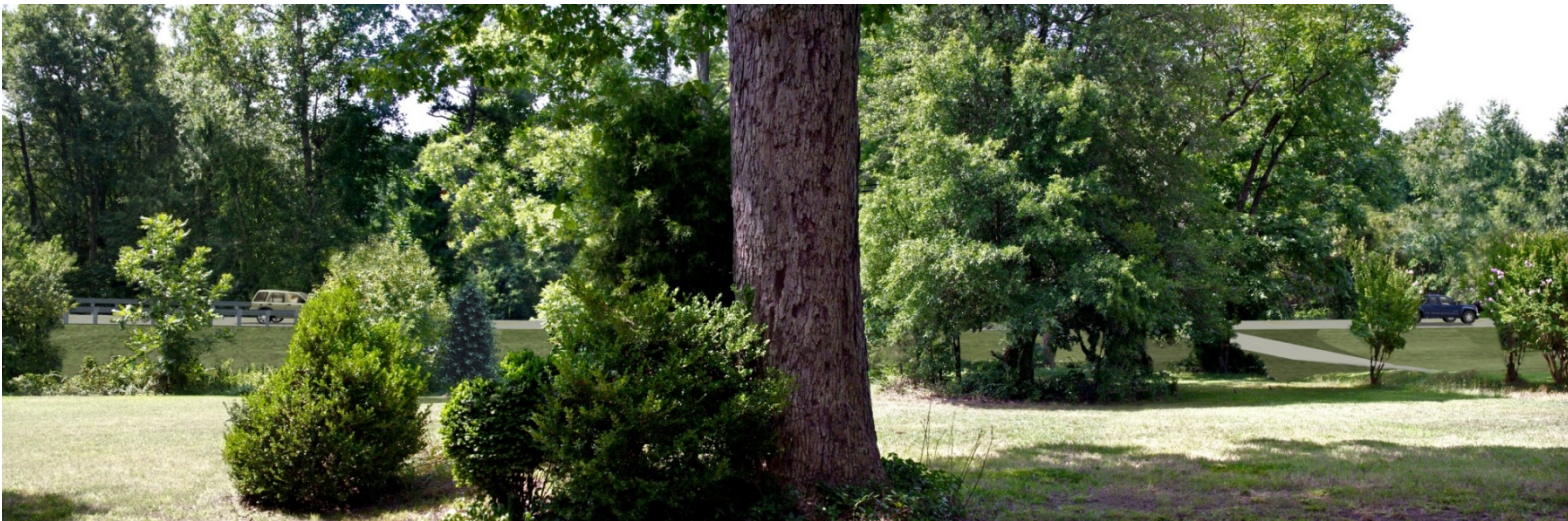


Visualization of view after construction is completed.

Visualization of proposed bridge over Centralia Road from the porch of the Circle Oaks property. The view is looking south.



Existing view before the SEHSR project is constructed.



Visualization of view after construction is completed.