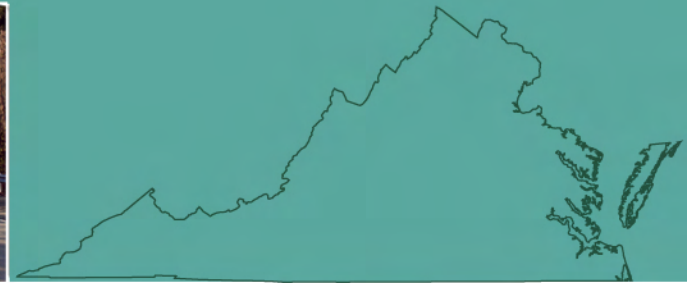




INTERSTATE 64 PENINSULA STUDY

HISTORIC PROPERTIES DOCUMENTATION



OCTOBER 2012



1401 EAST BROAD STREET
RICHMOND, VA 23219

HISTORIC PROPERTIES DOCUMENTATION

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E-mail suggesting consulting parties
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Email confirmation of Section 106 Consulting Party status
15. McCormick Taylor, Inc. to York County Historical Society, 12/2/2011
Email Invitation to become a Section 106 Consulting Party

INTERSTATE 64 PENINSULA STUDY



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Summary of Section 106 Resources

Type	Site	Map Sheet Number	DHR ID Number	NRHP Status	106 Effect	Notes
National Register Listed or Eligible Properties within the Proposed Alternative Area of Potential Effects						
District	Jackson Ward Historic District and Expansions	1	127-0237	Listed (A and C)	No Effect	NRHP boundaries are outside of project limits, historic setting and feeling already altered by existing I-64
Building	Sixth Mount Zion Baptist Church	1	127-0472	Listed (B and C)	No Effect	NRHP boundaries are outside of project limits, historic setting and feeling already altered by existing I-64
Building	Saint Luke Building	1	127-0352	Listed (A, B, and C)	No Effect	NRHP boundaries are outside of project limits, historic setting and feeling already altered by existing I-64
Site: Cemetery	Shockoe Hill Cemetery	1	127-0389	Listed (C and D)	No Effect	NRHP boundaries are outside of project limits, historic setting and feeling already altered by existing I-64
Site: Cemetery	Hebrew Cemetery	1	127-6166	Listed (A and C)	No Effect	NRHP boundaries are outside of project limits, historic setting and feeling already altered by existing I-64
Site: Cemetery	Shockoe Hill Burying Ground	1	TBD	Undetermined	No Effect	Effect to be conditioned upon avoidance
District	Chestnut Hill/Plateau Historic District	2	127-0343	Listed (A and C)	No Effect	NRHP boundaries are outside of project limits, historic setting and feeling already altered by existing I-64
Site: Battlefield	Seven Pines Battlefield	6-7	043-5081	Eligible (A and D)	No Adverse Effect	Improvements within existing ROW, historic setting and feeling already altered by existing I-64
Building	Cedar Knoll	7	043-0078	Eligible (C)	No Effect	Improvements within existing ROW, historic setting and feeling already altered by existing I-64
Site: Battlefield	Savage Station Battlefield	7-9	043-0308	Eligible (A and B)	No Adverse Effect	Improvements within existing ROW, historic setting and feeling already altered by existing I-64
Site: Battlefield	Cold Harbor Battlefield	8-9	042-5017	Eligible (A and D)	No Adverse Effect	Small corner take at the interchange
Site: Archaeology	Archaeology Site	8-9	44HE0004	Not Eligible	No Effect	The portion of site within VDOT ROW is not contributing to the National Register eligibility of any larger site that may still exist outside VDOT ROW
Site: Archaeology	Archaeology Site	8-9	44HE1063	Recommended Potentially Eligible (D)	Adverse Effect	Important chiefly for the information it contains
Site: Archaeology	Archaeology Site	8-9	44NK0100	Recommended Potentially Eligible (D)	Adverse Effect	Important chiefly for the information it contains
Site: Archaeology	Bottoms Bridge Site 2	8-9	44NK0281	Recommended Potentially Eligible (D)	Adverse Effect	Important chiefly for the information it contains
Site: Archaeology	Bottoms Bridge Site 3	8-9	44NK0283	Recommended Potentially Eligible (D)	No Adverse Effect	The portion of site within VDOT ROW is not contributing to the National Register eligibility of any larger site that may still exist outside VDOT ROW
Site: Archaeology	Bottoms Bridge Site 1	8-9	44NK0282	Recommended Potentially Eligible (D)	Adverse Effect	Important chiefly for the information it contains
District	Colonial National Historic Park/ Colonial Parkway	29	047-0002	Listed (A and C)	No Adverse Effect	Other associated resources include 099-5241 and 047-5297, effect conditioned on aesthetic treatment to I-64 bridges
Site: Battlefield	Battle of Williamsburg	29-30	099-5282	Recommended Eligible (A, C and D)	No Effect	Commitment being made to avoid impacts during final design; design exception may be necessary
Site: Archaeology	Confederate Peninsular Defenses Fort 9 (Redoubt #9)	30	44YO0051	Eligible (D)	Adverse Effect	Important chiefly for the information it contains
Site: Archaeology	Bryan Manor Plantation Site	30	099-0065	Listed (B and C)	No Effect	Avoidance of Redoubt 8 ensures avoidance of this site

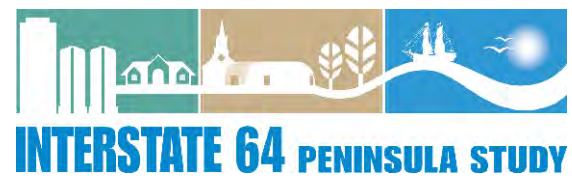
Type	Site	Map Sheet Number	DHR ID Number	NRHP Status	106 Effect	Notes
Building: Earthwork	Redoubt 8	30	44YO0050	Recommended Eligible (A)	No Effect	Commitment being made to avoid impacts during final design; design exception may be necessary
Site: Battlefield	Battle of Yorktown (Civil War)	33-35	099-5283	Recommended Eligible (A, C and D)	No Adverse Effect	Setting and feeling possibly diminished by the CSX crossing and Fort Eustis Boulevard, proposed improvements between two discontinuous battlefield core areas (Lee's Mill and Dam No. 1)
Other Battlefields within the General Project Area						
Site: Battlefield	Chaffin's Farm/New Market Heights Battlefield	N/A	043-0307	Eligible (A and B)	No Effect	ABPP-recommended boundaries are distant from project limits, historic setting and feeling already altered by existing I-64
Site: Battlefield	Garnett & Golding's Farm Battlefield	N/A	043-5273	Eligible (A and C)	No Effect	ABPP-recommended boundaries are distant from project limits, historic setting and feeling already altered by existing I-64
Site: Battlefield	Oak Grove Battlefield	N/A	043-5079	ABPP-recommended not eligible	No Historic Properties Affected	
Site: Battlefield	Fair Oaks/Darbytown Road Battlefield	N/A	043-5073	Eligible (A and C)	No Effect	ABPP-recommended boundaries are distant from project limits, historic setting and feeling already altered by existing I-64
Site: Battlefield	Big Bethel Battlefield	N/A	114-5297	ABPP-recommended not eligible	No Historic Properties Affected	



Existing Right of Way	Locality Jurisdiction	Savage's Station
Limits of Alternative 1A/2A	Archaeology Resource	Cold Harbor Battlefield
Limits of Alternative 1B/2B	Historic District	Seven Pines Battlefield
Limits of Alternative 3	Architectural Resource	Battle of Williamsburg
		Battle of Yorktown

Chestnut Hill/Plateau Historic District
DHR ID: 127-0343

Exit 192
Mechanicsville



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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

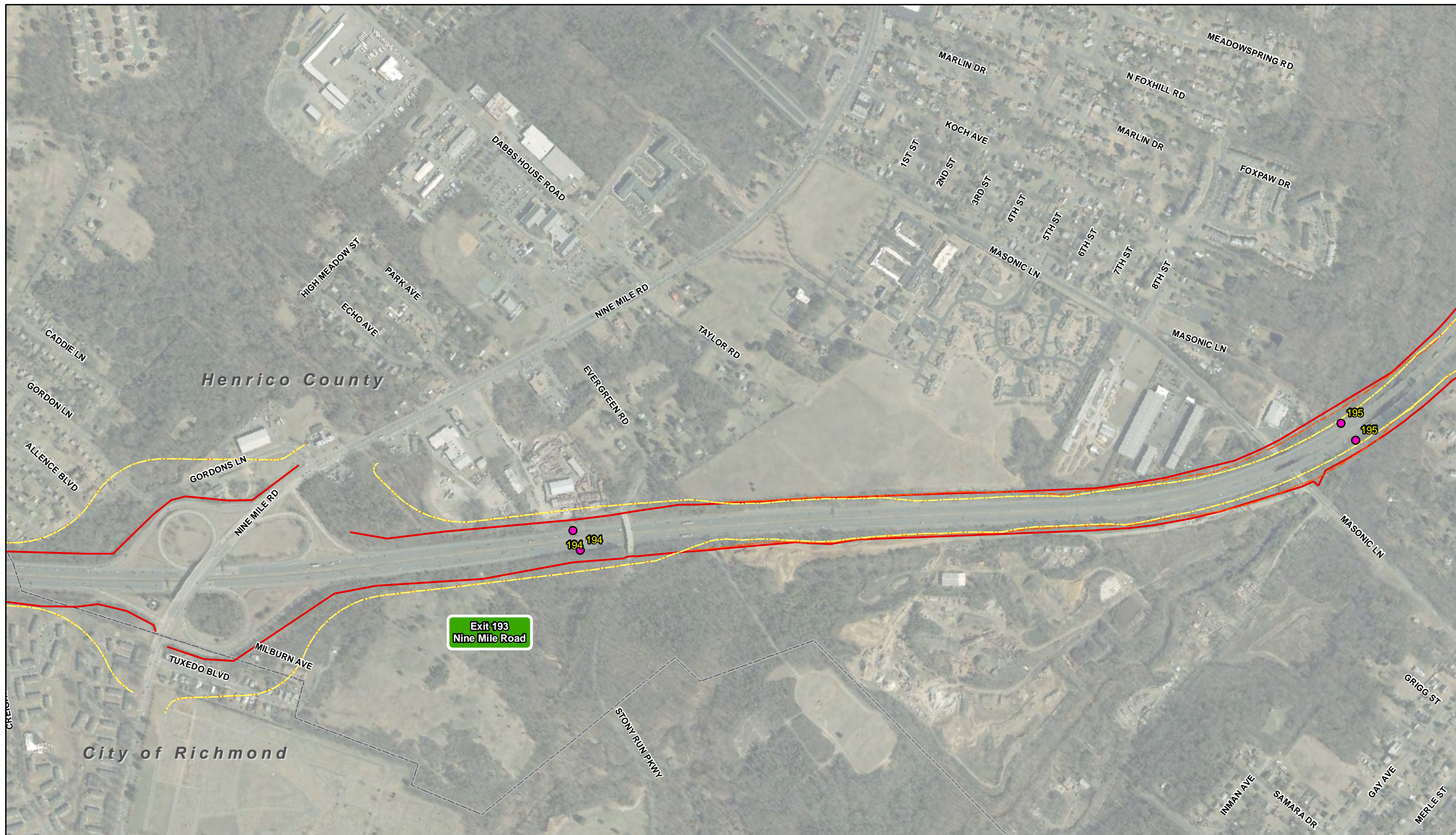
Historic Properties

Map 2 of 43

Notes:
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08/21/2012



Exit 193
Nine Mile Road

194 194

195

195



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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

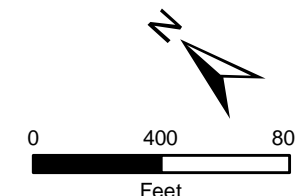
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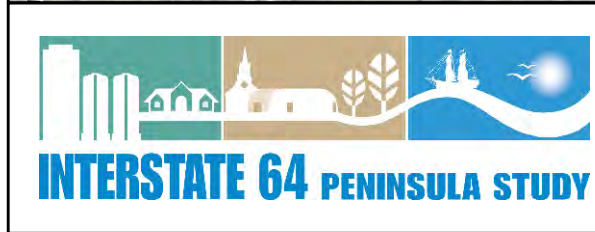
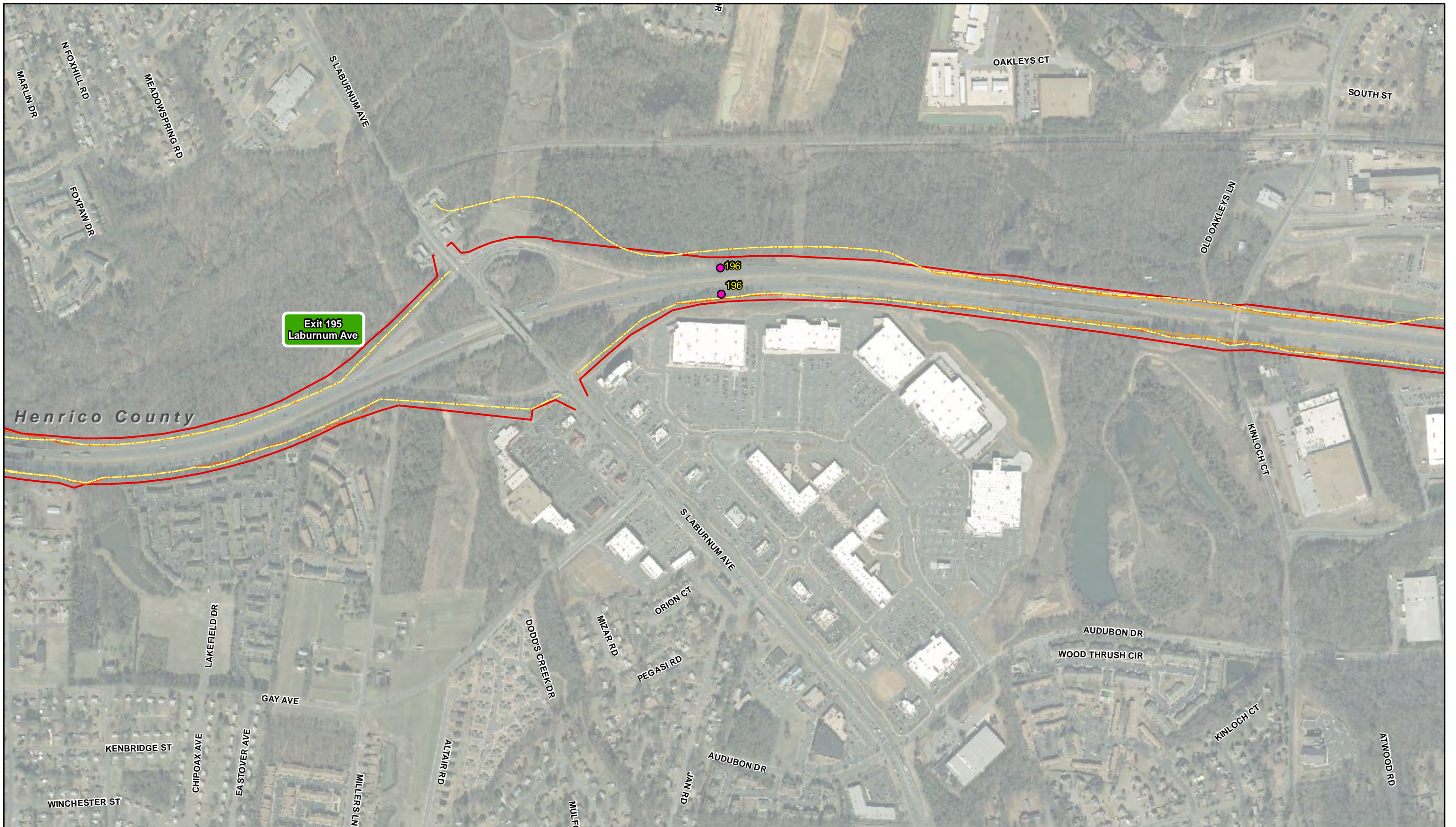
Map 3 of 43

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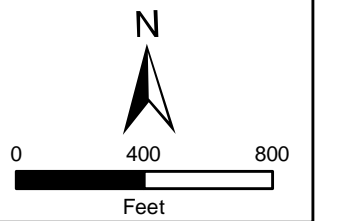
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| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 4 of 43

Notes:

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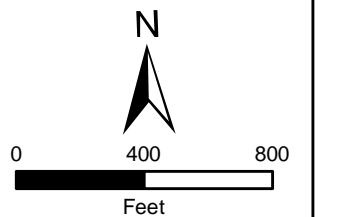
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| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

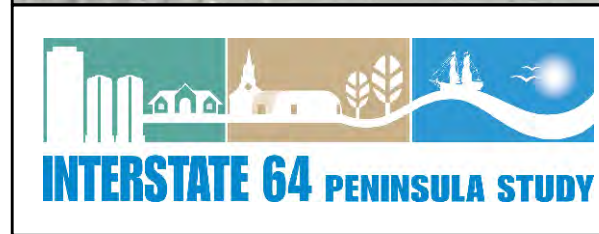
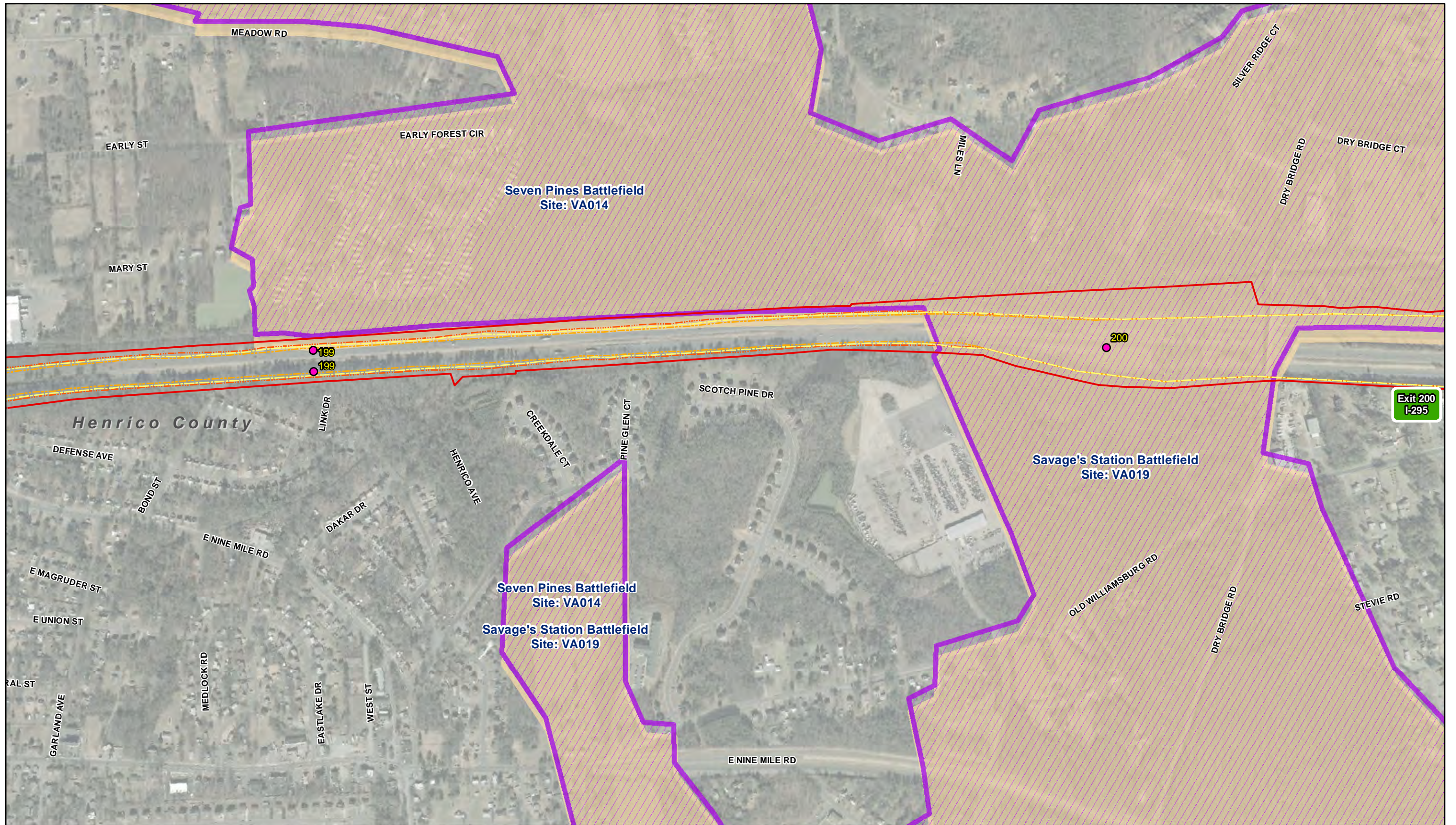
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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

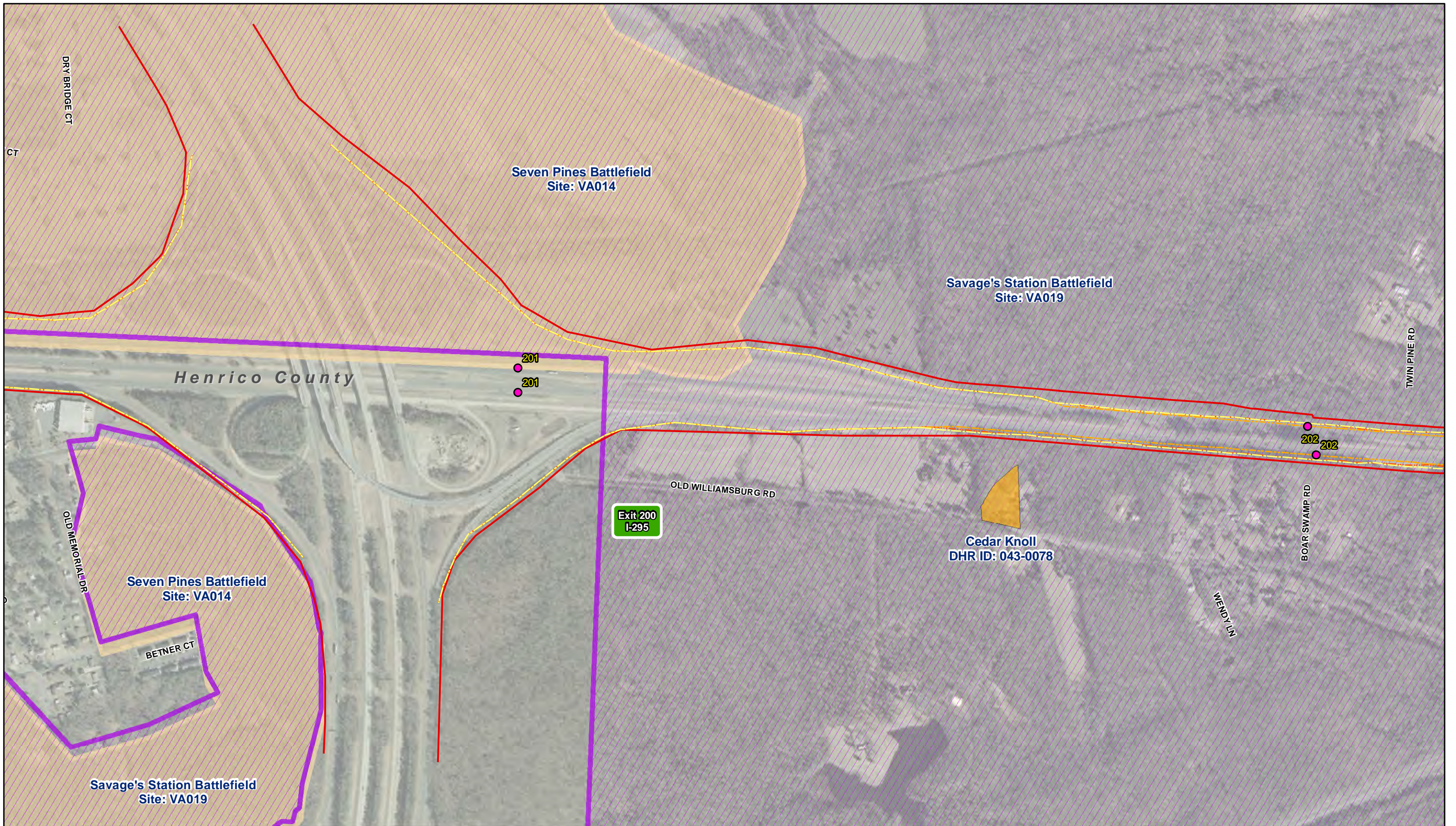
Map 6 of 43
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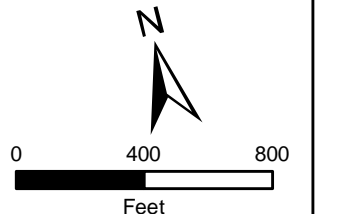


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| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

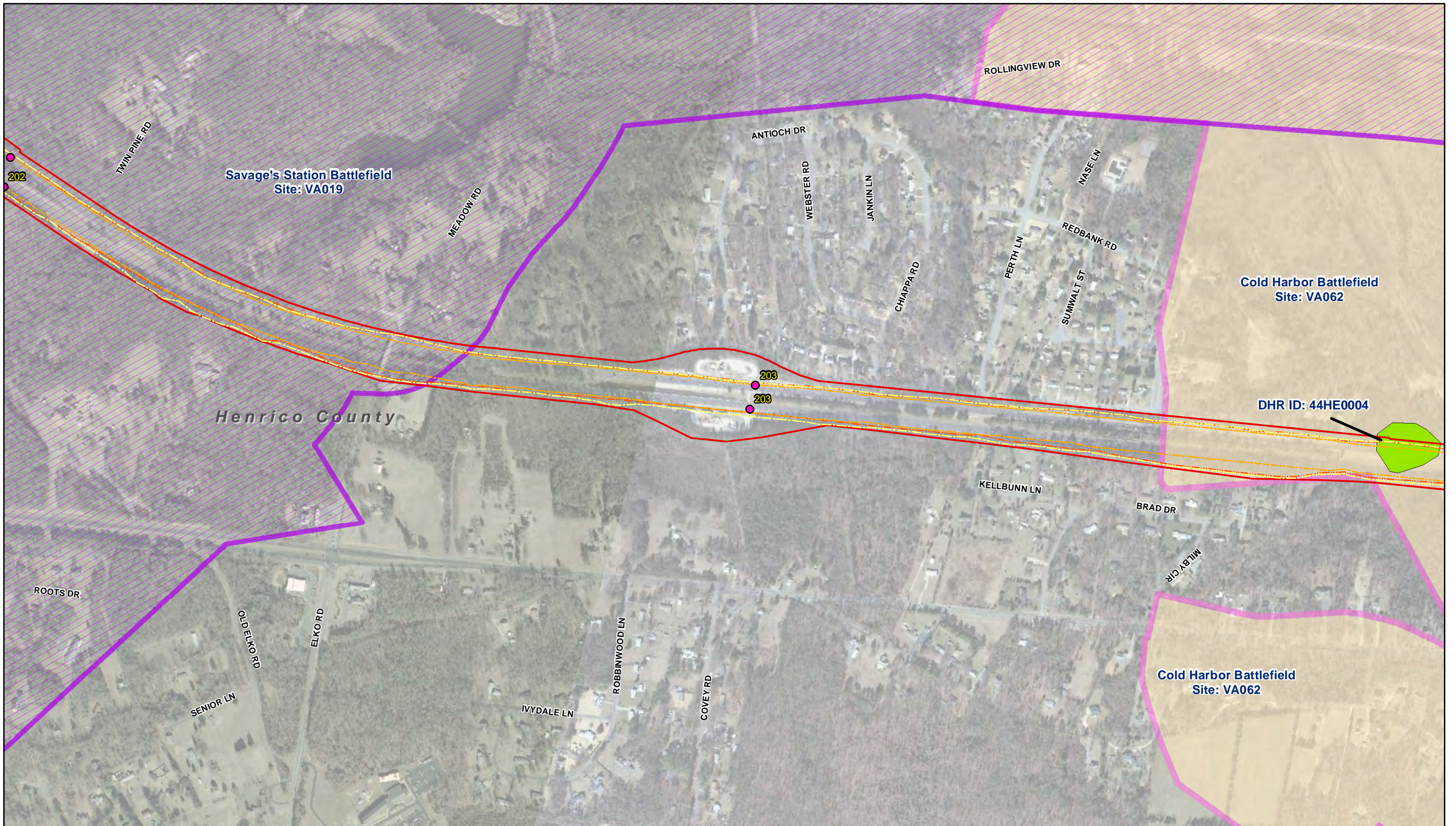
Historic Properties

Map 7 of 43

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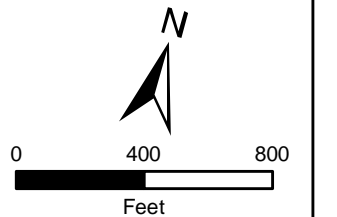
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| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

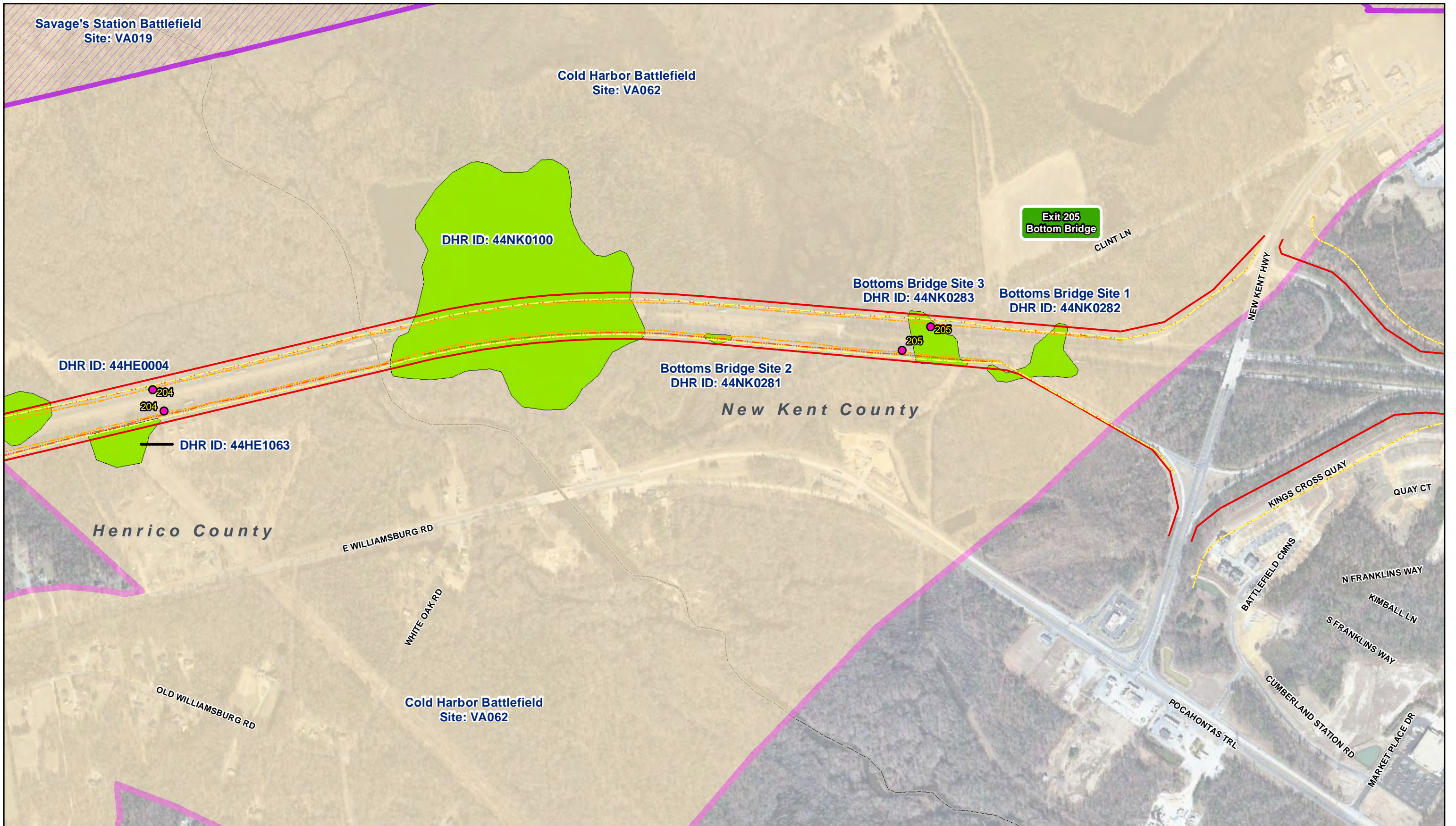
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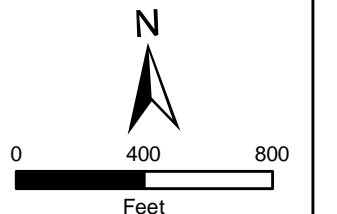
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| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

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Cold Harbor Battlefield
Site: VA062

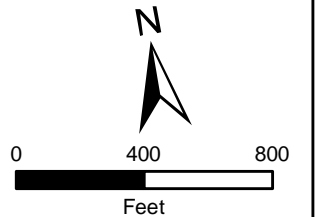


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| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

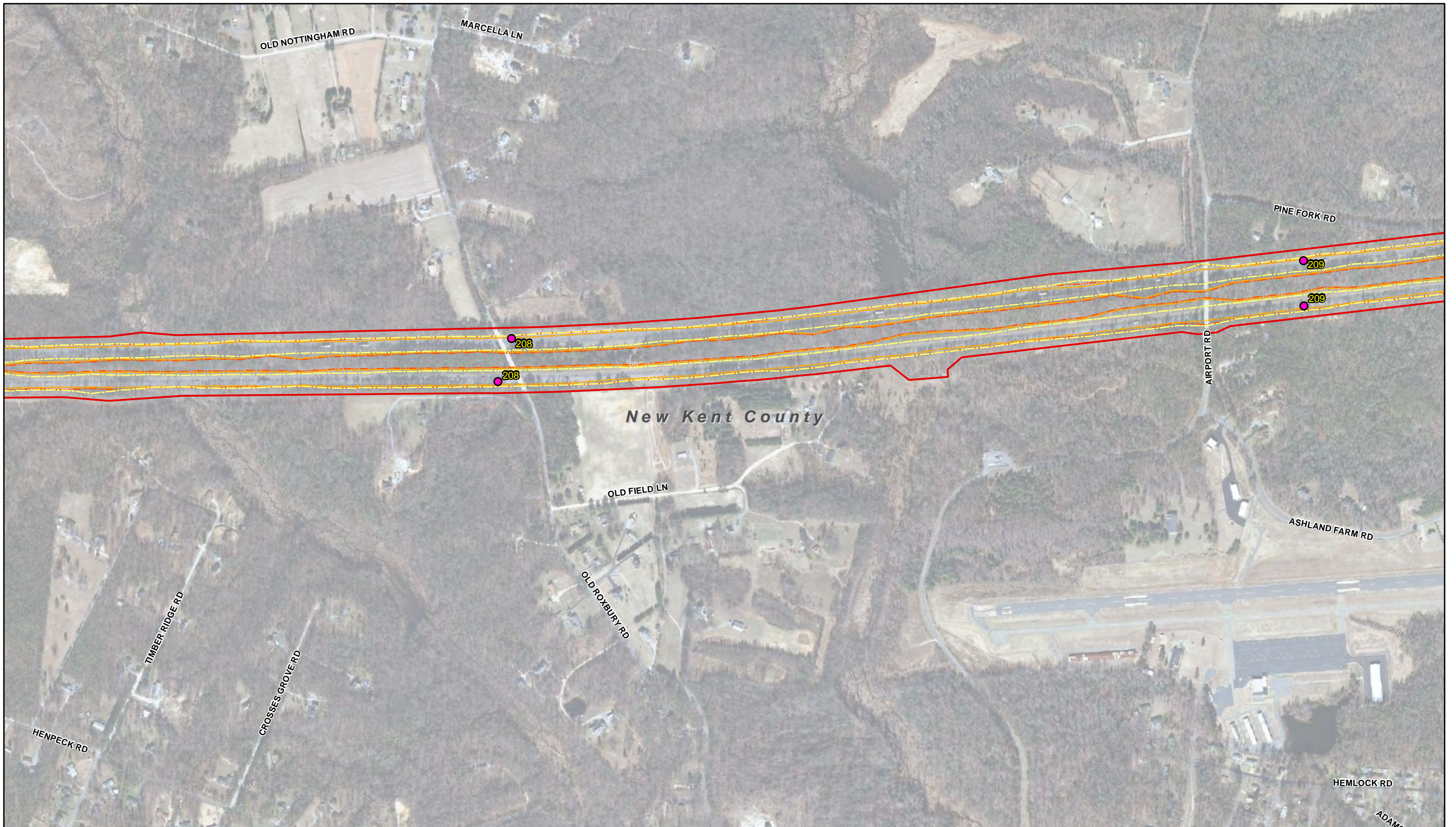
Historic Properties

Map 10 of 43

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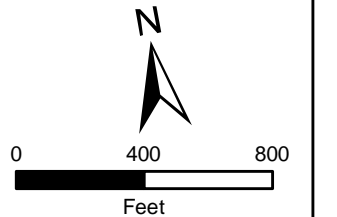
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| | | Battle of Yorktown |

Historic Properties

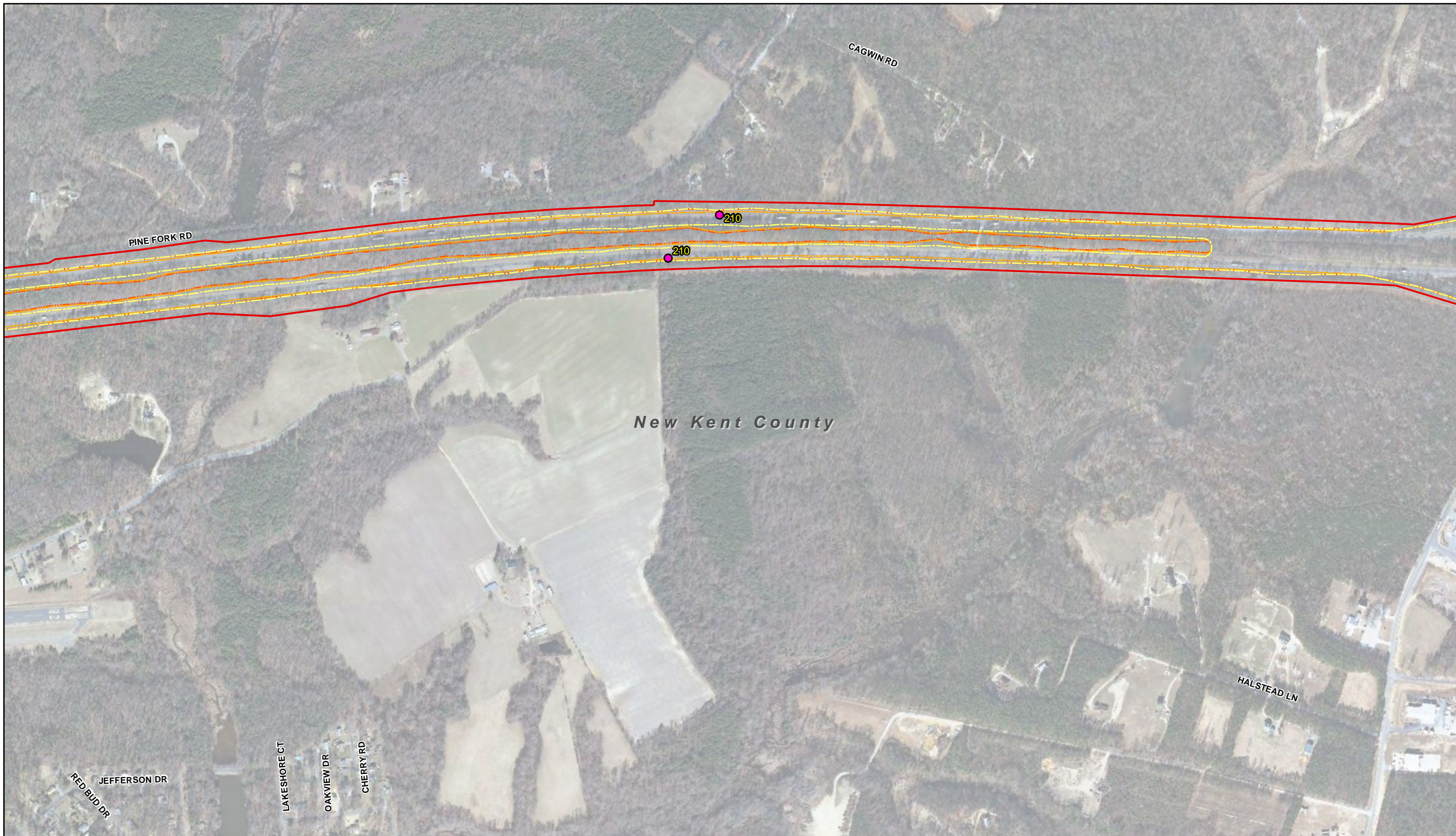
Map 11 of 43

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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
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| | | Battle of Yorktown |

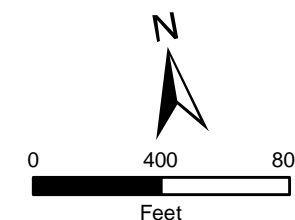
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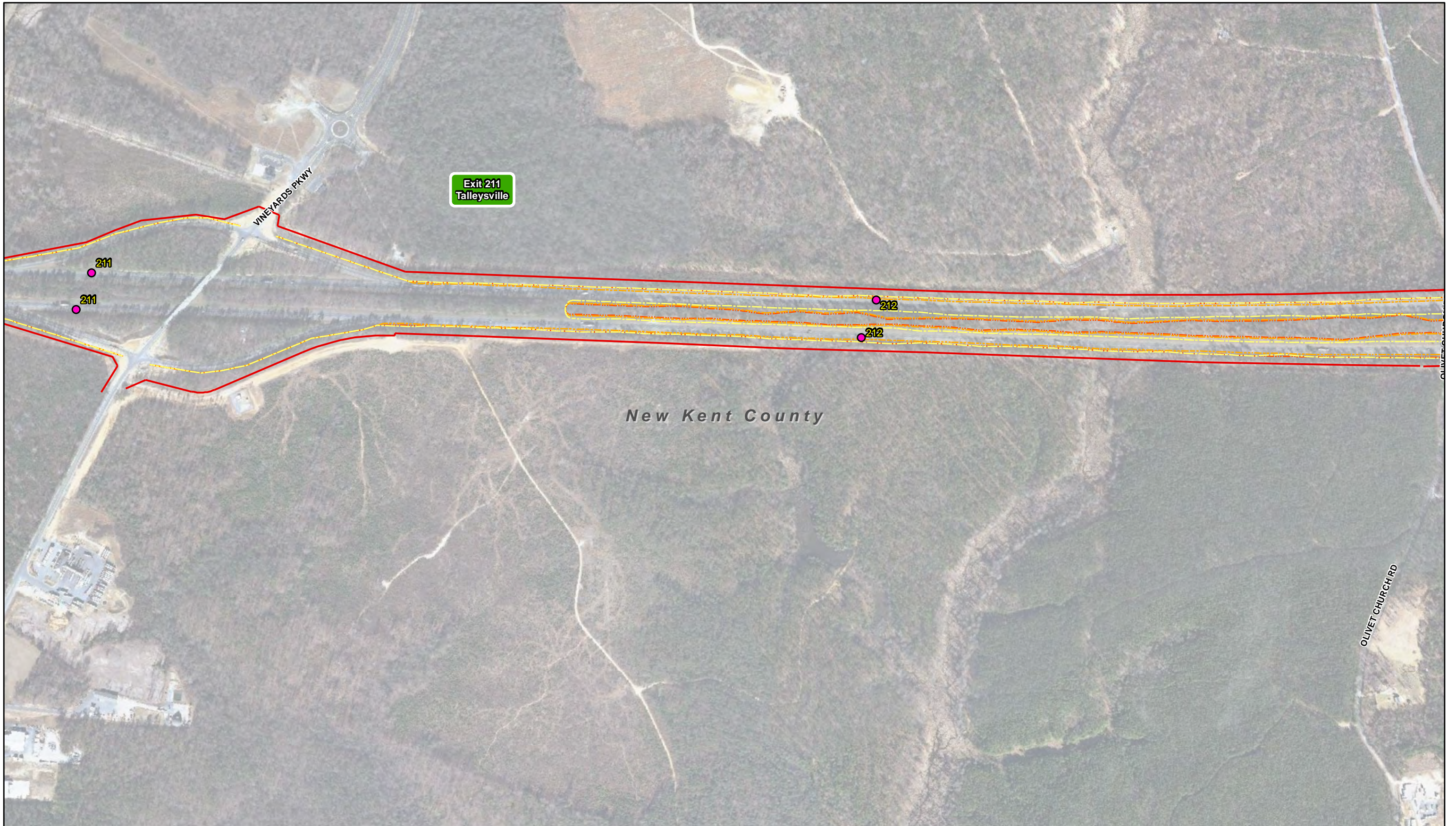
Map 12 of 43

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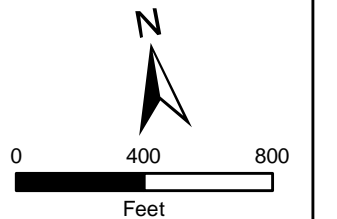


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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

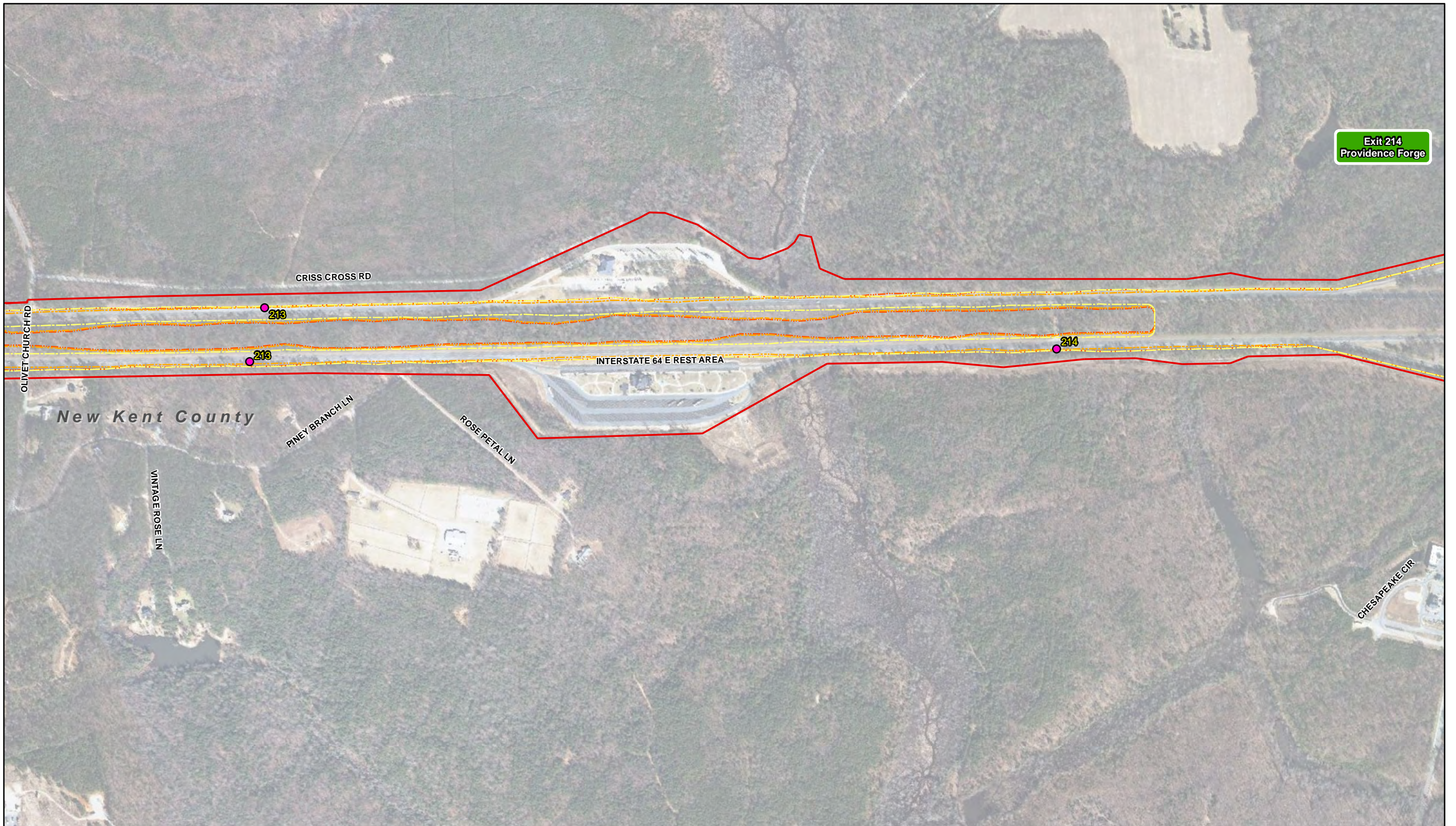
Historic Properties

Map 13 of 43

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Exit 214
Providence Forge



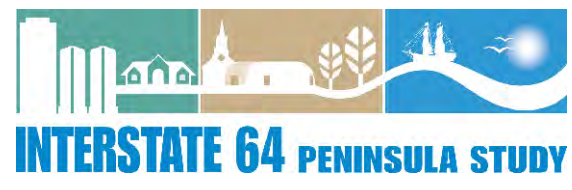
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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 14 of 43
Notes:
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Feet

08/21/2012



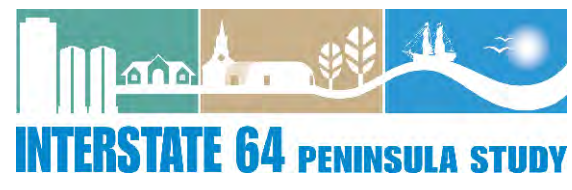
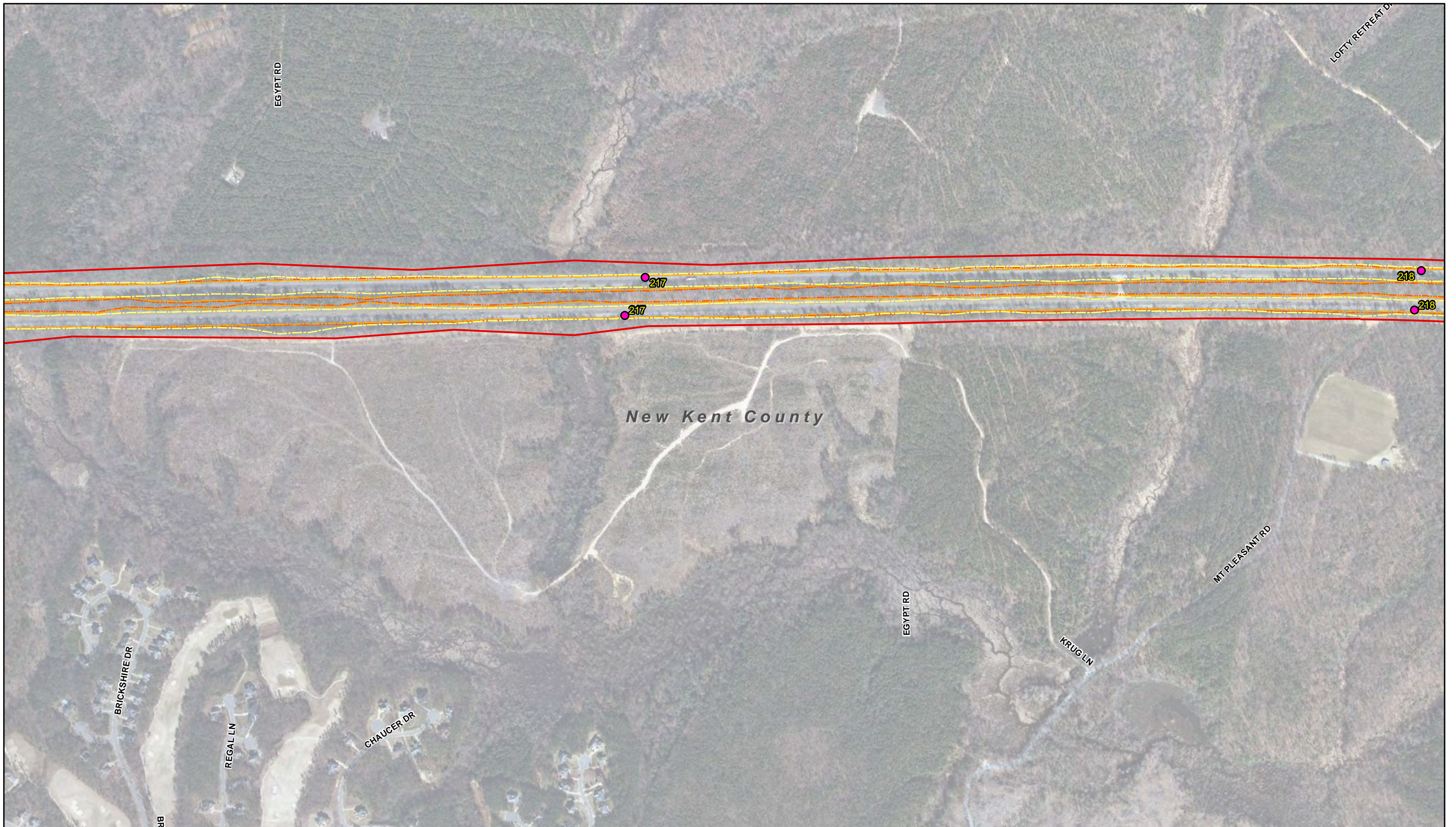
Existing Right of Way	Locality Jurisdiction	Savage's Station
Limits of Alternative 1A/2A	Archaeology Resource	Cold Harbor Battlefield
Limits of Alternative 1B/2B	Historic District	Seven Pines Battlefield
Limits of Alternative 3	Architectural Resource	Battle of Williamsburg
		Battle of Yorktown

Historic Properties

Map 15 of 43
Notes:
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08/21/2012



Existing Right of Way	Locality Jurisdiction	Savage's Station
Limits of Alternative 1A/2A	Archaeology Resource	Cold Harbor Battlefield
Limits of Alternative 1B/2B	Historic District	Seven Pines Battlefield
Limits of Alternative 3	Architectural Resource	Battle of Williamsburg
		Battle of Yorktown

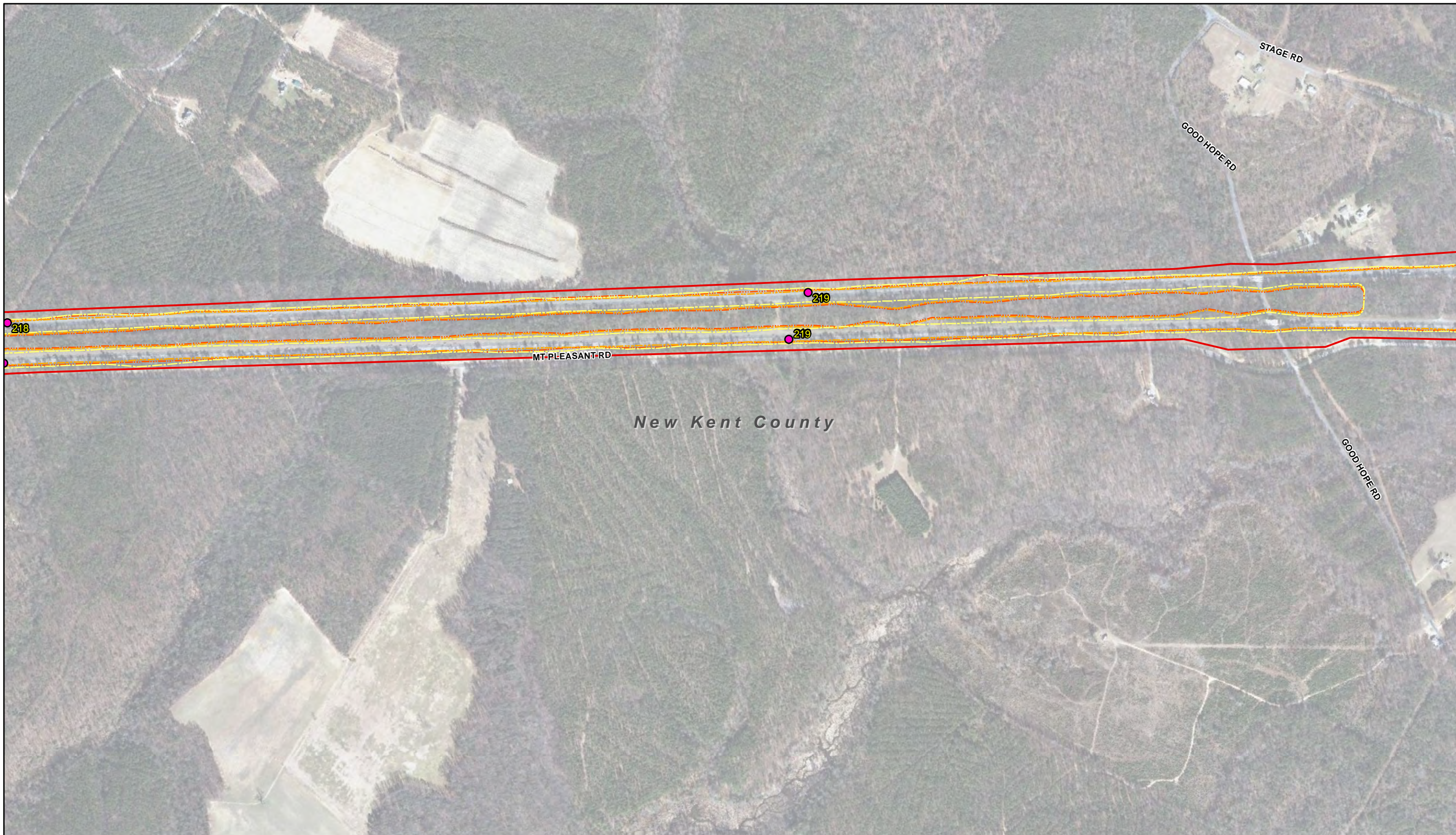
Historic Properties

Map 16 of 43
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08/21/2012



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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

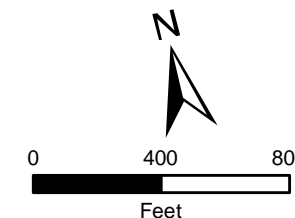
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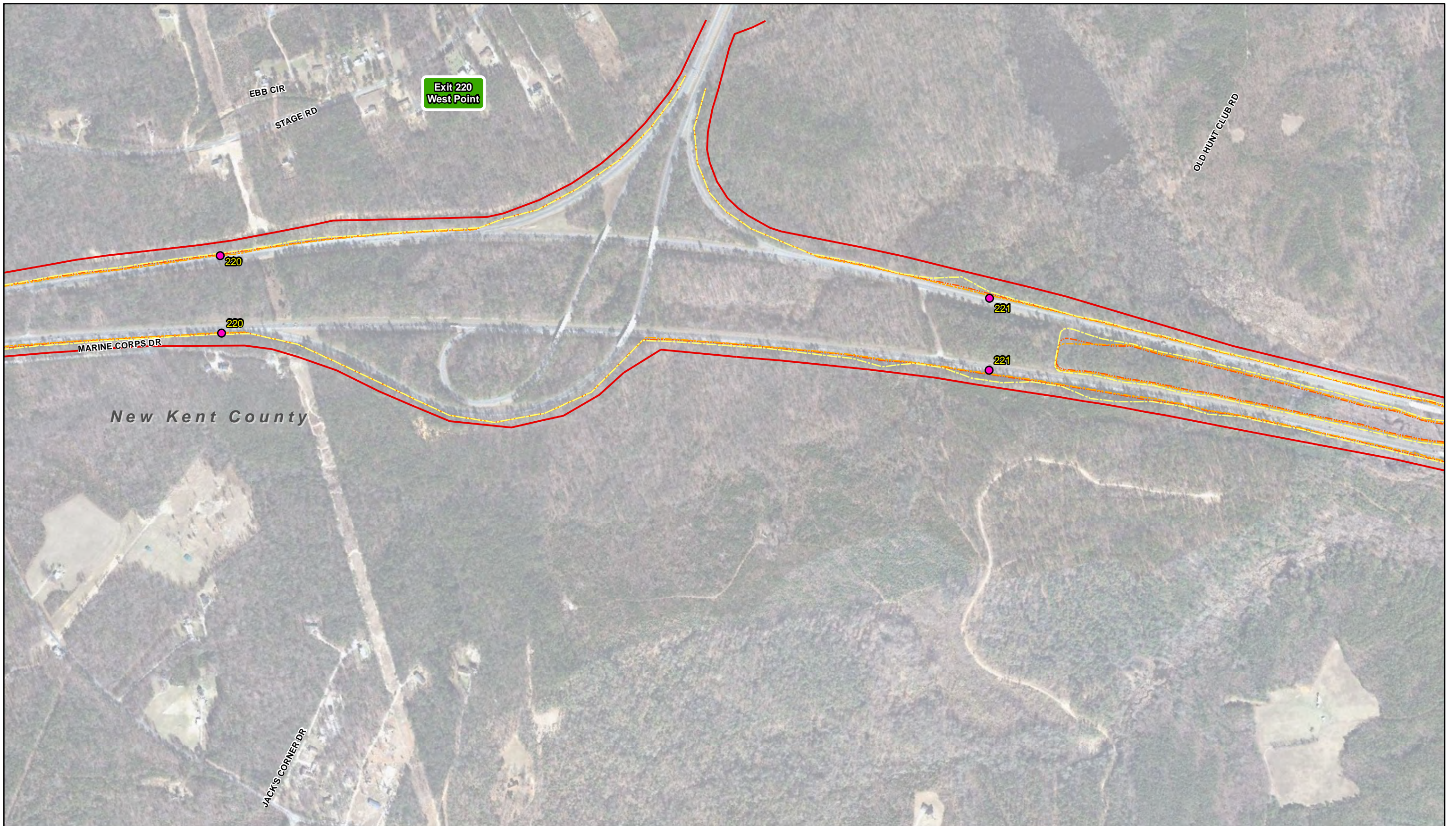
Notes:

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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
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| | | Battle of Yorktown |

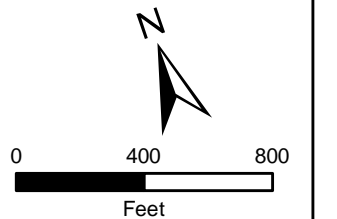
Historic Properties

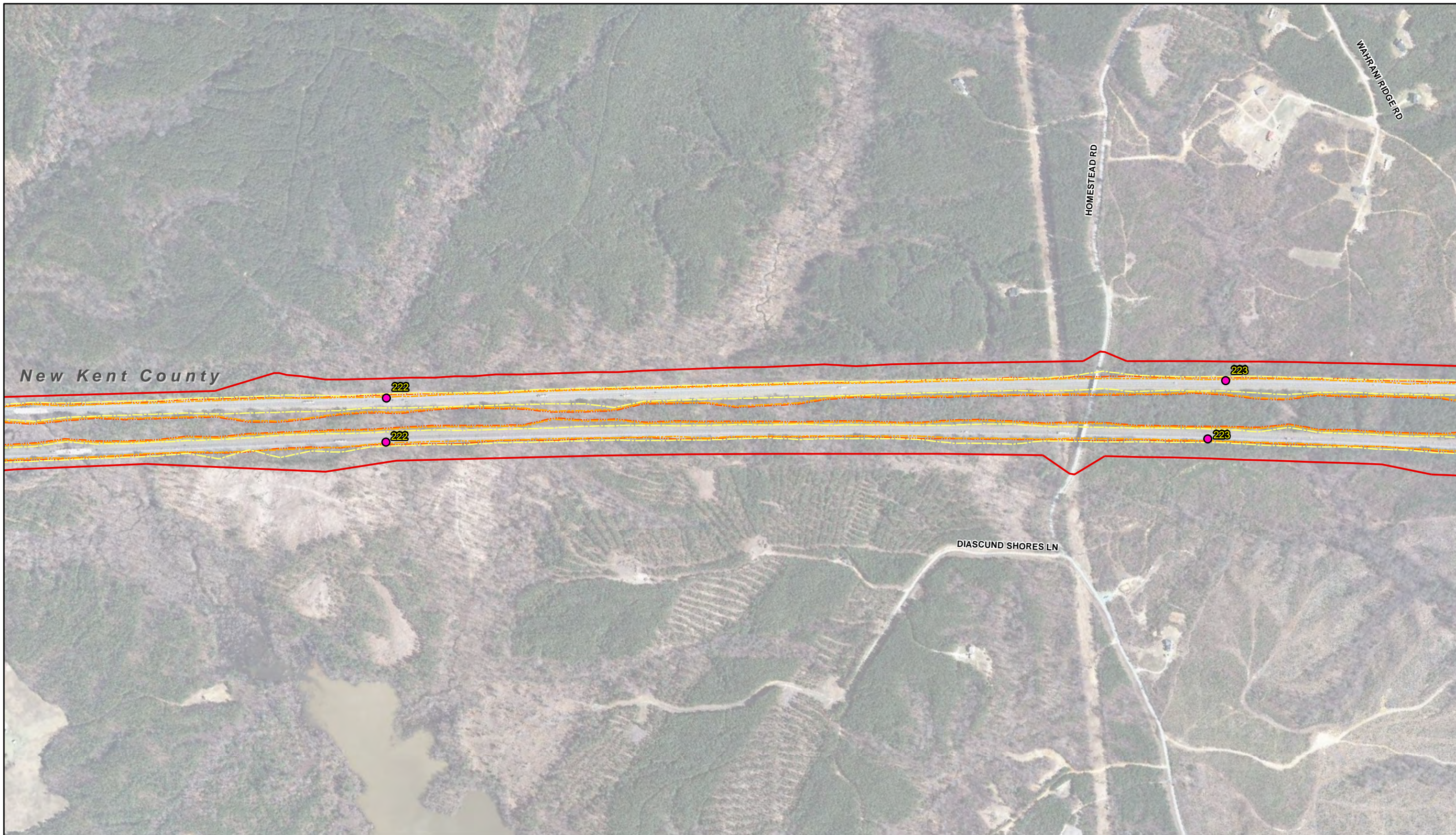
Map 18 of 43

Notes:
 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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08/21/2012





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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

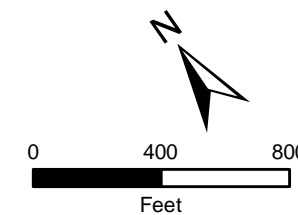
Historic Properties

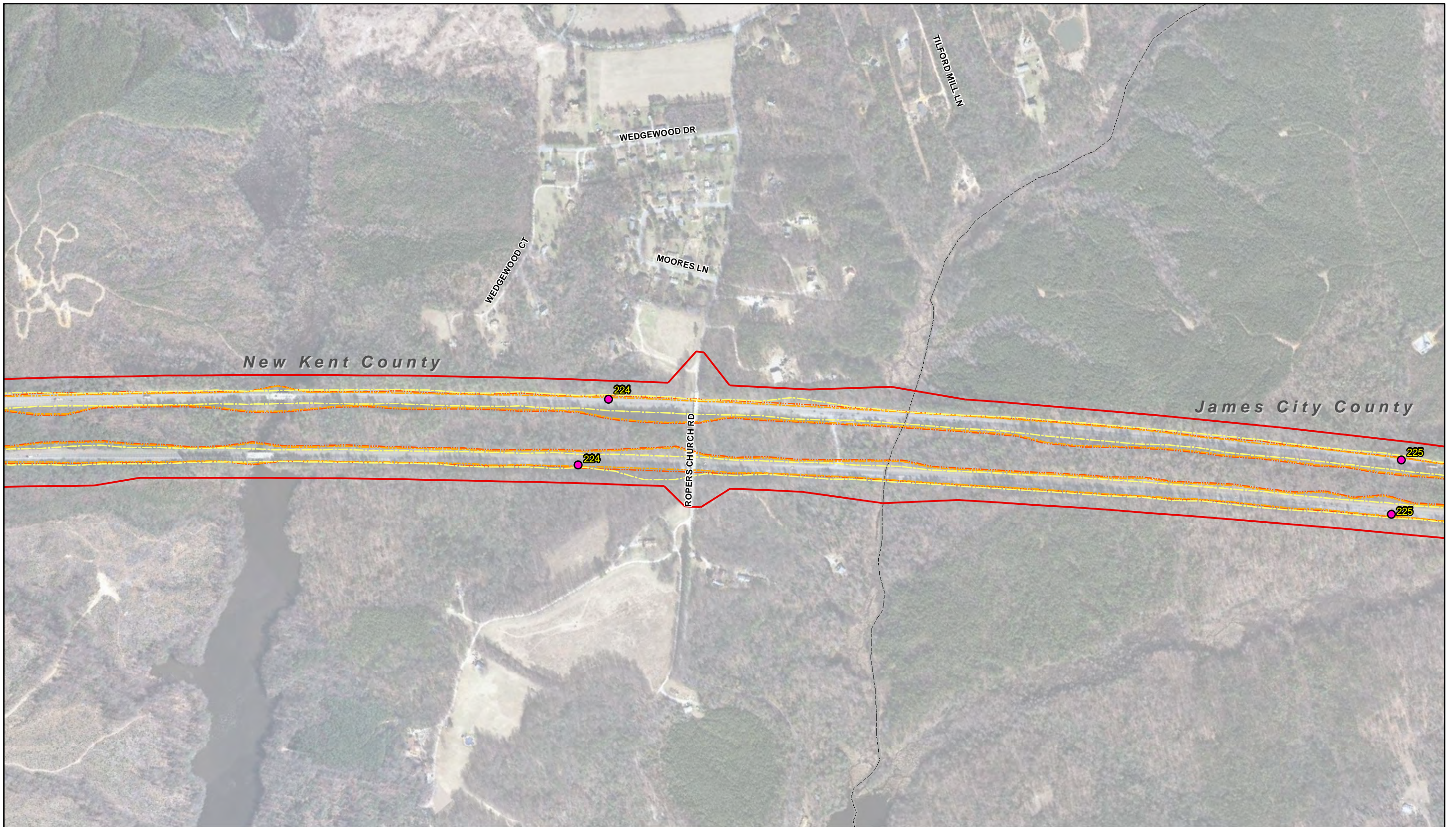
Map 19 of 43

Notes:
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

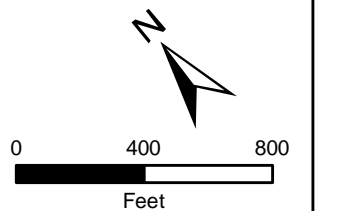
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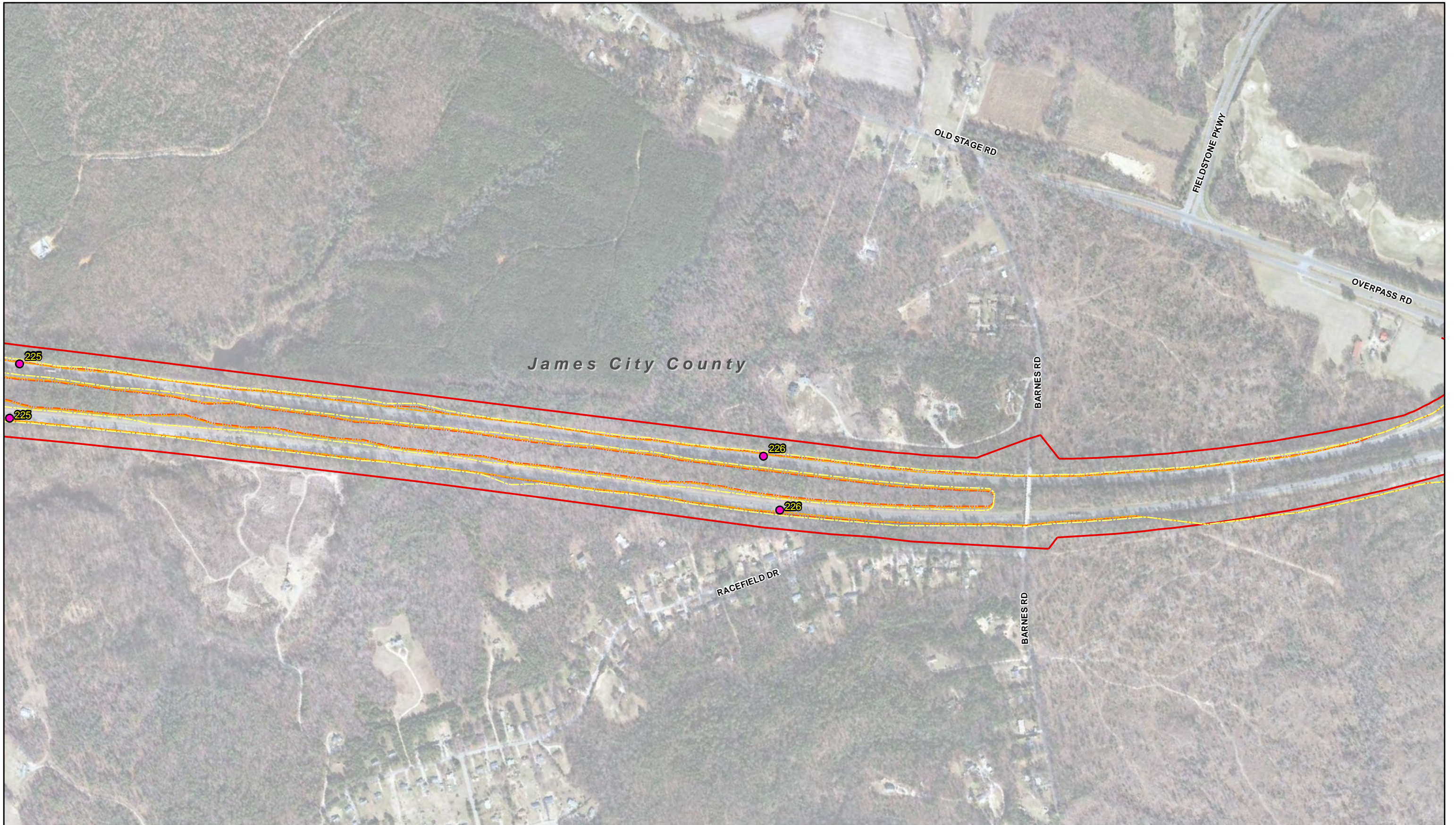
Map 20 of 43

Notes:
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James City County



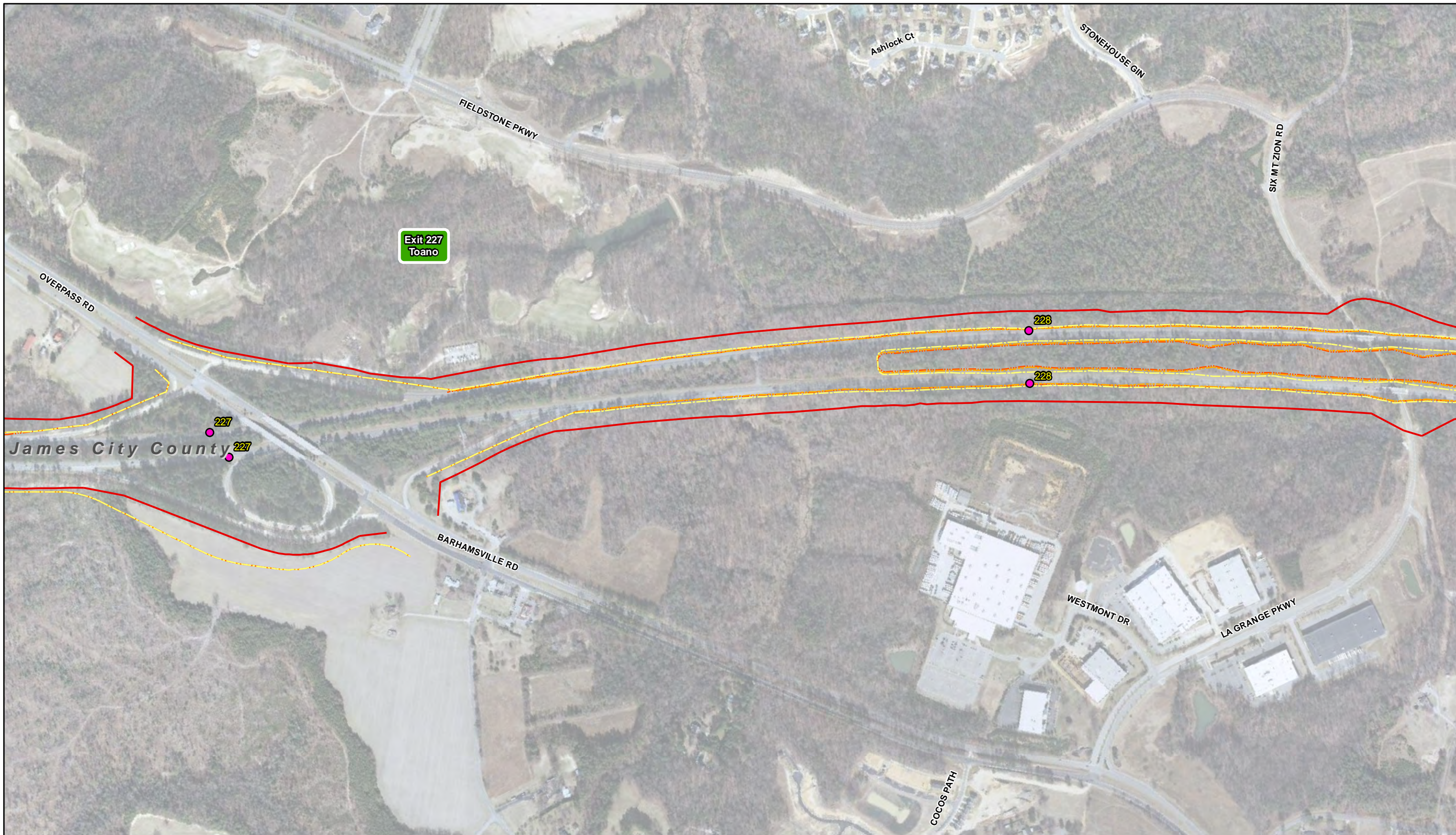
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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 21 of 43
Notes:
 Water features courtesy of National Hydrographic Dataset.
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0 400 800
Feet

08/21/2012






 Existing Right of Way	 Locality Jurisdiction	 Savage's Station
 Limits of Alternative 1A/2A	 Archaeology Resource	 Cold Harbor Battlefield
 Limits of Alternative 1B/2B	 Historic District	 Seven Pines Battlefield
 Limits of Alternative 3	 Architectural Resource	 Battle of Williamsburg
		 Battle of Yorktown

Historic Properties

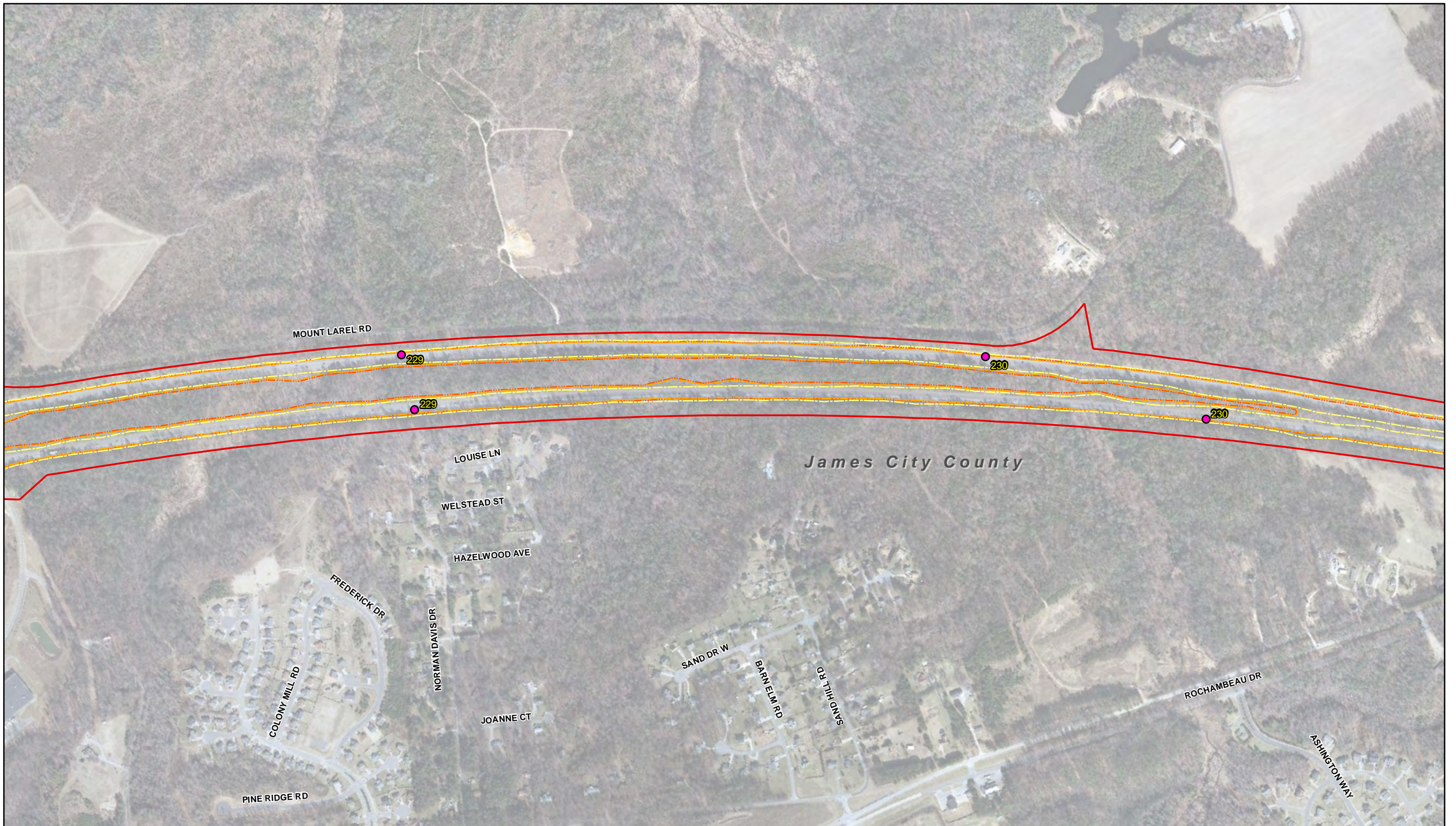
Map 22 of 43

Notes:
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

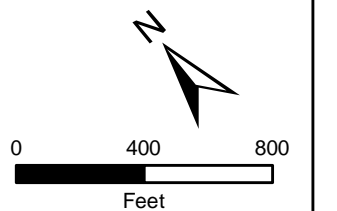
Map 23 of 43

Notes:

Water features courtesy of National Hydrographic Dataset.
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Exit 231
Croaker Norge

James City County



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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

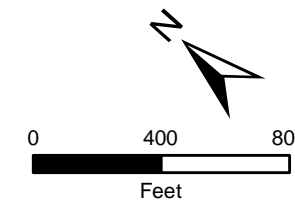
Map 24 of 43

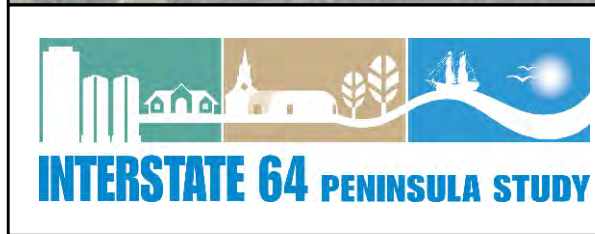
Notes:

Water features courtesy of National Hydrographic Dataset.
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 25 of 43

Notes:
 Water features courtesy of National Hydrographic Dataset.
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0 400 800
 Feet

08/21/2012



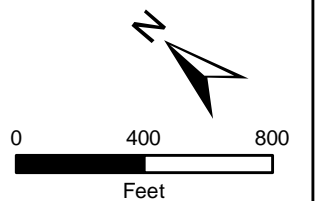
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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 26 of 43

Notes:

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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

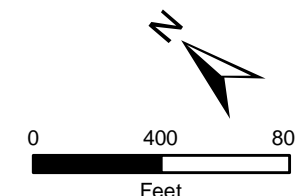
Map 27 of 43

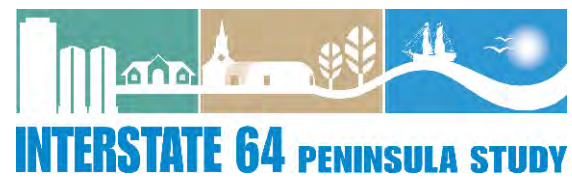
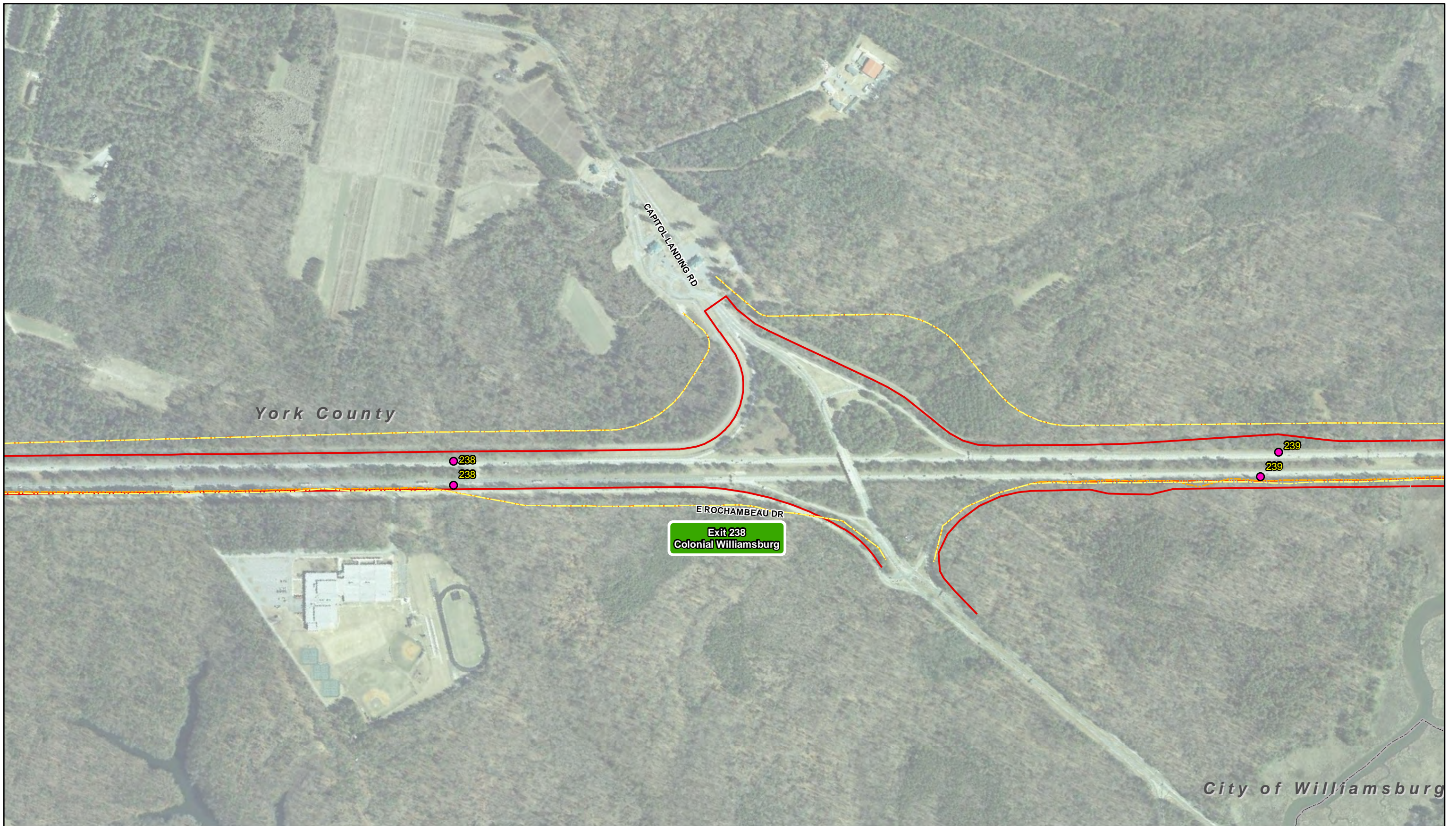
Notes:

Water features courtesy of National Hydrographic Dataset.
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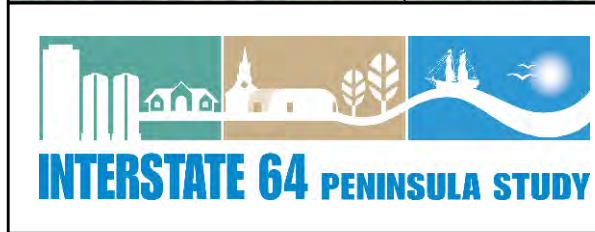
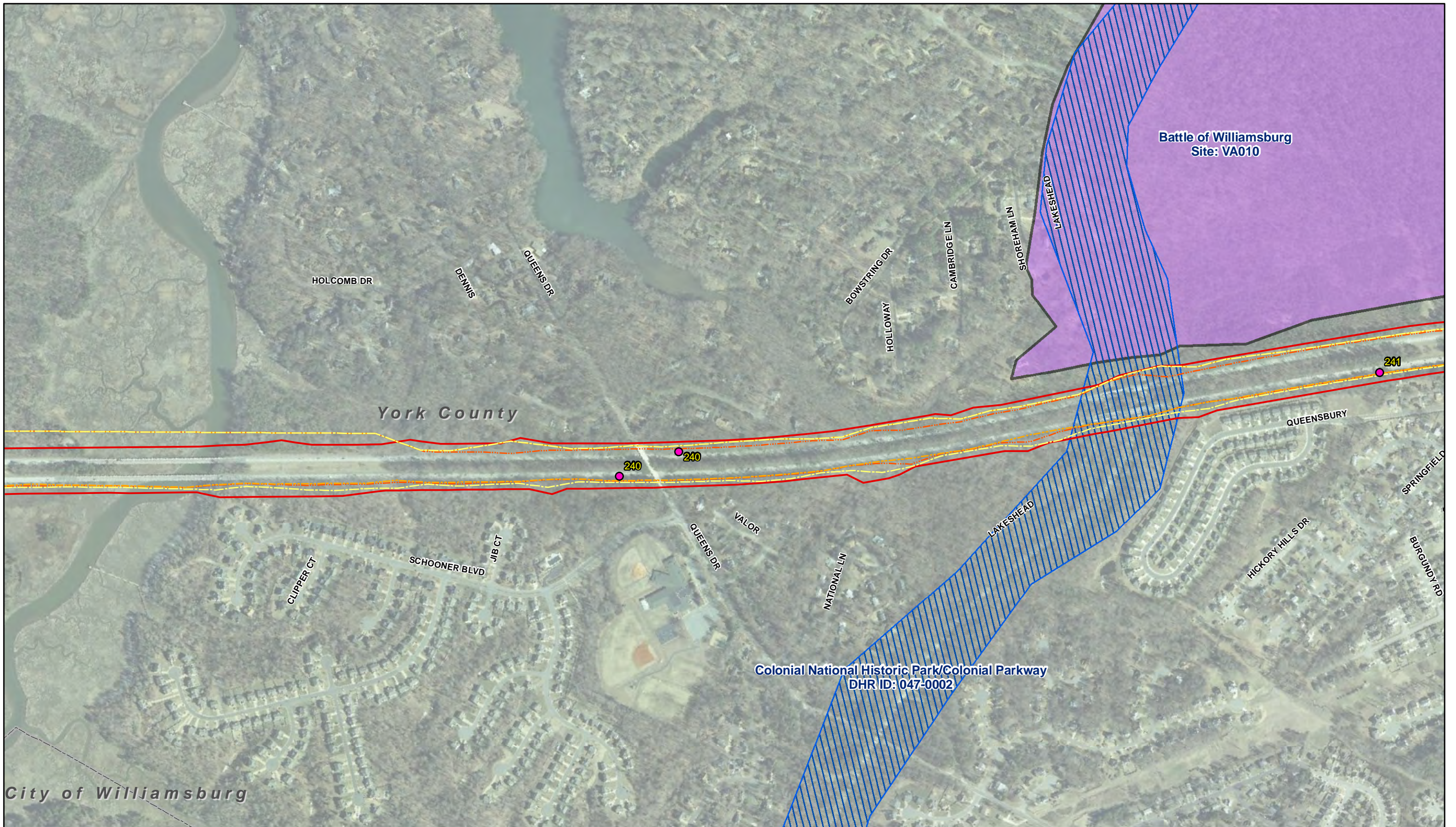


Existing Right of Way	Locality Jurisdiction	Savage's Station
Limits of Alternative 1A/2A	Archaeology Resource	Cold Harbor Battlefield
Limits of Alternative 1B/2B	Historic District	Seven Pines Battlefield
Limits of Alternative 3	Architectural Resource	Battle of Williamsburg
		Battle of Yorktown

Historic Properties
 Map 28 of 43
Notes:
 Water features courtesy of National Hydrographic Dataset.
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0 400 800
 Feet

08/21/2012



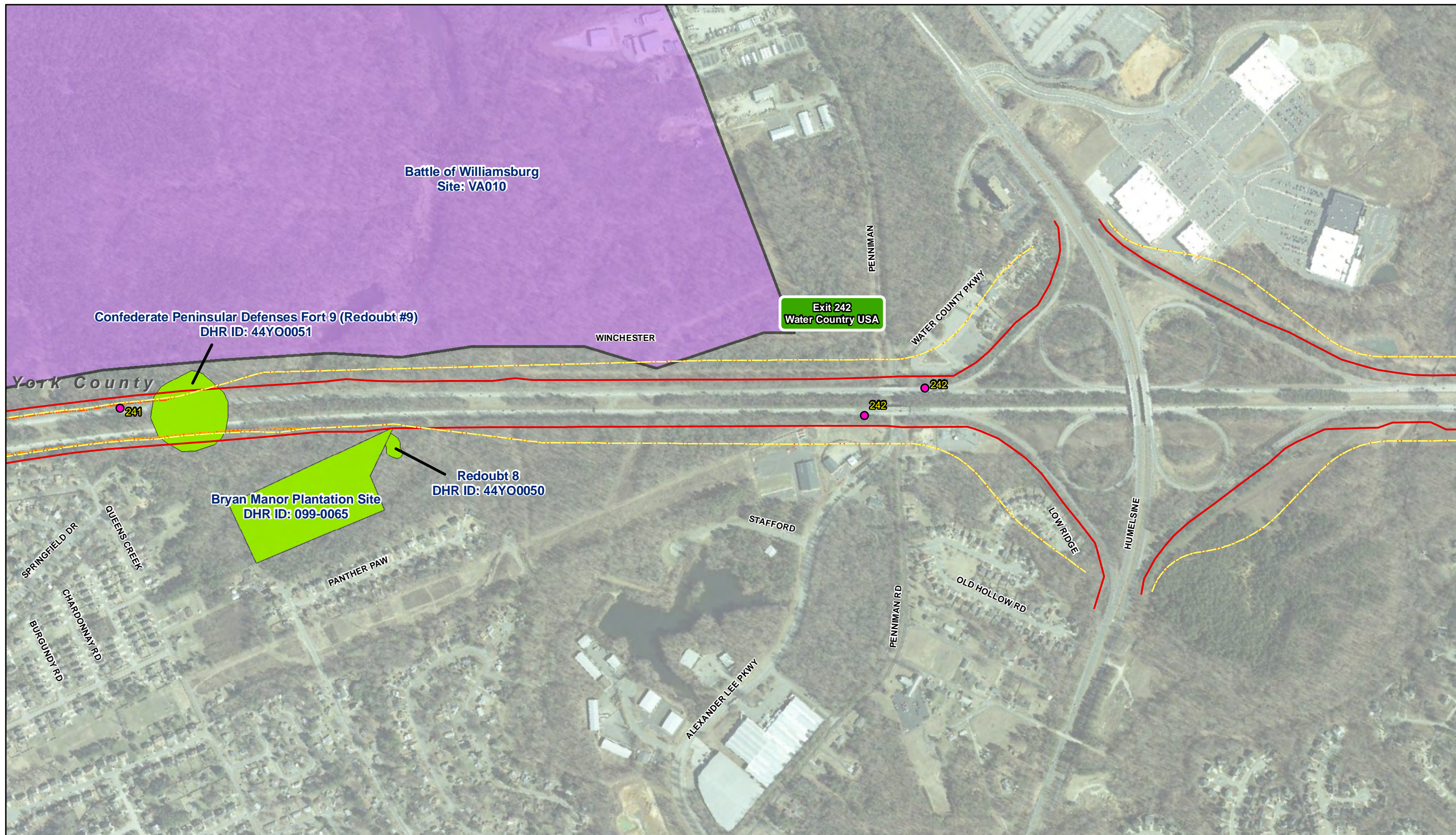
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 29 of 43
Notes:
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0 400 800
Feet

08/21/2012



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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

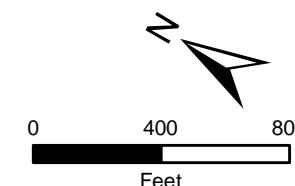
Map 30 of 43

Notes:

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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

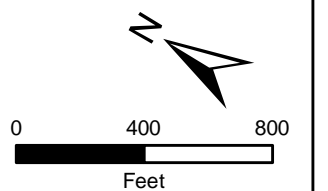
Historic Properties

Map 31 of 43

Notes:
 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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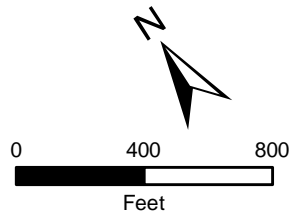


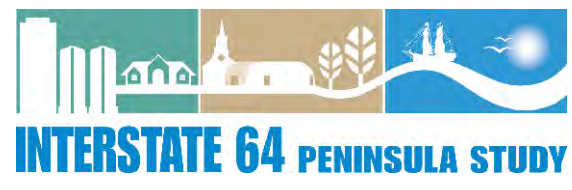
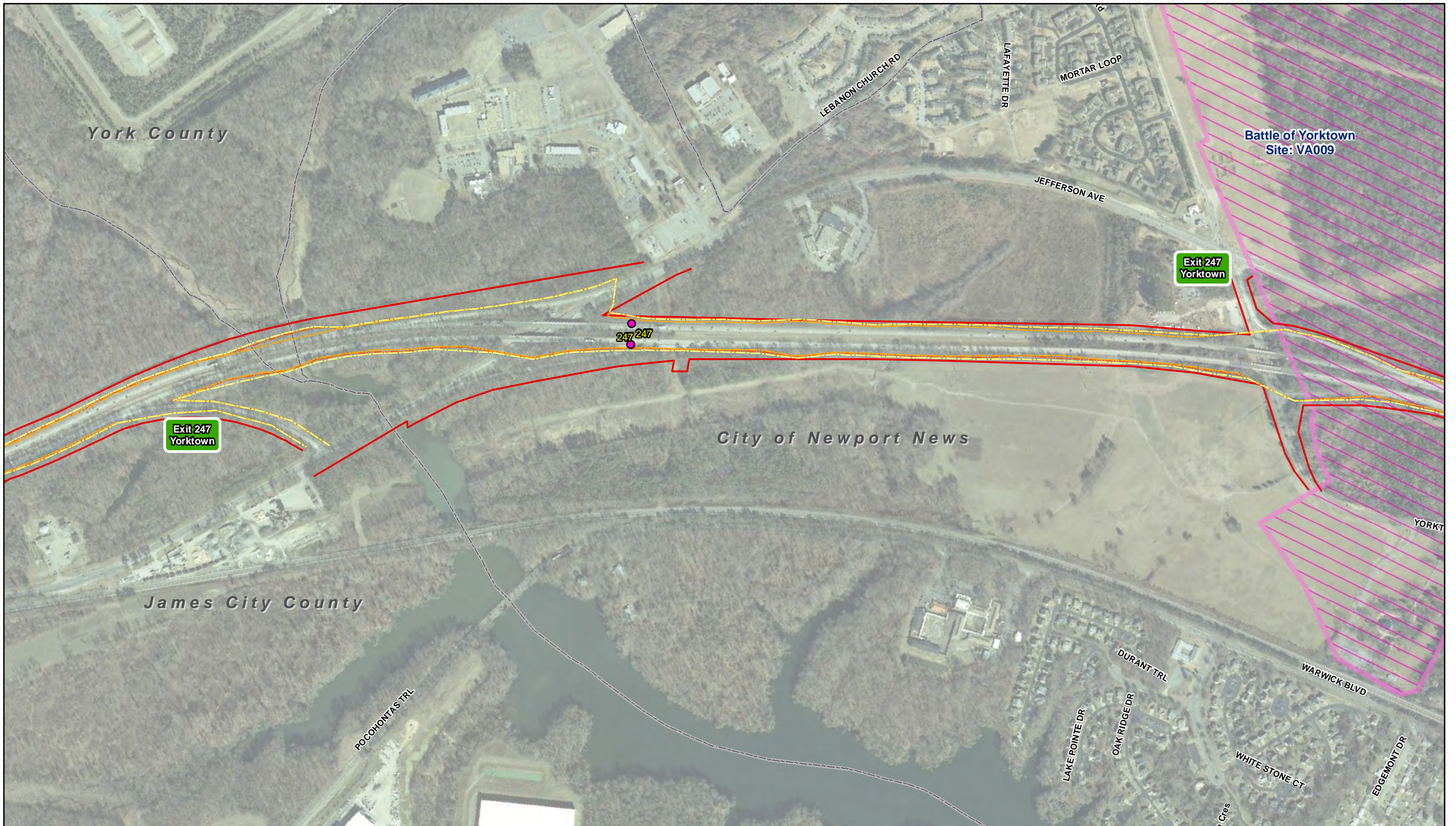
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 32 of 43

Notes:
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Existing Right of Way	Locality Jurisdiction	Savage's Station
Limits of Alternative 1A/2A	Archaeology Resource	Cold Harbor Battlefield
Limits of Alternative 1B/2B	Historic District	Seven Pines Battlefield
Limits of Alternative 3	Architectural Resource	Battle of Williamsburg
		Battle of Yorktown

Historic Properties

Map 33 of 43
Notes:
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0 400 800
Feet

08/21/2012



Existing Right of Way	Locality Jurisdiction	Savage's Station
Limits of Alternative 1A/2A	Archaeology Resource	Cold Harbor Battlefield
Limits of Alternative 1B/2B	Historic District	Seven Pines Battlefield
Limits of Alternative 3	Architectural Resource	Battle of Williamsburg
		Battle of Yorktown

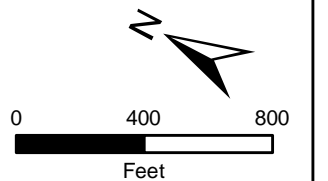
Historic Properties

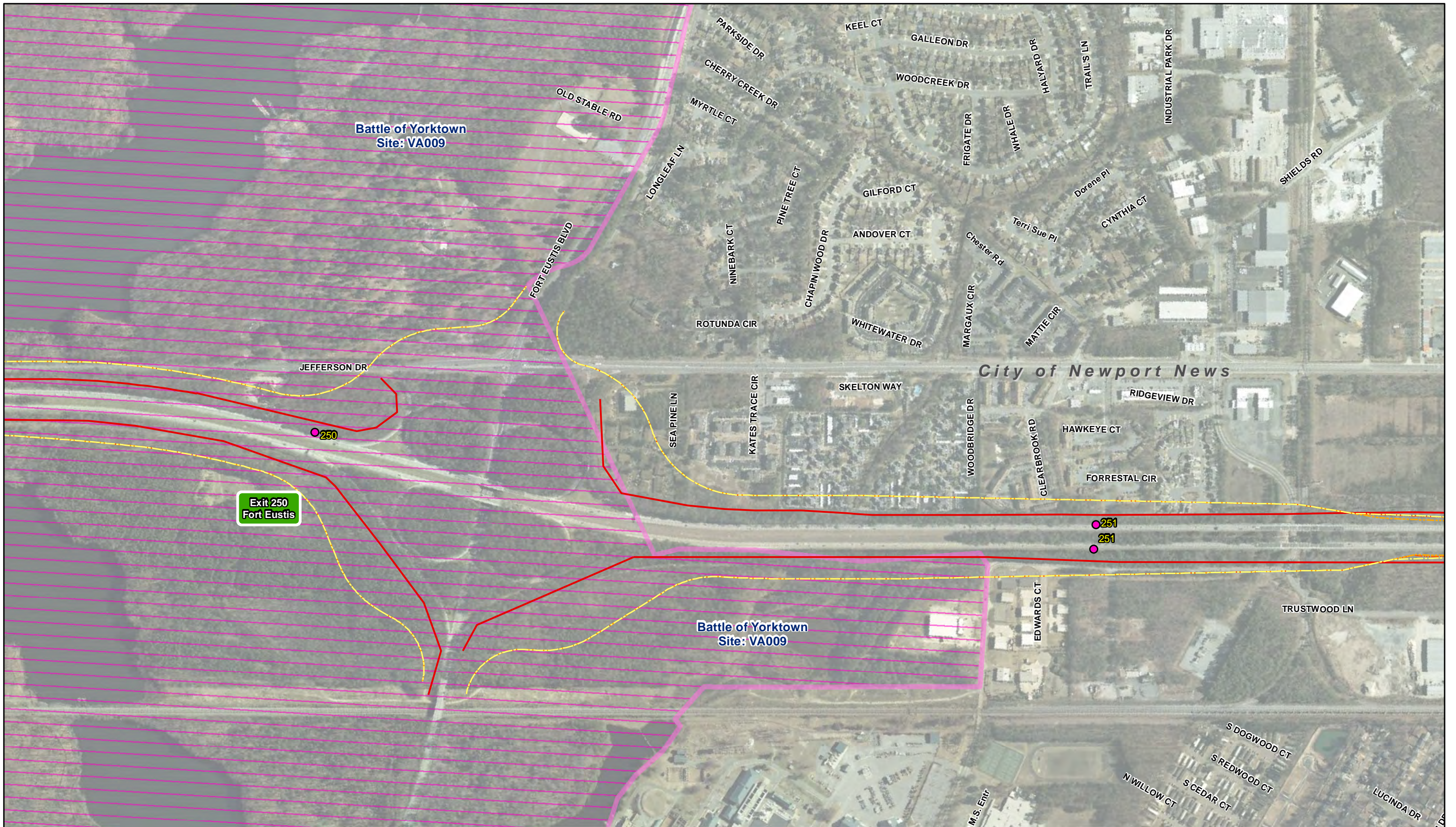
Map 34 of 43

Notes:
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08/21/2012





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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

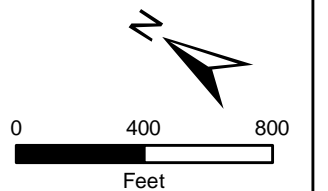
Map 35 of 43

Notes:

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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

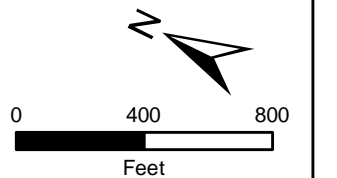
Map 36 of 43

Notes:

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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

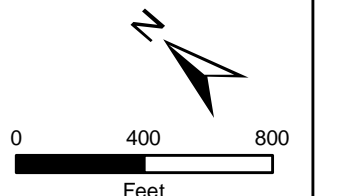
Map 37 of 43

Notes:

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 Roads layer courtesy of VGIN.
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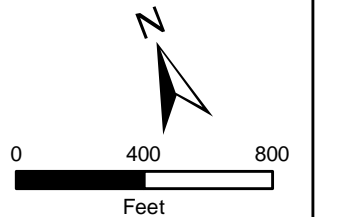


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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

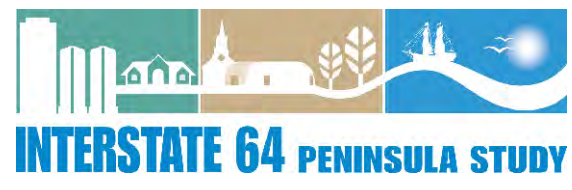
Historic Properties

Map 38 of 43

Notes:
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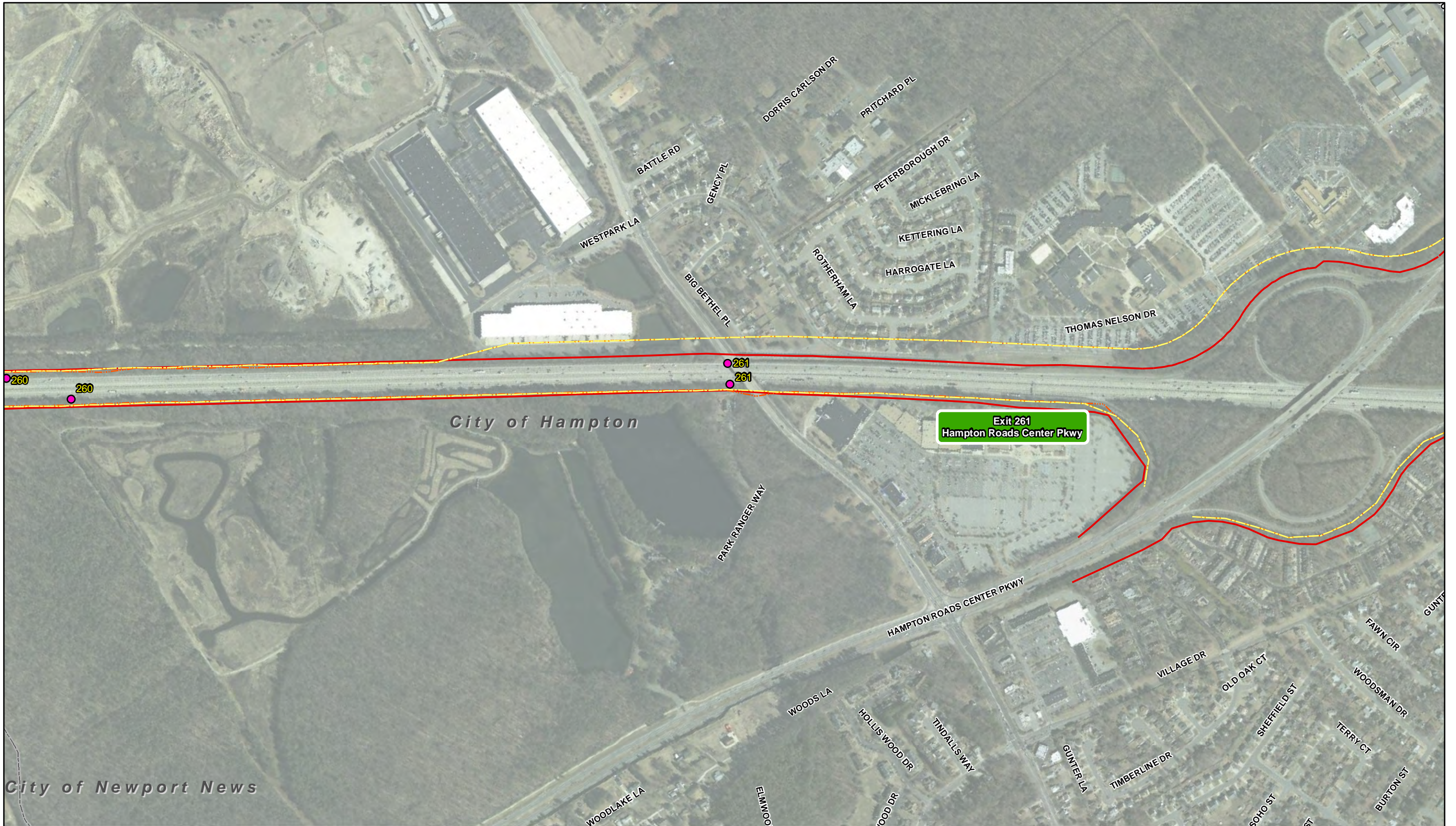
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| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 39 of 43
Notes:
 Water features courtesy of National Hydrographic Dataset.
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0 400 800
 Feet

08/21/2012



City of Hampton

Exit 261
Hampton Roads Center Pkwy

City of Newport News



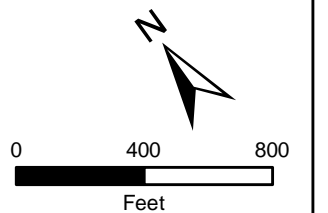
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

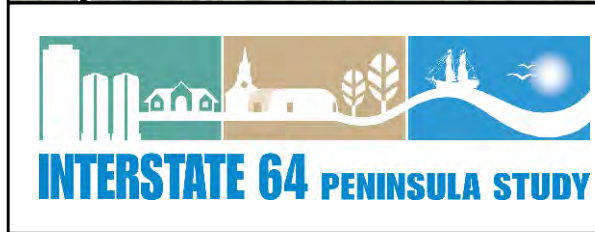
Map 41 of 43

Notes:

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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

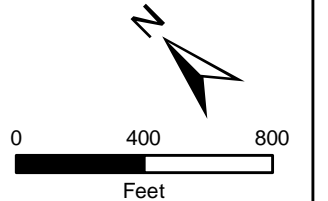
Map 42 of 43

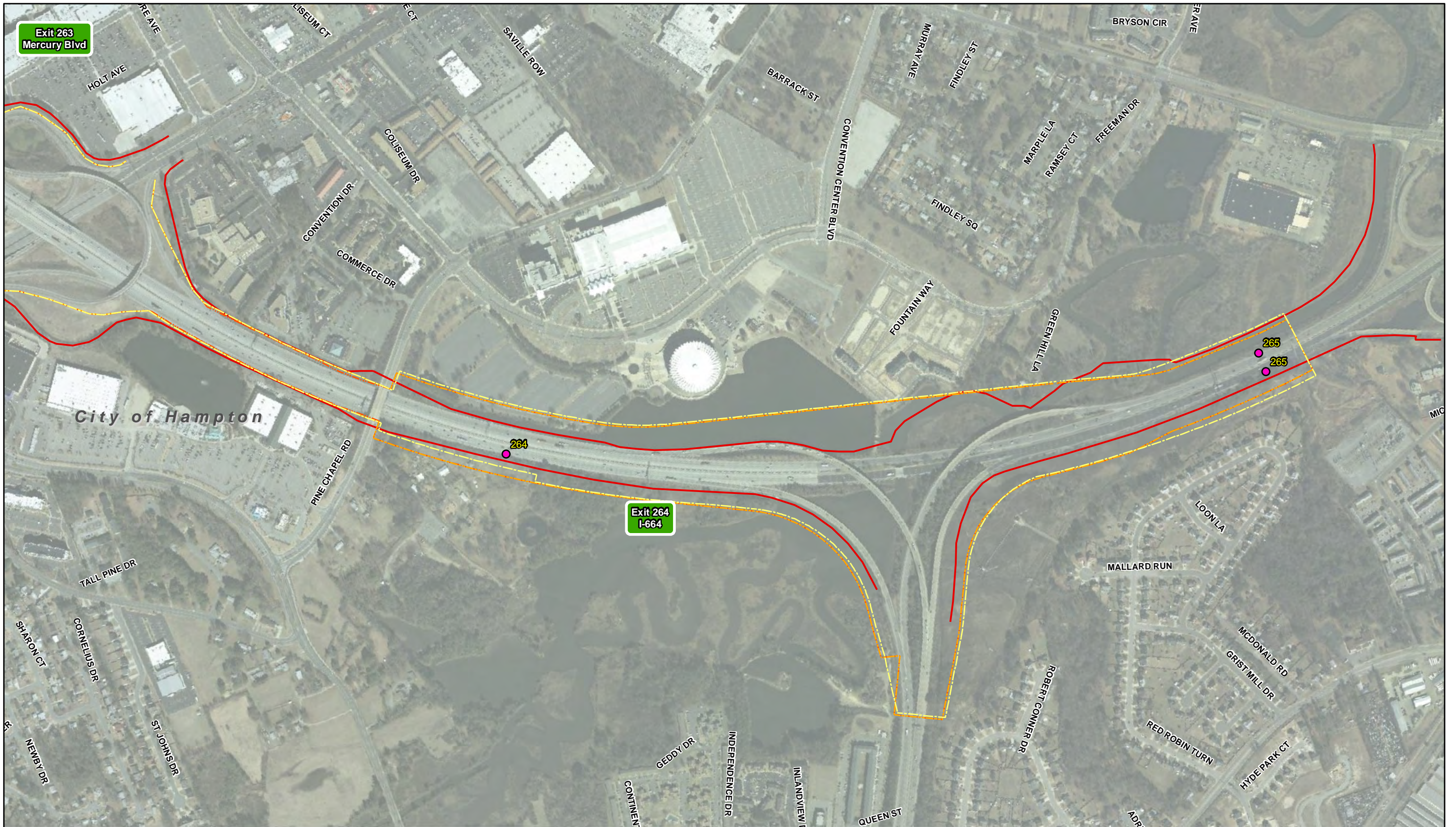
Notes:

Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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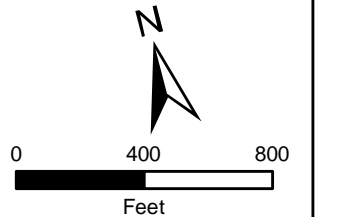
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|-----------------------------|------------------------|-------------------------|
| Existing Right of Way | Locality Jurisdiction | Savage's Station |
| Limits of Alternative 1A/2A | Archaeology Resource | Cold Harbor Battlefield |
| Limits of Alternative 1B/2B | Historic District | Seven Pines Battlefield |
| Limits of Alternative 3 | Architectural Resource | Battle of Williamsburg |
| | | Battle of Yorktown |

Historic Properties

Map 43 of 43

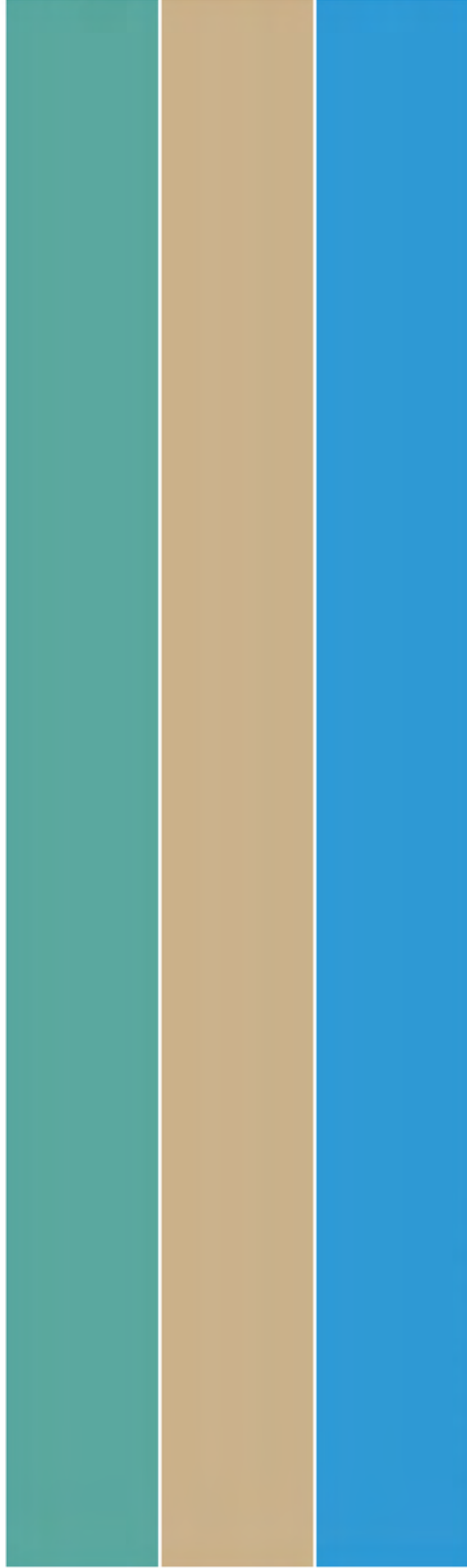
Notes:

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 Roads layer courtesy of VGIN.
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08/21/2012

INTERSTATE 64 PENINSULA STUDY



Technical Reports

**A PHASE I ARCHAEOLOGICAL SURVEY OF
SELECTED AREAS WITHIN THE
INTERSTATE 64 PENINSULA STUDY FROM
INTERSTATE 664 IN HAMPTON TO
INTERSTATE 95 IN RICHMOND, VIRGINIA**

**DHR # 2008-1573
VDOT # 0064-M11-002,P101; UPC No. 92212**

DRAFT

by

**Marco A. González,
Carthon Davis III,
and
Principal Investigator:
Michael L. Carmody**

Prepared for

**VDOT
and
McCormick Taylor, Inc.**

Prepared by

DOVETAIL
CULTURAL RESOURCE GROUP I, INC

September 2011

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**A PHASE I ARCHAEOLOGICAL SURVEY OF
SELECTED AREAS WITHIN THE INTERSTATE 64
PENINSULA STUDY FROM INTERSTATE 664 IN
HAMPTON TO INTERSTATE 95 IN RICHMOND,
VIRGINIA**

**DHR # 2008-1573
VDOT # 0064-M11-002,P101; UPC No. 92212**

DRAFT

by

Marco A. González,
Carthon Davis, III
and
Principal Investigator:
Michael L. Carmody

Prepared for

McCormick Taylor, Inc.

North Shore Commons A
4951 Lake Brooke Drive, Suite 275
Glen Allen, Virginia 23060

On behalf of

Virginia Department of Transportation

Prepared by

Dovetail Cultural Resource Group I, Inc.

300 Central Road, Suite 200
Fredericksburg, Virginia 22401

Dovetail Job # 11-001
September 2011

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ABSTRACT

On behalf of VDOT and McCormick Taylor, Inc., Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase I archaeological survey within three sections of the Interstate 64 (I-64) Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites which may warrant consideration for preservation in place. The project is being completed as part of the Environmental Impact Statement (EIS) for the I-64 Peninsula Study prepared by the Virginia Department of Transportation (VDOT) as State Project No. 0064-M11-002,P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573. The survey included archaeological investigations of two sections of the corridor located in Henrico and New Kent Counties and one section in Newport News, Virginia.

The project examined the area of potential effects (APE) of the survey corridor within the selected areas. The goals of the archaeological survey were to identify any archaeological resources over 50 years of age and to make recommendations on the National Register of Historic Places (NRHP) eligibility for all identified resources. Three newly identified archaeological sites (44NK0281, 44NK0282, and 44NK0283) were recorded and three previously identified sites were surveyed (44HE0004, 44HE1063, and 44NK0100). Two of these sites were re-located, and additional artifacts were recovered from 44HE1063 and 44NK0100.

Site 44HE0004 is a previously identified Woodland Period temporary camp. Due to construction disturbance from I-64 the portion of the site within the APE is recommended Not Eligible for listing on the NRHP and no further work is suggested.

Site 44HE1063 is a previously identified campsite dating to the Middle Archaic and Woodland Periods. Based on intact subsurface integrity within the site boundary and the quantity of artifacts this site is recommended Potentially Eligible for listing on the NRHP.

Site 44NK0100 is a previously identified multi-component village site with a date range spanning the Archaic and Woodland Periods and nineteenth century. Based on intact subsurface integrity within the site boundary and the quantity of artifacts recovered during this survey this site is recommended Potentially Eligible for listing on the NRHP.

Site 44NK0281 is a small multicomponent site consisting of a Woodland Period lithic scatter with a minor Civil War battlefield component. Due to the quantity of artifacts recovered within the site and potential presence of cultural features this site is recommended Potentially Eligible for listing on the NRHP.

Site 44NK0282 is a large multi-component camp site consisting of a Woodland Period temporal affiliation and a historic trash scatter. Due to the large quantity of artifacts this site is recommended Potentially Eligible for listing on the NRHP.

Site 44NK0283 is multi-component site consisting of a small Woodland Period temporary camp and a eighteenth- to nineteenth-century trash scatter. Although the site may extend beyond the APE, due to the few artifacts recovered and the absence of cultural features, the portion of the site within the APE is recommended Not Eligible for listing on the NRHP.

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INTRODUCTION

Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase I archaeological survey of selected areas within the Interstate 64 (I-64) Peninsula Study, extending from the intersection with Interstate 95 (I-95) in Richmond to Interstate 664 (I-664) in Hampton, Virginia, on behalf of VDOT and McCormick Taylor, Inc.. The investigation, completed between March and June 2011, included archaeological surveys in Henrico County, New Kent County and Newport News, Virginia within sections determined to have a high potential for sensitive resources or sites which may warrant consideration for preservation in place. The project is being completed as part of the Environmental Impact Statement (EIS) for the I-64 Peninsula Study, as Virginia Department of Transportation (VDOT) State Project No. 0064-M11-002,P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573.

The I-64 Peninsula Study involves a 75 mile (120.7 km) section within the existing I-64 Highway corridor. The corridor begins at the intersection of I-64 with I-95 in Richmond and continues east to the intersection of I-64 and I-664 in Hampton. Because of the Federal Highway Administration involvement, the undertaking is required to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966. This investigation satisfies, in part, the requirements to identify potentially affected historic properties set forth in 36FR800.4.

Work was conducted by Dovetail archaeologists Chris Cameron, Richard Freedman, Genevieve Goerling, Marco González and Michael Carmody (Principal Investigator). Mr. Carmody meets or exceeds the standards established for Archaeologist by the Secretary of the Interior. The goals of the archaeological survey were to identify any archaeological resources over 50 years in age and to make recommendations on the National Register of Historic Places (NRHP) eligibility for all identified resources.

Survey Description

The study corridor begins at the intersection of I-64 with I-95 in Richmond at corresponding Exit 190 and continues east to the intersection of I-64 and I-664 in Hampton at the corresponding Exit 264 (Figure 1, p. 3). The area of potential effects (APE) for the three selected areas within the I-64 Peninsula Study has been established based on engineering modifications and proposed limits of disturbance for the study corridor and, as such, the survey has been conducted within that area.

The APE for the study corridor is based on the following assumptions associated with the I-64 Peninsula Study:

- All mainline studies will be contained within 100 feet (30.5 m) of the edge of pavement.
- The study corridor begins at the intersection of I-64 with I-95 in Richmond and continues east to the intersection of I-64 and I-664 in Hampton, Virginia.

As such, the current project includes an archaeological survey of the entire APE within the three selected areas including surface reconnaissance and shovel test pit (STP) excavation, augmented by a metal detector and penetrometer survey. STPs were excavated in all areas except where standing water was visible, a lack of intact soil deposits were determined or where excessive slope precluded testing. Two areas are located within Henrico and New Kent Counties and one is located in Newport News, Virginia. These survey areas will herein be referred to throughout the remainder of the report to as:

- Bottoms Bridge
- Exit 211
- Warwick River

The Bottoms Bridge survey area is located in New Kent County and includes all areas extending from the Bottoms Bridge interchange to approximately 2 miles (3.2 km) westward. These areas are to include the interchange ramps on the west side of the interchange. This area was determined to have a high potential for a Late Woodland village occupation.

The Talleyville Exit (Exit 211) survey area is located in New Kent County. This is a small section approximately 300 feet (91.5 m) in length located about 4,000 feet (1,219 m) east of the Route 106 interchange within the interstate median. This area is of interest based on the presence of a patch of *Vinca minor*, commonly known as periwinkle. Periwinkle often is found in historic cemeteries.

The Warwick River survey area is located in Newport News, Virginia. This survey includes all areas adjacent to the shores of the Warwick River (Newport News Reservoir) where earthworks and other material associated with the Peninsula Campaign during the Civil War may be present.

The current study builds on cultural resource work previously completed and existing information of identified resources within the study corridor. This study includes a review of known resources that will be potentially impacted based on location within the established parameters of the APE. The survey will assess the potential for any identified archaeological resources to be valued chiefly for their information potential or to have other associated values that may warrant consideration for preservation of the site in place.

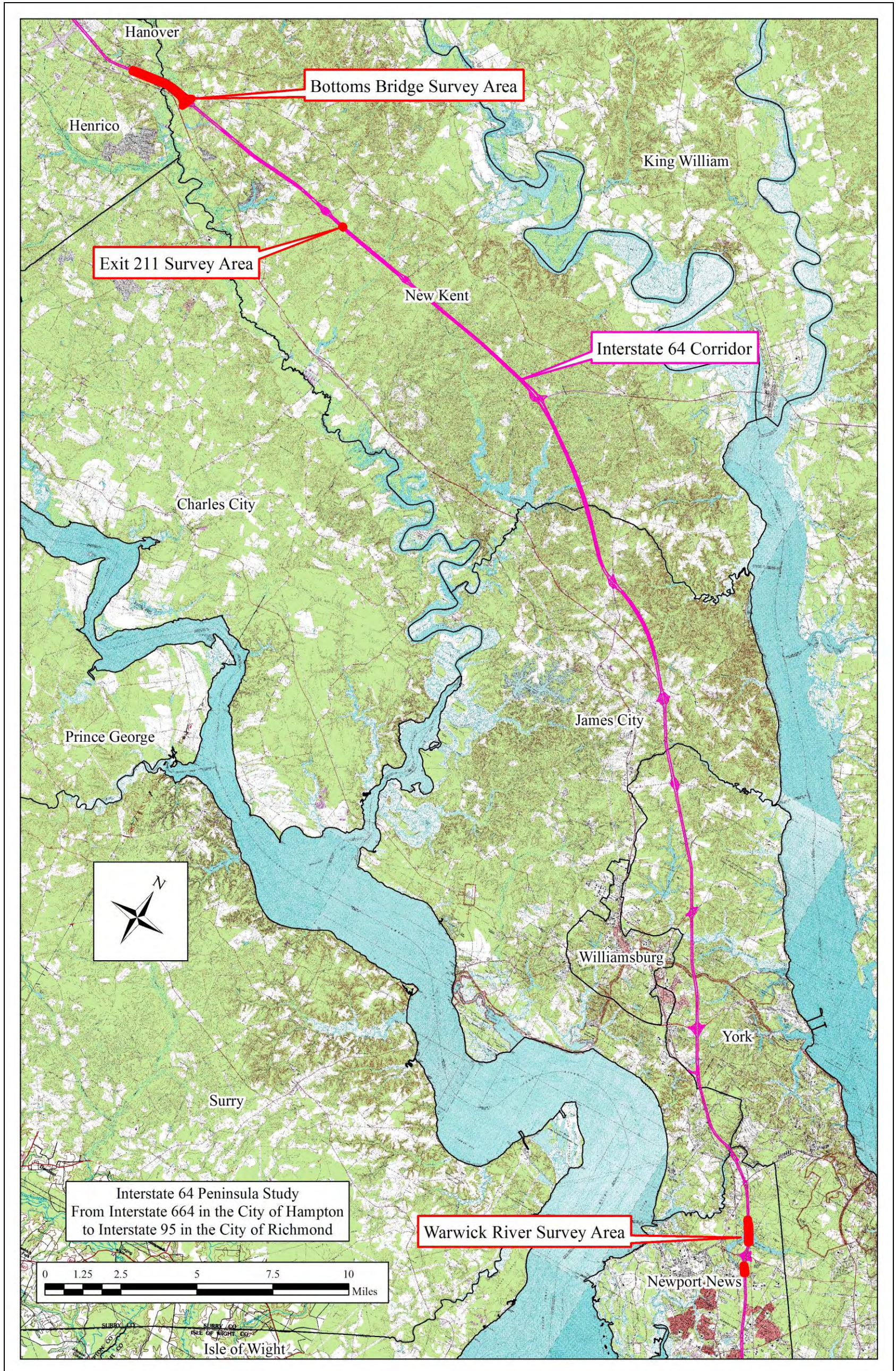


Figure 1: Map of the Three Selected Survey Areas for Phase I of the I-64 Peninsula Study (United States Geologic Service [USGS]1994).

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ENVIRONMENTAL SETTING

The I-64 Peninsula Study extends east from the City of Richmond through Henrico, James City, New Kent, and York Counties and through the Cities of Newport News and Hampton, Virginia (Figure 2). The corridor encompasses a 75-mile (120.7-km) section along the existing I-64 Highway corridor that begins in the Richmond-Petersburg region and traverses what is commonly referred to as the Tidewater. Situated between the York River and James River, the Tidewater has been an important region throughout American history. The project corridor generally runs along a region that historically has been predominantly rural, but has gradually developed due to its location between the greater Richmond-Petersburg metropolitan area and the Norfolk-Virginia Beach metropolitan area (also known as Hampton Roads).

The corridor runs along a variety of agricultural, commercial, industrial, residential, rural, and urban settings. Land use within the selected areas in Henrico and New Kent Counties can be generally characterized by a rural setting consisting of deciduous, mixed and evergreen forests adjacent to the transportation corridor. The City of Newport News is a major population center heavily dependent on the shipbuilding, military, and aerospace industries. Located in Newport News, the Warwick River survey area remains predominantly wooded north of the Newport News City Reservoir dominated by deciduous forests but is more urbanized south of the reservoir nearer the city center. The northern portion of the reservoir includes recreational areas or privately owned properties and the southern portion includes commercial centers and residential neighborhoods near the population centers.

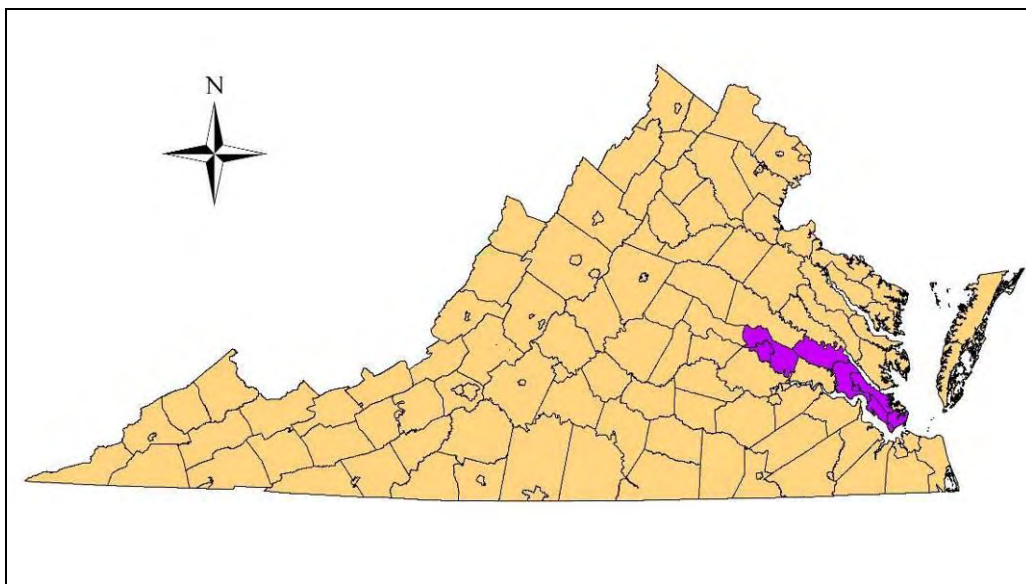


Figure 2: Map of Virginia with Counties and Cities within the I-64 Peninsula Study Highlighted.

Geology

The I-64 Peninsula Study begins near the Fall Line (generally running along the I-95 corridor alignment) but is predominantly situated within the Coastal Plain physiographic region of Virginia. At the Fall Line, drainages descend from the more resistant rocks of the Piedmont and cut into the sediments of the Coastal Plain, creating the falls of the rivers and generally marking the head of navigable water on the major rivers streams. The Coastal Plain extends east from the Fall Line to the Chesapeake Bay and Atlantic Ocean. The Coastal Plain region is characterized as a terraced landscape, stepping down to the coast and the major river systems (College of William and Mary 2011). This landscape was formed over the last few million years as the sea levels rose and fell in response to repeated glacial advance and retreats and the deposition of sediments from the eroding Appalachian Mountains in the west by river systems.

Situated in southeastern Virginia, the three selected survey areas are located in the Coastal Plain physiographic region of Virginia. The Bottom Bridge and Exit 211 survey area are located in the western extent of the Peninsula and the Warwick River survey area is located near the eastern extent in what is generally referred to as the “Fidewater” region. Located between the York River to the north and the James River to the south, the topography of the survey areas is typical of the Coastal Plain. The broad upland terraces within the Peninsula are intermittently dissected by low order streams. Elevations within the region range between 0 and 320 feet above mean sea level (AMSL).

Drainages from the Bottoms Bridge and Exit 211 survey areas flow south into the Chickahominy River and eventually flow into the James River. During warmer (non-glacial) periods in the Pleistocene the Chickahominy was a much broader river. The ancient riverbanks and meander loops are still recognizable. Rising sea levels during the last 20,000 years inundated ancient floodplains and valleys, contributing to the development of wetlands like the marshy areas along the Chickahominy River.

The Warwick River survey area is located around the Newport News City Reservoir (also known as the Lee Hall Reservoir). The reservoir was created in the 1960s in order to supplement city’s growing demand on its water supply. All drainages from this survey area flow south into the Warwick River and eventually into the James River.

Soils

There are a variety of ways in which soil types can be classified. The most well known of these systems is the United States Department of Agriculture (USDA) system (Klingebiel and Montgomery, 1961). The USDA land classification system is interpretative, using the USDA soil survey map as its basis and classifying the individual soil map units in groups that have similar management requirements (FOA Website 2011). At the highest of categorization, eight soil classes are distinguished, namely:

Class I soils have few limitations restricting their use. Generally, erosion hazards on these soils are low. They are deep, productive and easily worked. For optimum production, these soils require ordinary management practices to maintain productivity. Class II soils have some

limitations that reduce the range of plants, requiring moderate conservation practices. Limitations of soils in Class II include the effect of gentle slopes, moderate susceptibility to erosion, less than ideal soil depth, unfavorable soil structure, slight to moderate correctable salinity, occasional damaging overflow, wetness correctable by drainage, slight climatic limitation. Soils in this class require higher than ordinary management practices (FOA Website 2011.)

Class III and IV soils have severe to very severe limitations that reduce the choice of plants or require special conservation practices and careful management. Restrictions, both in terms of choice of plants and or management and conservation practices are greater in Class IV than in Class III to such an extent that production is often marginal in relation to the inputs required. In the USDA system, soils of classes V to VIII are generally not suited for cultivation (FOA Website 2011).

Fertile, well-drained soils attracted both humans and game over millennia. Moreover, the wild grasses, fruits, and seeds consumed by people both before and after the adoption of agriculture flourished in such settings. As a consequence, numerous archaeologists have cited the correlation between the distribution of level to gently sloping, well-drained, fertile soils and archaeological sites. Studies throughout the region demonstrate that the probability of discovering archaeological sites peaks on Class I and II soils, particularly sites dating to the prehistoric and early historic periods (e.g., Lukezic 1990; Potter 1993; Turner 1976; Ward 1965). The probability of discovering Class III soils, somewhat less fertile sediments due to attributes like slope, drainage, and parent materials, generally appears moderate. Soil classes IV through VIII typically exhibit limitations like poor drainage or steep slopes that preclude most uses, and therefore represent low probability areas. Nevertheless, the need for water power for mills, or protection during warfare, may override the limitations of poor drainage or steep slopes, leading to specialized use of low probability settings. For past peoples, moreover, the characteristics of soils were relative to the available alternatives. While well-drained Class I soils might be ideal, for people drawn to the resources available in rivers and the surrounding marshes, like those along the Chickahominy River, moderately well-drained to somewhat poorly drained landforms represent a far more attractive setting than the surrounding wetlands.

Soil scientists' descriptions of individual soil series and complexes rely on varied attributes, only some of which appear relevant for evaluating the archaeological potential of regions. Nevertheless, the distinctive characteristics of soil types provide information about the expected attributes of the soils within different areas, and therefore aid in the field identification of disturbed or unique settings. The following descriptions present the attributes and typical profiles associated with individual series and complexes and the class of each soil series.

Bottoms Bridge

Due to the linear nature of the APE a wide variety of soil series, complexes, and classes are encountered within the Bottoms Bridge study area. Class II Altavista Fine Sandy Loam occupies small- to medium-sized landforms at the eastern end of the survey area. Somewhat poorly drained Class IV Augusta Fine Sandy Loam surrounds previously identified site 44NK0100, located east of the Chickahominy River. Tomotley Loam, also Class IV and somewhat poorly

drained, surrounds the Altavista Fine Sandy Loam at the eastern end of the area tested. Patches of the Nevarc-Remlik Complex, sloping Class IV soils susceptible to erosion, cross cut the I-64 corridor. Excessively drained Ochrepts and Udults, somewhat (Class IV) to highly (Class VII) susceptible to erosion depending on slope, exist at the western edge of the project area. Poorly drained to flooded Classes VI and VII constitute the remainder of the Bottoms Bridge survey area.

The major soil types in the survey corridor include Altavista Fine Sandy Loam, Augusta Fine Sandy Loam, Kinston Silt Loam, Tomotley Loam, Nawney Silt Loam, Ochrepts and Udults, and Nevarc-Remlik Complex (Table 1). These soils, comprising the majority of the survey area, are found throughout the eastern half and in large segments in the western half. These soil types encompass areas within the Chickahominy Creek stream terraces and flood plains and atop elevated flat ridge tops adjacent to the tributary valley.

Minor soil types within the project area encompass a smaller percentage of the total area within the project corridor or are found intermittently. These include Kempsville Very Fine Sandy Loam, Forestdale Silt Loam, Norfolk Fine Sandy Loam, Udorthents, and Dragston Fine Sandy Loam, Roanoke Silt Loam, Kempsville Very Fine Sandy Loam, Caroline Very Fine Sandy Loam, Kalmia Fine Sandy Loam, Chewacla and Riverview Soils, Ruston Fine Sandy Loam, Buncombe Fine Loamy Sand, and Johnston Mucky Loam. These soil types are predominantly found in the western half of the survey area and intermittently in the eastern half. They are mainly encountered on the flat ridge tops within the APE but were found to be heavily impacted by road construction.

Table 1: Dominant Soil Types Present within the Bottoms Bridge Survey Area
(National Resources Conservation Service [NRCS] 2011).

Soil	Class	Soil Description	Typical Profile
Altavista Fine Sandy Loam	II	Altavista soils are very deep and moderately well drained. They form from loamy fluvial sediments and are found on 0 to 2 percent slopes on stream terraces.	0 to 8 inches (0 to 22.3 cm) of fine sandy loam over 8 to 60 inches (22.3 to 152.4 cm) of sandy clay loam overlying coarse sandy loam subsoil.
Augusta Fine Sandy Loam	IV	Augusta series are very deep, somewhat poorly drained soils typically found on stream terraces. They are formed from loamy alluvial sediments on 0 to 2 percent slopes.	0 to 9 inches (0 to 22.9 cm) of fine sandy loam over sandy clay loam overlying coarse sandy loam subsoil. Depth to bedrock is generally greater than 60 inches (152.4 cm).
Kinston Silt Loam	VI	Kinston series are very deep, poorly drained, moderately permeable soils typically found in flood plains of the Coastal Plain. They form from alluvium and marine sediments.	0 to 13 inches (0 to 33 cm) of loam over clay loam B-horizon. Depth to bedrock is greater than 72 inches (182.9 cm).

Soil	Class	Soil Description	Typical Profile
Tomotley Loam	IV	Tomotley series are very deep, poorly drained soils found on 0 to 2 percent slope. Formed in loamy marine and fluvial sediments they are typically found on terraces of the Coastal Plain.	0 to 7 inches (0 to 17.8 cm) of fine sandy loam over a fine sandy loam to sandy clay loam ranging from 7 to 40 inches (17.8 to 101.6 cm).
Nawney Silt Loam	VII	Nawney silt loam is very deep, very poorly drained soils typically found in flood plains along streams of the Coastal Plain. They are formed from loamy alluvium found on nearly level ground of 0 to 2 percent slopes.	Surface layer is a thin silt loam overlying a 3 to 14 inch (7.6 to 35.5 cm) loam. A clay substratum ranges from 14 to over 60 inches (35.5 to 152.4 cm). Depth to bedrock is greater than 72 inches (182.9 cm).
Ochrepts and Udults	VI-VII	Ochrepts and Udults, are moderately well drained to excessively drained formed in Coastal Plain sediments. Typically found on sloping to steep topography along drainage ways and between uplands and flood plains and stream terraces.	Surface layer ranges from loamy sand to clay. Subsoil and substratum ranges from sand and clay.
Nevarc-Remlik Complex	IV	Nevarc-Remlik Complex typically occur on slopes of between 6 and 15 percent on marine terraces and side slopes. These are very deep, well drained soils formed in loamy and sandy sediments on the Coastal Plain.	6 inches (15.2 cm) of sandy loam over 12 inches (30.5 cm) of a sandy clay loam which overlays a clay subsoil.

Exit 211

This small area was found to contain two soil types (Table 2). The major soil type within the area is Class IV Nevarc-Remlik Complex encompassing more than 80 percent of the area. The minor soil type, the gently sloping Class II Craven-Caroline complex, is found in the northwest corner of the survey area.

Table 2: Soil Types Present within the Exit 211 Survey Area (NRCS 2011).

Soil	Class	Soil Description	Typical Profile
Nevarc-Remlik Complex	IV	Nevarc-Remlik Complex typically occur on slopes of between 6 and 15 percent on marine terraces and side slopes. These are very deep, well drained soils formed in loamy and sandy sediments on the Coastal Plain.	6 inches (15.2 cm) of sandy loam over 12 inches (30.5 cm) of a sandy clay loam which overlays a clay subsoil.
Craven-Caroline Complex	II	These soils are very deep, moderately to well drained, with slow permeability. Formed in clayey fluvial and marine sediments on the Upper and Middle Coastal Plain.	Surface layer is a silt loam overlying an E-horizon fine sandy loam. Substratum ranges from silty clay to a clay loam with depth to bedrock is greater than 60 inches (152.4 cm).

Warwick River

This survey area contained two narrow segments adjacent to shorelines of the Newport News Reservoir and associated tributary drainages of the Warwick River. Due to the narrow shape of the APE a wide variety of soils are encountered within the survey corridor. Major soil types in the survey corridor include Uchee Fine Loamy Sand, Slagle-Urban Land Complex, Udorthents-Dumps Complex and Craven-Urban Land Complex (Table 3). These soils comprise the majority of the survey areas and are typically found on shorelines and stream banks. Minor soil types within the survey area encompass a smaller percentage of the total area and are found intermittently. These include Nevarc-Uchee Complex, Johnston Silt Loam and Suffolk Fine Sandy Loam. These soil types are found sporadically throughout the survey area predominantly on shorelines and drainage banks.

Soil Class groupings mirror the sharp contrast between high probability settings on upland terraces and low probability consisting of steep slopes and poorly drained bottomlands. Class II soils blanket the undeveloped and undisturbed portions of the upland terraces in the survey area. Soils very susceptible to erosion (Class VI and VII) occur on ridge slopes, while poorly drained Class VII Johnson silt loams occupy the bottomland along streams.

Table 3: Soil Types Present Within the Warwick River Survey Areas (NRCS 2011).

Soil	Class	Soil Description	Typical Profile
Uchee Fine Loamy Sand	II	Uchee series are very deep and well drained with a moderately slow permeability. They formed in sandy and loamy marine sediments and are found on smooth ridge tops and side slopes of 2 to 6 percent slopes.	Surface layer is a silt loam overlying an E-horizon fine sandy loam. Substratum ranges from silty clay to a clay loam with depth to bedrock is greater than 60 inches (152.4 cm).
Slagle-Urban Land Complex	II/VIII	Slagle soils are very deep, moderately well drained soils formed from loamy fluviomarine deposits. Urban land consists of developed areas such as roads, commercial buildings, industries, and parking lots. This complex is typically found on uplands of the Coastal Plain on 2 to 6 percent slope.	0 to 10 inches (0 to 25.4 cm) of fine sandy loam over sandy clay loam overlying sandy loam subsoil. Depth to bedrock is generally greater than 60 inches (152.4 cm).
Udorthents-Dumps Complex	NA/VIII	Udorthents are deep, well drained or somewhat excessively drained soils generally consisting of overburden or waste rock associated with quarries, mines, or constructions sites. Dumps series generally include areas of exposed and buried human refuse. This complex is typically found on uplands and river terraces in the Coastal Plain and Piedmont.	Typical profile is not given due to the variability of soils and material.
Craven-Urban Land Complex	II/VIII	Craven soils are very deep, moderately to well drained soils formed from clayey fluvial and marine sediments. Urban land consists of developed areas such as roads, commercial buildings, industries, and parking lots. This complex is typically found on uplands and river terraces of the Coastal Plain and Piedmont.	0 to 7 inches (0 to 17.8 cm) of fine silt loam over a thin silt loam overlying silty clay subsoil. Depth to bedrock is generally greater than 60 inches (152.4 cm).

Soil	Class	Soil Description	Typical Profile
Nevarc-Uchee Complex	VII/VI	Nevarc-Uchee complex are very deep, moderately well drained soils with a slow permeability. Formed in a sandy and loamy marine sediments they are found on ridge tops and side slopes or marine terraces of the Coastal Plain.	Surface layer is a silt loam to loamy sand overlying an E-horizon loam. Substratum ranges from sandy loam to clay with depth to bedrock is greater than 72 inches (182.9 cm).
Johnston Silt Loam	VII	Johnston series are very deep, very poorly drained soils typically found in flood plains or swamps of the Lower to Upper Coastal Plain.	0 to 30 inches (0 to 76.2 cm) of black mucky loam above loamy fine sand.
Suffolk Fine Sandy Loam	II	Suffolk series are very deep, well drained soils typically found on interfluves and side slopes of uplands and stream terraces.	0 to 11 inches (0 to 27.9 cm) of loamy sand above a fine sandy loam to sandy clay loam substratum. Depth to bedrock is generally greater than 60 inches (152.4 cm).

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PROJECT METHODOLOGY

Archaeological Survey

The goal of the archaeological survey was to identify any archaeological sites on or eligible for the NRHP within the project's APE. The survey methodology employed to meet this goal was chosen with regard to the project's scope, the potential of the APE to contain significant archaeological resources, and the local field conditions.

The archaeological survey consisted of both a pedestrian survey and subsurface testing augmented by a penetrometer survey in areas that had the potential for human burials or a metal detector survey in areas that had the potential for Civil War deposits. The goal of the metal detector survey was to identify archaeological deposits within the project area associated with the Civil War activity around the Newport News City Reservoir (Warwick River) during the Peninsula Campaign.

Archaeologists performed the pedestrian survey to identify disturbed portions of the project area and locate any cultural features with surface visibility. Subsurface testing involved the excavation of shovel test pits (STPs) within the defined APE. STPs were excavated at 75-foot (22.8-m) intervals across all testable portions of the project area, in accordance with VDOT's Programmatic Agreement with the DHR. Shovel tests were given sequential alphanumeric designations with the corresponding area number followed by a letter transect designation and shovel test number (e.g., STP 1A4).

STPs were not excavated in areas of known disturbance, survey areas less than 25 feet (7.6 m) in width, standing water or excessive slope. STPs measured approximately 15 inches (38.1 cm) in diameter and were excavated to penetrate at least 4 inches (10.1 cm) into sterile subsoil where possible. Shovel test radials were excavated at half the regular interval distance (37.5-foot [11.4-m]) in cardinal directions from shovel tests that produced cultural materials. All soils excavated from STPs were passed through ¼-inch (0.6 cm) hardware mesh cloth. Each natural stratum was given a stratum designation (e.g., L1) in order to delineate stratigraphic relationships. All artifacts were recovered and bagged by stratum. The STP alphanumeric designation, level, excavator, date and material recovered were recorded on field tags for each level. Soil conditions, weather information, and notations on disturbances were recorded within field notes.

Due to the potential presence of a historic cemetery within the Exit 211 survey area, a penetrometer survey was conducted at this location. A penetrometer is a device used to measure the compaction of soil. Previously excavated soils, such as within grave burials, tend to be less compact than intact soils that surround them. Utilizing a standard dial penetrometer, which measures soil compaction in pounds per square inch (psi), the probing grid was set at approximately 2 foot (61 cm) intervals within the previously established shovel test grid. A general calibration based on soils located away from the survey area showed that psi of 150 and over indicated intact soils and generally under 150 psi was due to soil disturbances of some nature. Readings within the grid were recorded and used to develop a map of probable grave locations.

Because Civil War-specific resources were located within the Warwick River project area, metal detector surveys were performed in areas that had high potential for Civil War-related materials. When conducted, the metal detector survey was performed by Dovetail staff who have received specialized training in using metal detectors at Civil War sites. Using a White's 9500/LiD pro metal detector, archaeologists established a 10-foot (3.1-m) transect grid within the survey area. Metal detecting was conducted in a zig-zag pattern within each transect to ensure maximum coverage. Positive contacts were identified with pin flags. If historic materials were recovered a secondary sweep of the area was conducted to ensure that a specific pattern of cultural material was not present. In addition, non-historic metal items were removed from the ground if encountered and the area was swept again to ensure that modern debris was not obscuring the presence of buried historic materials. After all metal detector hits were excavated a hand-held Global Positioning System (GPS) unit was used to map the locations of non-discarded metal artifacts.

Areas of the project corridor determined to be untestable due to extreme disturbance or excessive slope were subjected to an intensive pedestrian survey with thorough written and photographic documentation to adequately illustrate the nature and level of the disturbances and geographic limitations to the testing.

Laboratory Methodology

All recovered artifacts were washed with water and rubbed with a soft brush in groups according to provenience. Once cleaned, artifacts were cataloged according to type, field tags were replaced with more stable and legible tags, and provenience information was recorded on diagnostic artifacts using polyvinyl acetate and an archival pigma-free ink pen. The artifact catalog recorded general provenience information and quantity for each artifact type. Artifacts were broken into three general categories: historic, prehistoric, or natural. Artifact type was assigned according to a variety of generally accepted systems. Non-tool prehistoric lithics were cataloged assigned type according to the general stage of reduction, as primary, secondary, or tertiary (Callahan 1979; Crabtree 1972). Flakes that were partial or non-flake pieces that were still considered debris from stone tool production (shatter, angular debris, etc.) were given non-reduction sequence types (Andrefsky 1998; Whittaker 1994). Material type was recorded for all lithic artifacts.

Historic artifacts were divided into material type [*Architectural* (ARC), *Arms and Ammunition* (ARM), *Ceramic* (CER), *Glass* (GLS), *Metal* (MET), *Organic* (ORG), *Other* (OTH), and *Personal* (PER)] for basic analysis. The artifacts were then identified as to specific wares or manufacturing techniques. *Architectural* artifacts generally included any item that was used in the construction of a building such as nails, window glass, brick, cut stone, mortar, plaster, roofing slate, etc. Specifically, nails were recorded as hand-wrought, machine cut with wrought heads, machine cut with machine cut heads, and wire (galvanized and ungalvanized) (Adams 2002; Nelson 1968). Window glass was broken into pre- and post-industrial categories, and brick was defined as either hand-made or machine-made. The *Arms and Ammunition* category included flints, bullets, bayonets, sabers, mortar shells, etc that were used during battle activity or for personal use such as hunting.

Ceramics were subdivided into refined and coarse earthenware, refined and coarse stoneware, porcelain, and semi-porcelain. Decoration, such as applied paint, transfer print, and molding, were also noted, and each fragment was examined to determine specific vessel aspect (i.e., body, base, handle, rim). Specific ware types and manufacture dates were identified using Noel-Hume (1991), South (1977), Bartoviks (1980), Pittman, McFaden and Miller (1987), Greer (1970), and Digital Archaeological Archive of Comparative Slavery (DAACS). *Glass* included all domestic glass which were catalogued by manufacturing techniques, as well as color, use, attribute, and decoration (Jones and Sullivan 1985; Madden and Hardison 2002). This category was broken down by vessel and bottle glass distinctions to help identify their possible use without seeing the actual artifact, for example a piece of glass representing a candy dish versus a wine bottle.

Metal is a form category and generally includes flat pressed metal or unidentifiable metal fragments. An attempt was made to place other metal items in a function category to aid in analysis. *Organic* included shell, bone, and any other culturally but naturally occurring object. The *Other* category included items that were not placed into a more specific category, such as ceramic insulators and porcelain toilet fragments. Although these items are technically ceramic they are placed within the *Other* category because they are not of a specific domestic use like a plate or bowl. *Personal* items consist of buttons, pipe fragments, military accoutrements, jewelry, etc.

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BACKGROUND RESEARCH

Prior to conducting fieldwork, background review was conducted on the survey area to identify previously recorded cultural resources within a one-mile (1.6-km) radius around the APE of the survey areas. This task included an evaluation of both DHR inventory records available through Data Sharing System (DSS) and Civil War Sites Advisory Commission (CWSAC) maps to obtain the necessary information. The goal was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey.

Civil War Sites Advisory Commission Map Review

The CWSAC maps revealed six recorded Civil War battlefields within the general vicinity of the project areas: the Battle of Yorktown occurred on April 5–May 4, 1862; the Battle of Williamsburg was fought on May 5, 1862; the Battle of Seven Pines took place on May 31–June 1, 1862; Savage’s Station Battle occurred on June 29, 1862; the Battle of Glendale took place on June 30, 1862; and the Cold Harbor Battle took place on May 31–June 12, 1864. The boundaries for these battles were established by the CWSAC, aided by the American Battlefield Protection Program, in the early 1990s and revised in 2006.

Two of the survey areas were found to be within or partially within the mapped boundaries of delineated battlefields. The western portions of the Bottoms Bridge Survey Area is located within the mapped boundaries of the Cold Harbor Battlefield (042-5017) and the Savage’s Station Battlefield (043-0308). Both battlefields have been determined to be eligible for the NRHP by the DHR. The Potential National Register Boundaries of the Cold Harbor (042-5017) and Savage’s Station (043-0308) Battlefields defined by the American Battlefield Protection Program (ABPP) include the Bottoms Bridge survey area. The Warwick River Survey Area is located entirely within the mapped boundaries of the Battle of Yorktown (099-5283) and the Potential National Register Boundaries of the Yorktown Battlefield (099-5283) defined by the ABPP. The boundaries for these battles, as currently mapped, include both the regions of direct fighting as well as the major travel routes for marching soldiers. Some of the battlefield has succumbed to urban occupation but the essential features within the core area of the battlefield remains and are currently owned and protected by the National Park Service (NPS).

Previously Identified Cultural Resources Located within One Mile (1.6 km) of the APE

Bottoms Bridge

A total of 13 archaeological sites are located within one mile (1.6 km) of the Bottoms Bridge survey area (Table 4, p. 18). Seven of these sites are prehistoric sites dating to as early as the Middle Archaic. These sites were recorded as temporary campsites and larger village sites. A review of DHR site files indicated that there are three previously identified archaeological sites located within the proposed survey area. All three sites generally consist of prehistoric sites

dating to the Woodland Period. Site 44HE1063 is the earliest site dating to as early as the Middle Archaic. This site was identified by a local informant and has been impacted by construction of I-64. Sites 44HE1063 and 44HE0004 are both located in the western half of the survey area in the vicinity of a power line corridor. The DHR site files identify Site 44NK0100 as a large settlement dating to the Woodland Period. This site is located near the center of the survey area on the east bank of the Chickahominy River.

Turner and Opperman (n.d.:9-11) cite 44NK0100 as a possible archaeological remnant of the settlement of Orapaks, Powhatan’s storehouse and, for a time, his residence. Unfortunately, little systematic survey has been conducted in the vicinity of Site 44NK0100, and the site was identified based on artifacts recovered from the excavation of a materials pit during the construction of I-64. Moreover, the authors caution that identifying the location of Orapaks “is particularly frustrating given the minimal historical data available on settlement locations” (Turner and Opperman n.d.:9-10). Nevertheless, given that a number of substantial Woodland-era sites were identified within a one-mile (1.6-km) radius of the project area there is a high potential for the recovery of these types of resources during the current survey.

Table 4: Previously Identified Archaeological Sites Located Within One Mile (1.6 km) of the Bottoms Bridge Survey Area. [Sites located within the survey area are in blue.]

Site Number	Site Type	Temporal Period
44HE0001	Temporary Camp	Woodland
44HE0004	Temporary Camp	Woodland
44HE0653	Indeterminate	Prehistoric/Unknown
44HE0679	Indeterminate	Woodland
44HE1063	Camp	Late Woodland, Middle Archaic
44NK0039	Tavern/Inn	Eighteenth Century
44NK0086	Indeterminate	Nineteenth Century
44NK0087	Domestic; Indeterminate	Nineteenth Century
44NK0088	Temporary Camp	Middle Archaic
44NK0100	Village	Woodland
44NK0169	Military/Defense. Earthworks	Third Quarter of the Nineteenth Century
44NK0170	Military/Defense. Earthworks	Third Quarter of the Nineteenth Century
44NK0235	Farmstead	Fourth Quarter of the Nineteenth Century; First Quarter of the Twentieth Century

A total of 21 architectural resources have been previously identified within one mile (1.6 km) of Bottoms Bridge Survey Area. Of these 21 previously surveyed properties, three are currently listed as Eligible for listing to the NRHP, three have been determined Not Eligible for the NRHP, and the remaining 15 have not been formally evaluated (Table 5, p. 19). The three potentially eligible resources are Civil War-related battlefields. Potentially eligible means

additional information, typically gathered through more intensive archaeological testing and evaluation (Phase II), is required to conclusively determine the NRHP eligibility of the resource. Two, not yet evaluated, resources (043-0251 and 063-0082) have relations to the American Revolutionary War. Eleven of the listed resources are single dwelling, construction throughout the first half of the twentieth century.

Two previously identified above-ground resources are located within the APE—the 1862 Savage Station Battlefield (043-0308) and the 1864 Cold Harbor Battlefield (042-5017). On April 4, 1862, Major General George McClellan’s army began the march up the Peninsula to seize the Confederate capital (Salmon 2001:58–60). By June 25th, the Federal army had slogged across the swollen Chickahominy River and moved to within sight of Richmond. Between June 26th and July 1st, the two armies clashed a number of times in what became collectively known as the Seven Days Battles. During June 1862, the Battle of Savage Station was fought between Maj. Gen. Sumner (Union) and Maj. Gen. Magruder (Confederate). Being the fourth of the Seven Days’ Battles, 4,700 casualties with inconclusive outcomes were the results of the battle. Today, the battlefield contains the foundation to the Savage Station farmhouse, possible foundation to a railroad station, and post-Civil War barns. Historical etchings of the area reveal Union soldiers were buried in the area.

In the Spring and early Summer of 1864, Union and Confederate forces clashed in bloody battles at the Wilderness, Spotsylvania Courthouse, North Anna River, and Cold Harbor. In late Spring of 1864, the Federal cavalry attacked the Confederate infantry launching the Battle of Cold Harbor. With reinforcements in place for both sides, a seven-mile (11.2-km) battle front was formed. Fighting for over ten days, the battle resulted in a Confederate victory. Today, the battlefield comprises monuments, markers, a cemetery, historic road traces, ruins, structures, earthworks, and potential archaeological sites.

VDOT identified 44 previously recorded and 94 new historic architectural resources during a 2011 survey of the architectural APE for the I-64 Peninsula study area. Newly identified historic architectural resources included 62 single dwellings constructed between 1910 and the late 1960s, four double houses, 20 commercial buildings, one school, two public housing facilities, and five residential historic districts. None of the newly identified architectural resources were considered eligible for listing on the NRHP under Criteria A, B, or C.

Table 5: Previously Identified Architectural Resources Located Within One Mile (1.6 km) of the Bottoms Bridge Survey Area.

Resource Number	Date	Resource	Description	NRHP Eligibility
042-5017	1864	Cold Harbor Battlefield	Contains multiple monuments, markers, a cemetery, historic road traces, ruins, structures, and earthworks.	Eligible
043-0051	circa 1900	Antioch Church	One-story, wood-framed structure with front gable roof.	Not Eligible
043-0147	circa 1800	Lynes Mill Site	Wood-framed mill with hand-hewn beams and boards.	Not Evaluated

Resource Number	Date	Resource	Description	NRHP Eligibility
043-0251	circa 1770	Savage Crossroads Site	Crossroad named after family who lived or maintained store/tavern.	Not Evaluated
043-0296	circa 1875	Cook House	One-and-a-half-story, wood-framed dwelling with pier foundation.	Not Evaluated
043-0308	1862	Savage Station Battlefield	Foundation of farmhouse still exists with possible remains of a rail station.	Eligible
043-0725	circa 1900	House, 4561 Old Williamsburg Rd.	Two-story, wood-framed dwelling with a one-story, three-bay porch.	Not Evaluated
043-0799 (043-0292)	circa 1910	Eberhardt House	One-story, masonry-constructed dwelling with a one-story porch.	Not Evaluated
043-5077	1862	Glennedale Battlefield (White Oak Swamp Battlefield)	Contains markers, a cemetery, historic road traces, ruins, earthworks, and archaeological sites. Land used for agriculture.	Eligible
043-5081	1862	Seven Pines Battlefield/FairOaks	Mostly destroyed battlefield now containing markers, a cemetery, historic road traces, and stone walls.	Not Eligible
063-0082 (44NK0039)	circa 1700	Radcliffs Tavern Site	Site of historic tavern (no longer standing) where French troops camped during Revolutionary War.	Not Evaluated
063-0126	circa 1920	House, Rt. 249	One-and-a-half-story, wood-framed dwelling with interior brick chimney.	Not Evaluated
063-0127	1929	Spring Hill Farm	Two-and-a-half-story, wood-framed dwelling with hipped roof.	Not Evaluated
063-0129	circa 1910	Orapax Farm	One-and-a-half-story, Craftsman-style dwelling with wraparound porch supported by square columns.	Not Evaluated
063-0130	circa 1920	Turner House	One-and-a-half-story, Craftsman-style dwelling with standing-seam metal, gable roof.	Not Evaluated
063-0143	circa 1940	Jay Bird House, Rt. 611	Two-story, wood-framed dwelling with a side-gable roof.	Not Evaluated
063-0144	circa 1910	House, Rt. 611	Two-story, wood-framed dwelling with hipped roof.	Not Evaluated
063-0145	circa 1920	House, Rt. 611	One-and-a-half-story, wood-framed dwelling with side-gable roof.	Not Evaluated
063-0185	circa 1920	Oak Ridge Farm	One-and-a-half-story, Craftsman-style dwelling with one-story, two-bay porch.	Not Evaluated

Resource Number	Date	Resource	Description	NRHP Eligibility
063-5039	circa 1940	Store, 2207 Pocahontas Trail	One-and-a-half-story, three-bay structure with a gambrel roof	Not Eligible
063-5040	circa 1940	Single dwelling, off Pocahontas Trail	Two-story, two-bay dwelling with shallow-pitched, front-gable roof.	Not Eligible

Exit 211

There are no previously recorded archaeological sites within one mile (1.6 km) of the survey area. The area does contain one previously recorded architectural resource within one mile (1.6 km) of the Exit 211 survey area (Table 6). Listed as the Poindexter House (063-0222), the single dwelling resource was constructed in the Craftsman style, circa 1920. The one-and-a-half-story structure exhibits a one-story, three-bay porch extending from the primary elevation.

Table 6: Previously Identified Architectural Resources Located Within One Mile (1.6 km) of the Exit 211 Survey Area.

Resource Number	Date	Resource	Description	NRHP Eligibility
063-0222	circa 1920	Poindexter House	One-and-a-half-story, Craftsman-style dwelling with one-story, three-bay porch	Not Evaluated

Warwick River

A total of 20 archaeological sites are located within one-mile (1.6-km) of the Warwick River survey area, half of which represent the above- and below-ground remains of the Civil War activity during the Peninsula Campaign in 1862 (Table 7). These sites consist of earthworks in the form of trenches and fortifications as well as campsites. The remaining sites are historic domestic occupations in the form of trash scatters and architectural debris likely indicating the presence of a building. In addition a total of six prehistoric sites were identified within a one-mile (1.6-km) radius of the project area. These sites range from Middle Woodland temporary camps to indeterminate lithic scatters. Given the moderate concentrations of Civil War-era and prehistoric sites in the vicinity of the Warwick River study area there is a high potential for finding these types of resources.

Table 7: Previously Identified Archaeological Sites Located Within One Mile (1.6 km) of the Warwick River Survey Area.

Site Number	Site Type	Temporal Period
44NN0010	Military/Defense	Third Quarter of the Nineteenth Century
44NN0045	Domestic	Historic Unknown

Site Number	Site Type	Temporal Period
44NN0046	Domestic, Military/Defense	Third Quarter of the Nineteenth Century
44NN0046	Domestic, Military/Defense	Third Quarter of the Nineteenth Century
44NN0059	Temporary Camp	Middle Woodland
44NN0060	Indeterminate	Woodland
44NN0061	Domestic, Military/Defense	Woodland
44NN0062	Indeterminate	Prehistoric/Unknown
44NN0063	Temporary Camp	Prehistoric/Unknown; Eighteenth Century
44NN0064	Military/Defense. Earthworks	Third Quarter of the Nineteenth Century
44NN0064	Military/Defense. Earthworks	Third Quarter of the Nineteenth Century
44NN0064	Military/Defense. Earthworks	Third Quarter of the Nineteenth Century
44NN0115	Military/Defense. Earthworks	Third Quarter of the Nineteenth Century
44NN0155	Indeterminate	Prehistoric/Unknown
44NN0156	Military/Defense. Earthworks/Fort	Third Quarter of the Nineteenth Century
44NN0177	Temporary Camp	Woodland
44NN0287	Military/Defense	Third Quarter of the Nineteenth Century
44NN0307	Trash Scatter	Historic Unknown
44NN0326	Outbuilding	Nineteenth Century
44YO0287	Indeterminate	Eighteenth Century

A total of 41 architectural resources have been previously identified within one mile (1.6 km) of the APE (Table 8). Of the 41 previously recorded properties, one resource (121-0050) was listed on the NRHP in 2003; five resources are Eligible for the NRHP; and the remaining properties have not been evaluated for listing. Seven of the resources within the APE are Civil War-related, including several structures. The majority of listed resources are single dwellings, being constructed in the first half of the twentieth century. A few dwellings have been converted into commercial space.

One previously identified above-ground resource is located within the APE—the Battle of Yorktown (099-5283). During the spring of 1862, the Federal army began to march on Richmond, opening the Peninsula Campaign. The principal defensive position manned by Confederate troops consisted of 14-mile (22.5-km) long earthworks that crossed the Peninsula from Yorktown to the Warwick River. Fighting began on April 5, 1862 and lasted until May 4, resulting in 320 casualties. The results were inconclusive.

Table 8: Previously Identified Architectural Resources Located Within One Mile (1.6 km) of the Warwick River Survey Area.

Resource Number	Date	Resource	Description	NRHP Eligibility
099-5282	1862	Battle of Williamsburg	First battle of the Peninsula Campaign where 41,000 Union soldiers clashed with 32,000 Confederate soldiers.	Eligible
099-5283	1862	Battle of Yorktown	Battle during the Peninsula Campaign between Maj. Gen Magruder (Confederate) and Maj. Gen McClellan (Union).	Eligible
121-0014	circa 1881	Lee Hall Railroad Station	Two-story main building flanked by two, one-story wings clad with pressed metal shingles.	Eligible
121-0016	circa 1848	Lee Hall	Two-story, Greek Revival-style structure with hipped roof and corbelled capped chimneys	Eligible
121-0024	circa 1900	Reservoir Railroad Stop	One-story structure with gable roof supported by six square posts.	Not Evaluated
121-0025	pre-1860	Lee's Mill Site	Site of Mill likely destroyed by construction of a road and reservoir.	Not Evaluated
121-0050	Circa 1862	Lee's Mill Earthworks (Battlefield Park)	Ten-acre parcel with remnants of Confederate defensive line during 1862 Peninsula Campaign.	Listed; 2003
121-0060	1862	Lee's Mill Battlefield	Battle during the Peninsula Campaign.	Eligible
121-0105	n/a	Fort Eustis	Complex with 12 warehouses, eight dwelling, one clubhouse, and four other structures.	Not Evaluated
121-5029	circa 1940	Lee Hall Furniture Store	One-and-a-half-story, brick foundation dwelling with side-gable roof.	Not Evaluated
121-5030	1920	Flemmings Store	One-story, commercial structure with front-gable roof.	Not Evaluated
121-5031	1896	Simon Read/Reid Curtis House (Boxwood Inn)	Two-and-a-half-story, Victorian-style structure with Folk accents.	Eligible
121-5032	circa 1930	Ronald E. Goff House	One-story, Craftsman-style dwelling with hipped roof.	Not Evaluated
121-5033	circa 1920	Terry Lee Scott Property	One-story, Craftsman-style dwelling with rear addition forming an L-shaped plan.	Not Evaluated
121-5034	1896	Lawrence J. Hanbury House	Two-story, three-bay dwelling with side-gable roof.	Not Evaluated

Resource Number	Date	Resource	Description	NRHP Eligibility
121-5035	1941	Ruby R. Hogge House	One-story dwelling with side-gable roof.	Not Evaluated
121-5036	1932	Ruby R. Hogge House #2	One-story, brick dwelling with side-gable roof.	Not Evaluated
121-5037	circa 1950	Everett L. Davis House	One-story, brick dwelling with side-gable roof.	Not Evaluated
121-5038	1916	Charles T. Hall House	One-story dwelling with a concrete block foundation and hipped roof.	Not Evaluated
121-5039	1914	Terrance K. Martin House	Two-and-a-half-story, five-bay dwelling with pressed metal shingles.	Not Evaluated
121-5040	circa 1950	Guy C. Ellis House	One-story dwelling with concrete foundation and side-gable roof.	Not Evaluated
121-5041	circa 1950	Nancy B. Kelly House	One-story dwelling with a concrete block foundation, covered by a side-gable roof.	Not Evaluated
121-5042	circa 1950	Robert L. Janney House	One-story, wood-framed dwelling with side-gable roof.	Not Evaluated
121-5043	circa 1950	Jeanett Parker House	One-story, wood-framed dwelling with solid concrete foundation and side-gable roof.	Not Evaluated
121-5044	1919	Weldon M. Myers Building	Two-story, commercial building constructed of brick with a parapet primary elevation hiding a flat roof.	Not Evaluated
121-5045	1945	Rada J. Glenn Building	One-story warehouse resting on a poured concrete foundation with side-gable roof.	Not Evaluated
121-5046	circa 1950	Stella Ripley Waltrip House	One-story dwelling resting on brick piers with a side-gable roof.	Not Evaluated
121-5047	circa 1950	Kenneth Stevens House	Two-story dwelling with concrete block foundation and side-gable roof.	Not Evaluated
121-5048	circa 1950	Jose Ortiz House	One-story dwelling with concrete block foundation and side-gable roof.	Not Evaluated
121-5049	circa 1920	Ripley's General Store	One-story structure with poured concrete foundation and front-gable roof.	Not Evaluated
121-5050	circa 1925	Dianne R. Burcher House	Two-and-a-half-story, four-square, brick dwelling with hipped roof.	Not Evaluated
121-5051	circa 1950	Old Bell Atlantic Telephone Building	One-story, brick structure with front-gable roof.	Not Evaluated
121-5052	circa 1950	Marshall E. Davidson House	One-and-a-half-story dwelling with a front-gable roof.	Not Evaluated

Resource Number	Date	Resource	Description	NRHP Eligibility
121-5053	1913	Thomas Huddleston House	Two-and-a-half-story, five-bay dwelling with side-gable roof.	Not Evaluated
121-5054	1926	Myron W. Pulley House	Two-and-a-half-story, four-square, brick dwelling with hipped roof.	Not Evaluated
121-5055	1916	E. M. and Thomas Hoover House	Two-and-a-half-story, four-square dwelling with hipped roof and brick foundation.	Not Evaluated
121-5056	circa 1920	Phillip Glenn Sweat House	Two-and-a-half-story, four-square, brick dwelling with hipped roof.	Not Evaluated
121-5057	1945	Domestic Industries Building	One-story, concrete block structure with a standing-seam metal, front-gable roof.	Not Evaluated
121-5058	circa 1950	Joseph Davenport House	One-story, wood-framed dwelling with side-gable roof.	Not Evaluated
121-5059	circa 1940	Gregory and Thomas Lewellen House	One-story, wood-framed dwelling with brick foundation	Not Evaluated
121-5068	1881	Village of Lee Hall Historic District	Small village located within city limits of Newport News.	Eligible

Previous Surveys in Project Vicinity

In addition to a general one-mile (1.6-km) radius search, limited research on other Phase I archaeological work in the general area was examined. Phase I-level research is generally directed towards several specific goals including the basic determination and identification of a site (temporal affiliation), the integrity of a site, and potential of a site to address important research questions through excavation and analysis.

Several archaeological surveys have been conducted around the three survey areas. This is largely due to the area's increased developed over the years. In 2005 the Division of Museums and Historic Services conducted a Phase I investigation of the Endview Development project area. This study was completed in advancement of construction of the proposed development. Their work resulted in the identification of the archaeological remains of a nineteenth century building believed to represent an outbuilding (44NN0326) that may have been associated with Endview.

William and Mary Center for Archaeological Research conducted a Phase I archaeological survey for VDOT in 2000 along Route 105 (Fort Eustis Boulevard) and Old Fort Eustis Boulevard in Newport News, Virginia. Their work identified site 44NN0307, a late-nineteenth/early-twentieth century trash scatter. In July 2000 DHR staff determined this site to be not eligible.

A large Phase I archaeological survey of the proposed improvements to I-64 in Henrico and New Kent counties was completed by VDOT in 2002. This work identified site 44NK0235, a late-nineteenth through early-twentieth century farmstead. A total of four artifacts was recovered from this site and due to the low artifact density and presence of disturbed soil profiles the site was determined not eligible in June of 2002.

RESULTS OF THE PHASE I ARCHAEOLOGICAL SURVEY

The archaeological survey of the three selected areas surveyed a total of 138.2 acres (55.9 hectares) with a total of 416 shovel tests being excavated across all testable portions of the project areas. Soil profiles varied throughout the I-64 corridor specific to survey areas. Portions of the APE showed evidence of disturbance in the form of buried utilities, residential and commercial development, grading, clear cutting and disturbances associated with road construction and related infrastructure. Additionally, some locations contained excessive slope and/or standing water within the APE that precluded testing. The general results of the Phase I work will be presented with a detailed discussion of each area surveyed either through a pedestrian survey and/or by shovel testing. This will be followed by a detailed discussion of the archaeological findings documented during the survey.

The pedestrian survey generally found surface visibility to be fair throughout the APE which extended approximately 100 feet (30.5 m) from the edge of pavement and included the entire highway median. No cultural materials or features were observed on the surface within the three survey areas during the survey. The Warwick River survey was also augmented by a metal detector survey throughout the testable APE. In addition to standard survey methodologies employed, the Exit 211 survey area also included a penetrometer survey in order to further evaluate the presence or absence of grave burials. The three areas were surveyed independently and will thus be discussed individually with all pertaining survey results.

Bottoms Bridge

The Bottoms Bridge survey area is located in Henrico and New Kent Counties and includes all areas extending from the Bottoms Bridge interchange at Route 33 to approximately 2 miles (3.2 km) west along the I-64 corridor (Figure 3, p. 28). The survey's APE for archaeology is defined as the construction footprint, including any easements associated with the project. The survey area includes the east-bound and west-bound lanes of the Interstate corridor up to 100 feet (30.5 m) from the edge of pavement and medians. The Bottoms Bridge survey area comprises approximately 102.9 acres (41.64 hectares). This area was limited to include the interchange ramps on the west side of the interchange. This area was determined to have a high potential for a Late Woodland village occupation due to the identification of a previously identified village site (44NK0100) within the survey area west of the interchange.

The Chickahominy River traverses the Bottoms Bridge survey area near the middle of the corridor (Photo 1, p. 29). A large water-filled materials pit is located on the north side of the Interstate to the east of the river created during the construction of the highway. Freshwater marshes are located in the wetlands along the east and west banks of the river (Photo 2, p. 29). The western extent of the corridor has a more residential setting on both the north and south side of the interstate. These residential areas neighborhoods consist mainly of single-family dwellings. The eastern extent of the corridor is generally composed of wooded areas consisting of deciduous hardwood forests of oaks and some pine. Ground vegetation included grasses and a variety of briars and ivy. The corridor spans the river valley and generally has wide, flat

floodplains and elevated terraces at the western and eastern extents. Elevations within the APE range from 0 to 60 feet (0 to 18.3 m) AMSL.

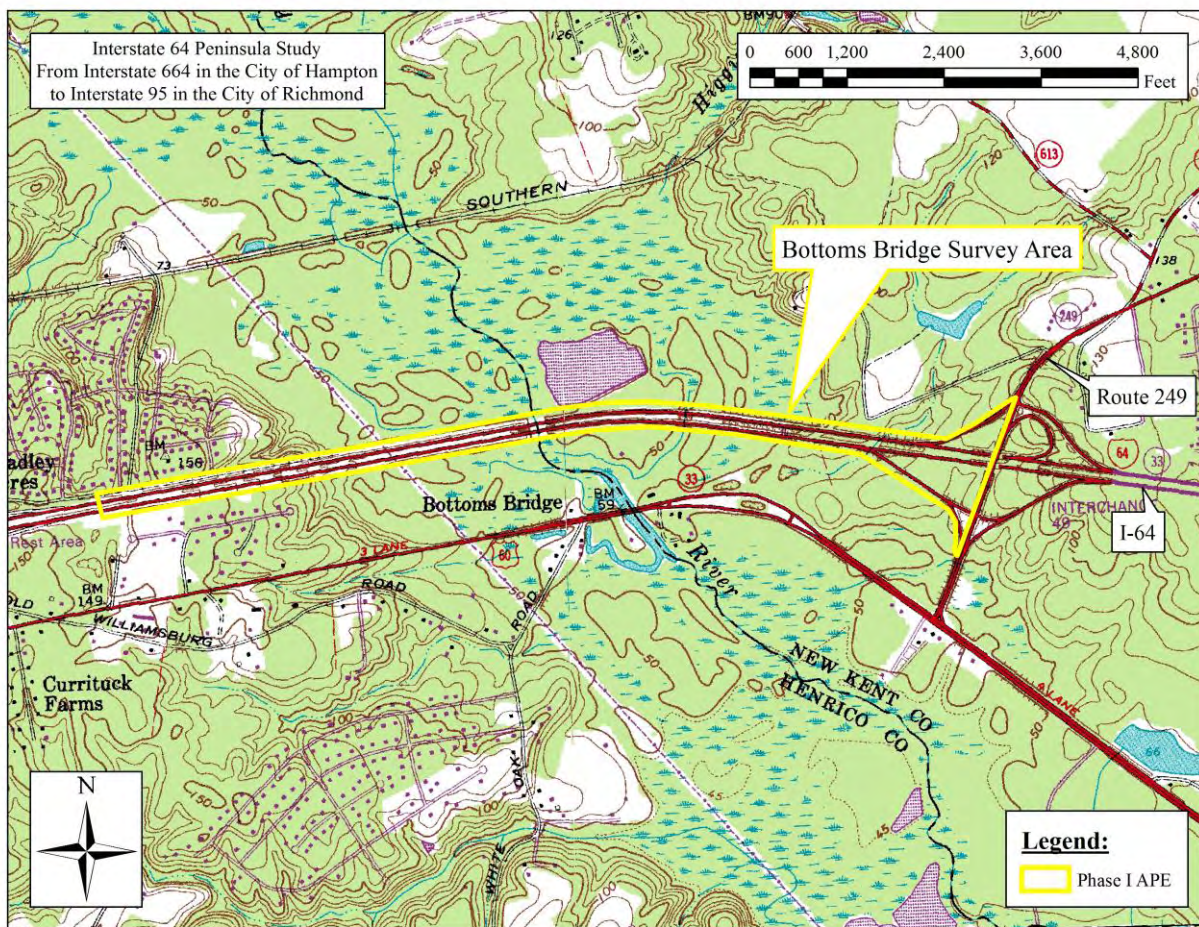


Figure 3: Location of the Bottoms Bridge Survey Area on the Quinton 7.5-Minute Topographic Quadrangle (USGS 1994a).

The current survey involved the surface inspection of the entire 2 mile (3.2 km) corridor and subsurface inspection through the excavation of STPs in undisturbed portions of the survey area. Surface inspection in the eastern portion of the corridor did encounter what appeared to be an old road bed running perpendicular to the I-64 corridor (Photo 3, p. 30). The road bed was found on the southern side of the survey corridor on the elevated terrace overlooking the large freshwater marsh area. Buried utility corridors run across this road bed and I-64 road construction has impacted the portions of road within the survey corridor. No visible continuation of this road was seen on the northern side of the I-64 corridor. The as-built plans for I-64 depict the former location of Route 33 cutting through the area from a curve in the current Route 33/60 just east of the Chickahominy River to join current Route 249 north of the eastern end of the APE.



Photo 1: View of the Chickahominy River Crossing, Facing Northwest.



Photo 2: View of Freshwater Marsh within the Bottoms Bridge Survey Area, Facing North.



Photo 3: View of Old Road Bed, Facing South.

Portions of the project area were observed to be disturbed by highway construction and drainage infrastructure. Highway construction disturbance generally included construction overburden or major grading of the original landscape (Photo 4, p. 31). A large overhead utility corridor crosses the corridor along the western edge of the floodplain (Photo 5, p. 31). Large earthen berms are located along the western extent of the corridor along the residential areas (Photo 6, p. 32). Cement drainages or stone-lined drainages in the survey area suggested disturbance, whether from erosion or construction, along some streams. Shovel tests were excavated to confirm suspected disturbance. Photographs documented the disturbance as well.

Shovel testing occurred in all testable portions of the survey area; portions not tested included areas of known disturbance and portions of the APE that were inundated. The survey area was tested with 13 transects (A–E & S–Z) throughout the corridor. Additionally, surface collection was conducted in areas with high ground surface visibility. A total of 337 STPs was excavated across the survey area. Due to the length and width of the corridor soil profiles varied across the project area (Figure 4, p. 32). The average depth of shovel tests was 18.4 inches (46.7 cm) with a maximum depth of 40 inches (101.6 cm). The average depth of A-horizon soils throughout the area was 18.4 inches (46.7 cm) with the deepest being 24 inches (61 cm).



Photo 4: View of Graded Highway and the Edge of Exit Interchange 49 Ramp, Facing Southeast.



Photo 5: View of Overhead Utility Line Corridor, Facing North.



Photo 6: View of Earthen Berm Located Along the I-64 Corridor at the Western End of the Survey Area, Facing Southeast Across Woodview Drive.

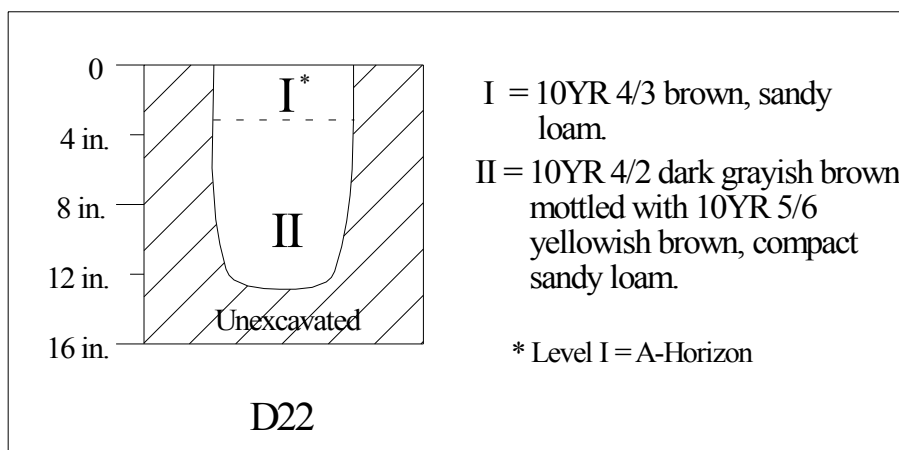


Figure 4: Representative Shovel Test Profiles within the Bottoms Bridge Survey Area.

Shovel tests located at the eastern and western extent of the corridor located on the elevated terraces typically displayed a deeper stratigraphy than those located in the stream valley. These soil profiles generally displayed a thin detritus layer of decomposing organic material (A-horizon) overlaying a thick dark grayish brown sandy loam upper A-horizon. In some instances this was found directly above a yellowish brown to brown sandy loam E-horizon. The B-horizon subsoil varied from strong brown to yellowish brown sand or sandy clay loam. Shovel test profiles located within the creek floodplain generally displayed a relatively shallow stratigraphy before encountering saturated soils or water tables. Typical soil profiles generally lacked an A-horizon and contained a dark grayish brown sandy loam or loam, A-horizon of intermediate depths. This overlaid thick, B-horizon subsoil varying from strong brown to yellowish brown sand or sandy loam.

A total of 230 artifacts was recovered within the survey area, of which, 91 percent (n=209) of the artifacts were prehistoric and 7 percent (n=21) of the artifacts were historic. STPs generally produced artifacts from both A-horizon and E-horizon soils while the majority of artifacts were recovered from the E-horizon soil (n=182). Additionally, two lithics were recovered from surface collection. The survey identified four isolated finds, two new archaeological sites, and surveyed the locations of the three previously identified archaeological sites within the project area (Figure 5, p. 34). Survey results for the project area and these sites are discussed below.

Four isolated finds (ISF) were recorded within the Bottoms Bridge Survey Area. Two ISFs (B6 and C6) are located in the swath of land between the I-64 east-bound land and the off-ramp for the Route 33 Interchange. STP B6 (ISF 1) produced an Archaic Period Brewerton Side-Notched projectile point (5811 B.P.–4111 B.P.) (Photo 7) and a whiteware fragment (1820–2000). No additional artifacts were recovered from subsequent radial shovel tests. Due to the lack of additional artifacts from subsequent radial shovel tests and the distance between this and other artifact concentrations, this is considered an isolated find.



Photo 7: Brewerton Side-Notched Projectile Point Recovered From STP B6.

STP C6 (ISF 2) produced one pearlware fragment (1775–1820). No additional artifacts were recovered from subsequent radial shovel tests. Due to the lack of additional artifacts from subsequent radial shovel tests at this location this is considered an isolated find.

STP V1 (ISF 3) is located on the north side of the I-64 corridor at the eastern edge of the elevated landform adjacent to the freshwater marsh. One broken secondary quartzite flake was recovered from this location. Due to the lack of additional artifacts from subsequent radial shovel tests this is considered an isolated find.

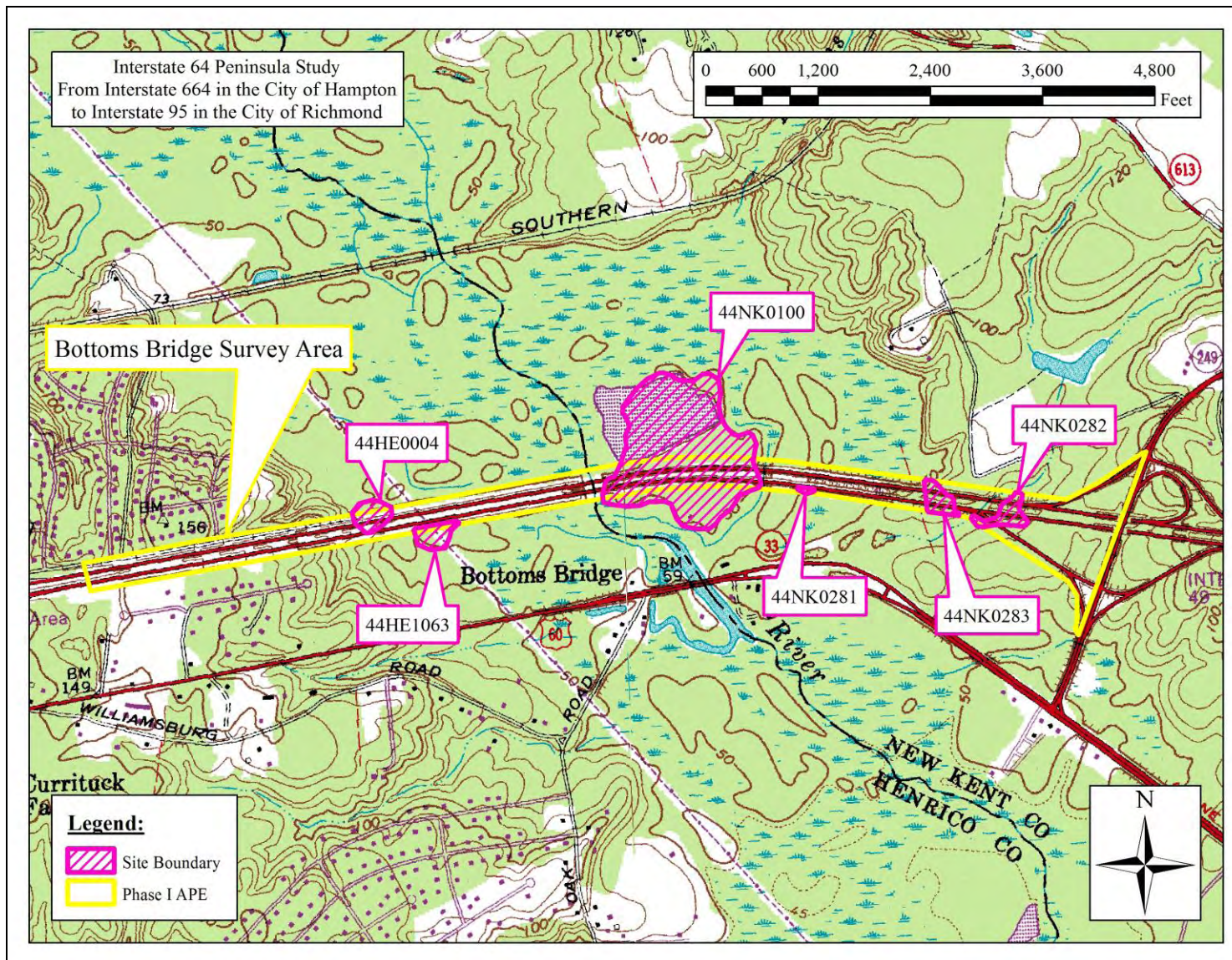


Figure 5: VDHR-Defined Boundaries of Sites and Isolated Finds Identified within the Bottoms Bridge Survey Area on the Quinton 7.5-Minute Topographic Quadrangle (USGS 1994a).

STP E43 (ISF 4) is located on the south side of the I-64 corridor at the western end of the survey corridor along an elevated landform. The transect runs parallel to a cement drainage at the edge of the landform overlooking the highway. One broken tertiary quartzite flake was recovered from this location. Due to the lack of additional artifacts from subsequent radial shovel tests and the lack of subsurface integrity from cement drainage construction, this is considered an isolated find.

Site 44HE0004

Site Description

Site 44HE0004 is a temporary camp with a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation. This was based on the recovery of pottery sherds, lithics and projectile points during surface testing. Based on a review of DHR inventory maps, this site was previously identified on the north side of the I-64 corridor at the western edge of the Chickahominy River floodplain (see Figure 5, p. 34). Situated at the base of the east-facing slope to the terrace landform along the western side of the floodplain, the site is located within the western portion Bottoms Bridge survey area. This site is was originally identified by surface testing, measuring 467 by 467 feet (142.3 by 142.3 m) encompassing approximately 2.2 acres (0.9 hectares) and is located on a relatively flat landform between 50 to 60 feet (15.2 to 18.3 m) AMSL in a wooded area along the western edge of an existing overhead utility power line corridor (Figure 6, p. 36). Currently the area is lightly wooded and was found to be very poorly drained, often retaining standing water within the approximate site boundaries (Photo 8, p. 37). Shovel testing halted at the western edge of the site due to a cement drainage channel, buried utilities and associated construction disturbance of the area (Photo 9, p. 37). This was due in part to road construction and associated drainage infrastructure bisecting the I-64 corridor.

Shovel testing occurred in all testable portions of this site location that also fell within the established Bottoms Bridge survey area. The site area was tested with one transect running along the base of road grading. A total of six STPs was placed throughout this approximate site location and no artifacts were recovered within the site. The survey revealed that the soils across the site are generally shallow, with the average shovel test depth being 7.6 inches (19.3 cm) and the deepest being 12 inches (30.5 cm) (Figure 7, p. 38). The average depth of A-horizon soils at the site was 3.5 inches (8.9 cm) with the deepest being 7 inches (17.8 cm). The stratigraphy at the site generally consists of a thin, very dark grayish brown sandy loam detritus layer of decomposing organic material (Ao-horizon) overlaying a B-horizon gravelly sandy loam subsoil with mottled colorations of strong brown, red and brown. Substratum within this site displayed characteristics of heavy ground disturbance likely associated with road construction.

This survey did not successfully re-identify the site's previously documented boundaries. This is likely due to the road construction disturbance identified within the survey area which has destroyed an unknown portion of the site. Original site boundaries place over half the site within the Bottoms Bridge survey area, extending south into the current I-64 corridor. The area immediately north of this approximate site location is regularly inundated by the construction drainage located in this area.

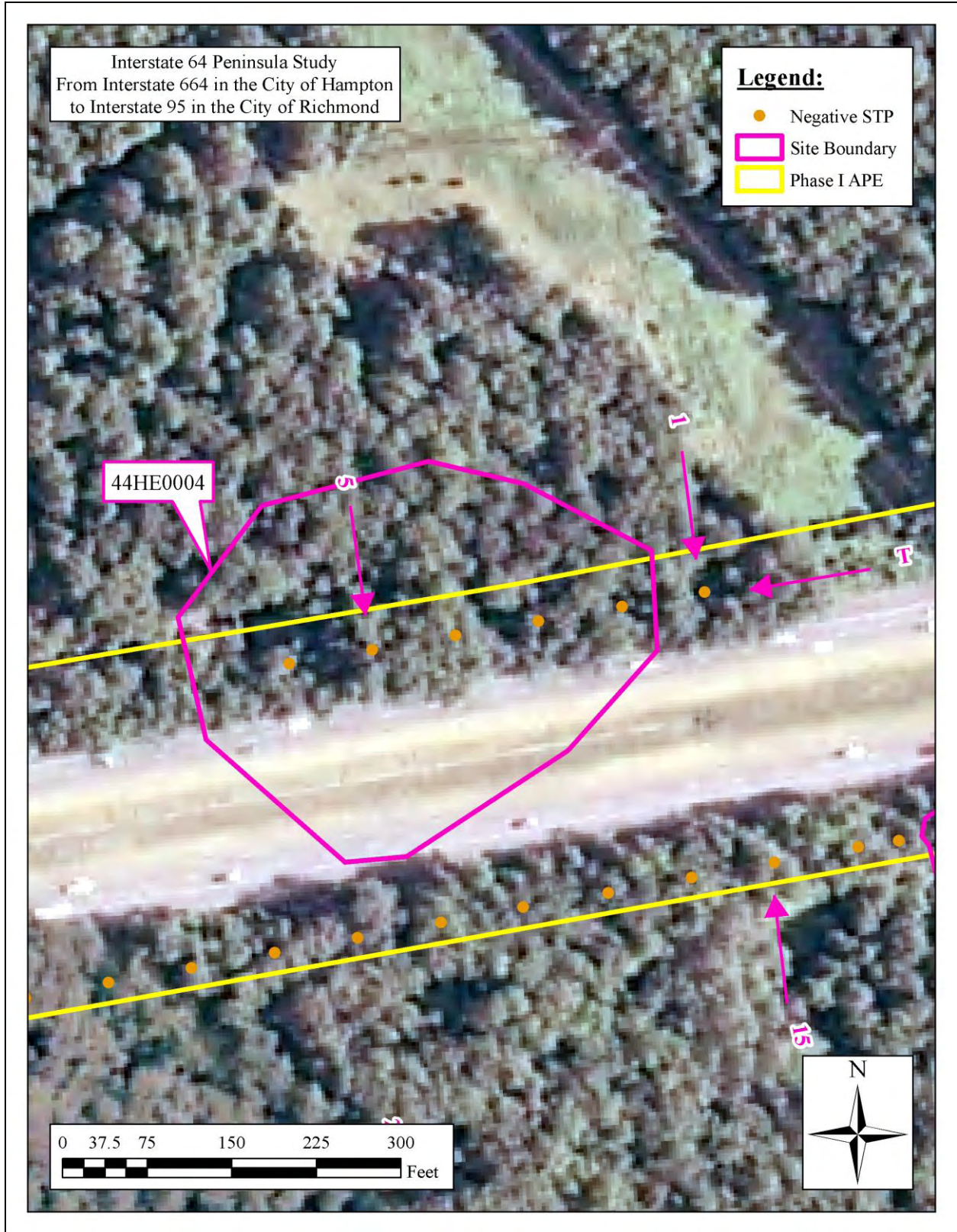


Figure 6: Map of Site 44HE0004 (National Agricultural Imagery Program [NAIP] 2004a).



Photo 8: View of Construction Drainage within the Site Boundary, Facing Southwest.



Photo 9: View of Cement Drainage Channel Located at the Western Edge of Site Boundary, Facing West.

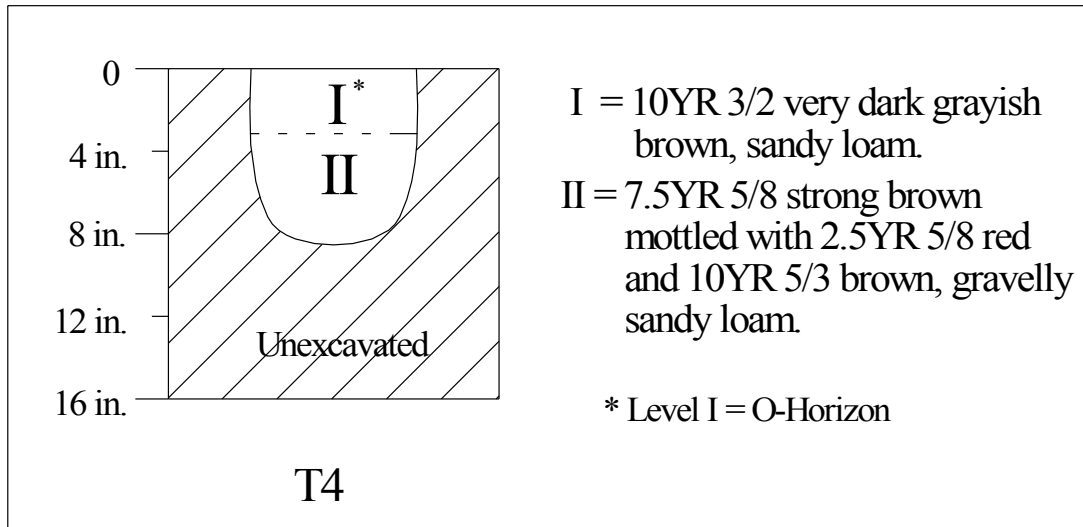


Figure 7: Representative Shovel Test Profile for Site 44HE0004.

Evaluation and Significance

The significance of site 44HE0004 was evaluated in relation to the NRHP eligibility criteria. The site was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of the distinctive characteristics of a style; and Criterion D, for its potential to yield information important in history and prehistory.

The previously identified site 44HE0004 was found to have been heavily impacted by construction of the highway corridor and may partially or entirely be located within an inundated area. Additionally, due to the lack of artifacts recovered during this survey and a lack of subsurface integrity within the survey area, the portion of the site within the APE does not appear to yield the potential to provide additional information on settlement patterns or subsistence during the Prehistoric period (13,000–400 B.P.) in the Virginia Peninsula or Coastal Plain (Criterion D). Based on the archaeological survey and limited historic research there is no association between these deposits and any significant historical events or pattern of events (Criterion A) or known significant persons (Criterion B), nor do the deposits illustrate the distinctive characteristics of a type, period, or method of construction (Criterion C). As such, it is recommended that the portion of the site within the project's APE does not contribute to the potentially overall eligibility of this site and no additional work is recommended.

Site 44HE1063

Site Description

Site 44HE1063 is a Native American campsite with a Middle Archaic (8,800–5,500 B.P.) and Late Woodland Period (1,100–400 B.P.) temporal affiliation. This site was identified by a local

informant and was assigned a temporal affiliation based on the recovery of pottery sherds, a quartzite biface and a Halifax type quartzite projectile point. Review of DHR inventory maps placed this site along the south side of the I-64 corridor (see Figure 5, p. 34). This site location is found at the western edge of the Chickahominy River floodplain at the base of the east facing slope. The site location is within the western portion Bottoms Bridge survey area (Figure 8). This site was originally described as measuring approximately 0.5 acres (0.2 hectares) and is identified on a relatively flat landform at 50 feet (15.2 m) AMSL and spans a clear cut area within an existing overhead utility power line corridor. This survey extends the existing site dimensions along its northern boundary and to the east and west along the survey corridor. The new site dimensions measure approximately 485 feet (147.8 m) by 270 feet (82.3 m), and comprise approximately 2.1 acres (0.8 hectares). The area is wooded along the edge of the power line corridor and was recently cleared of trees (Photo 10–Photo 11, p. 40). Construction drainage runs along the base the I-64 corridor on the northern edge of the site.

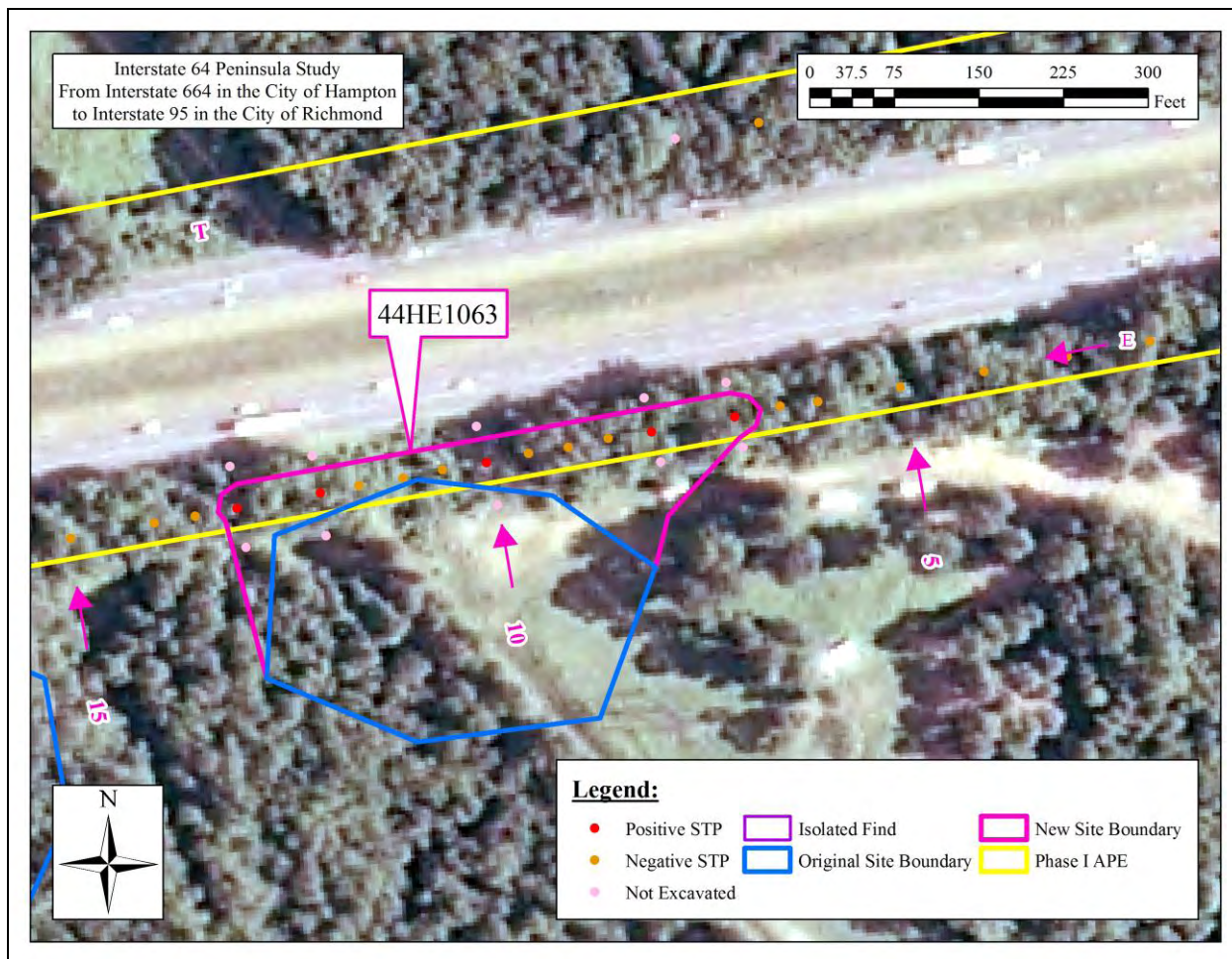


Figure 8: Map of Site 44HE1063 (NAIP 2004a).



Photo 10: Overview of Site 44HE1063, Facing Southwest.



Photo 11: Overview of Site 44HE1063, Facing Southeast.

Shovel testing occurred in all testable portions of this site location that also fell within the established Bottoms Bridge survey area. The survey area was tested with one transect running along the base of road grading. Shovel testing within the approximate site location included 13 STPs of which five shovel tests produced artifacts. Additionally, a surface collection within the site boundaries was conducted within the power line swath. This was due to recent clearing of this swath and uprooted trees that displaced subsurface contents onto the surface.

The survey revealed that the soils across the site are very deep, with the average shovel test depth being 26.7 inches (67.8 cm) and the deepest being 36 inches (91.4 cm) (Figure 9). The average depth of A-horizon soils at the site was 9.2 inches (23.4 cm) with the deepest being 11 inches (27.9 cm). The stratigraphy at the site generally consists of a thin detritus layer of decomposing organic material (Ao-horizon) overlaying an organic A-horizon dark grayish brown sandy loam. This was above a thick yellowish brown sand layer. The majority of the artifacts recovered from this site were recovered from this level. The base stratum generally consisted of yellowish brown, wet gravelly sand.

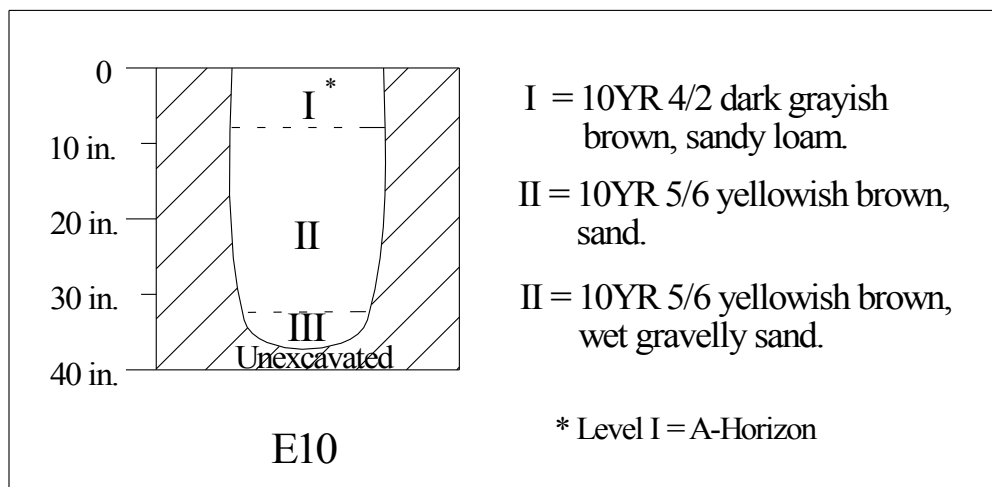


Figure 9: Representative Shovel Test Profile for Site 44HE1063.

A total of 23 artifacts was recovered from 6 shovel tests excavated within the site and two surface collection locations, all prehistoric. The assemblage includes 14 lithics which included nine flakes, four fire cracked rock (FCR) fragments, and one Levanna quartzite projectile point base (1,300–650 B.P.). Lithic material is predominantly composed of quartzite but also includes chert and quartz. Various stages of lithic reduction are represented in this collection. The assemblage also includes seven pottery fragments of various ware types. These include one Pope’s Creek (2,500–1,700 B.P.), one Thin, plain Late Woodland sherd (700–300 B.P.), one Townsend Series (1,050–400 B.P.), two Mockley (1,800–1,100 B.P.), and two Prince Georges (2,500–1,800 B.P.). STP E8 produced the highest percentage of artifacts recovered (n= 6) which included all but one prehistoric pottery fragment (Photo 12, p. 42). Additionally, two lithics (one quartzite flake and one quartz angular debris fragment) were recovered from near the center of the site.

This site appears to represent a temporary camp site most likely utilized as a seasonal procurement site. The current survey adds to the existing site information which originally assigned a temporal affiliation to Middle Archaic and Late Woodland Periods. The artifact assemblage represents various periods throughout the Woodland Period (3,200–400 B.P.). The earliest temporal affiliation within this assemblage includes a Pope's Creek ware of the Middle Woodland Period. The latest affiliation includes the Townsend and Thin, plain Late Woodland wares which cover the Late Woodland Period to Early Contact Period. This range of dates observed within the assemblage indicates a recurring use of this site throughout the prehistoric period in Virginia. While a portion of this site may have been impacted by the construction of the I-64 corridor and utility corridor, the deep deposits within the site boundaries indicate a potential for subsurface features. Additionally, the survey was limited to the APE of the corridor and thus it is likely that the site boundary may extend to the south beyond the current limits of this survey.



Photo 12: Sample of Diagnostic Artifacts Recovered From Site 44HE1063. From left: Popes Creek body sherd, Levanna point base, Townsend body sherd, and Mockley body sherd.

Evaluation and Significance

The significance of site 44HE01063 was evaluated in relation to the NRHP eligibility criteria. The site was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of the distinctive characteristics of a style; and Criterion D, for its potential to yield information important in history and prehistory.

The site location was found to contain deep soils which may not have been disturbed by highway construction. Based on intact subsurface integrity within the site boundary and the quantity of artifacts recovered during this survey this site appears to yield the potential to provide additional information on settlement patterns or subsistence during the Prehistoric period (13,000–400 B.P.) in the Virginia Peninsula or Coastal Plain (Criterion D). Based on the archaeological survey and limited historic research it was determined that the site is also located within the Cold Harbor Battlefield (042-5017) and Savage Station Battlefield (043-0308). Although these resources have been determined to be Potentially Eligible for the NRHP, site 44HE1063 does not fall within the period of significance for these battlefields, and, as such, it is recommended that this site is not a contributing element to these battlefields (Criterion A). Based on the archaeological survey and limited historic research there is no association between these deposits and any known significant persons (Criterion B), nor do the deposits illustrate the distinctive characteristics of a type, period, or method of construction (Criterion C). As such, this site is recommended Potentially Eligible for listing on the NRHP under Criterion D, meaning additional testing is required to conclusively determine the NRHP eligibility of the site.

Site 44NK0100

Site Description

Site 44NK0100 is a previously identified multi-component site consisting of a large prehistoric site dating to the Archaic and Woodland Periods (10,000–400 B.P.) with a nineteenth century historic component. The DSS files describe the site as a village. Perhaps a more accurate term for site 44NK0100 is persistent place, meaning a landform reoccupied over millennia for various purposes. This site was identified by a local informant and described as a materials pit used for the construction of the I-64 corridor (see Figure 5, p. 34). This materials pit is now a large pond located on private property. This site forms a large amorphous shape generally encompassing a large flat elevated rise surrounded by wetland marshes of the Chickahominy River (Figure 10, p. 44). The southern half of the site is bisected by the current I-64 corridor. Initial site dimensions only indicate acreage measuring approximately 40 acres (16.2 hectares). Site measurements acquired from current DHR site files indicate a measurement of approximately 1,690 feet (515.1 m) by 1,755 feet (534.9 m), and it comprises approximately 40 acres (16.2 hectares). Findings from this survey extend the existing site dimensions to the east and west along the edge of the I-64 corridor. New site dimensions measure approximately 1,750 feet (533.4 m) by 1,750 feet (533.4 m), and comprise approximately 41.8 acres (16.9 hectares). The site is located in the floodplain along the east banks of the Chickahominy River at approximately 50 feet (15.2 m) AMSL.

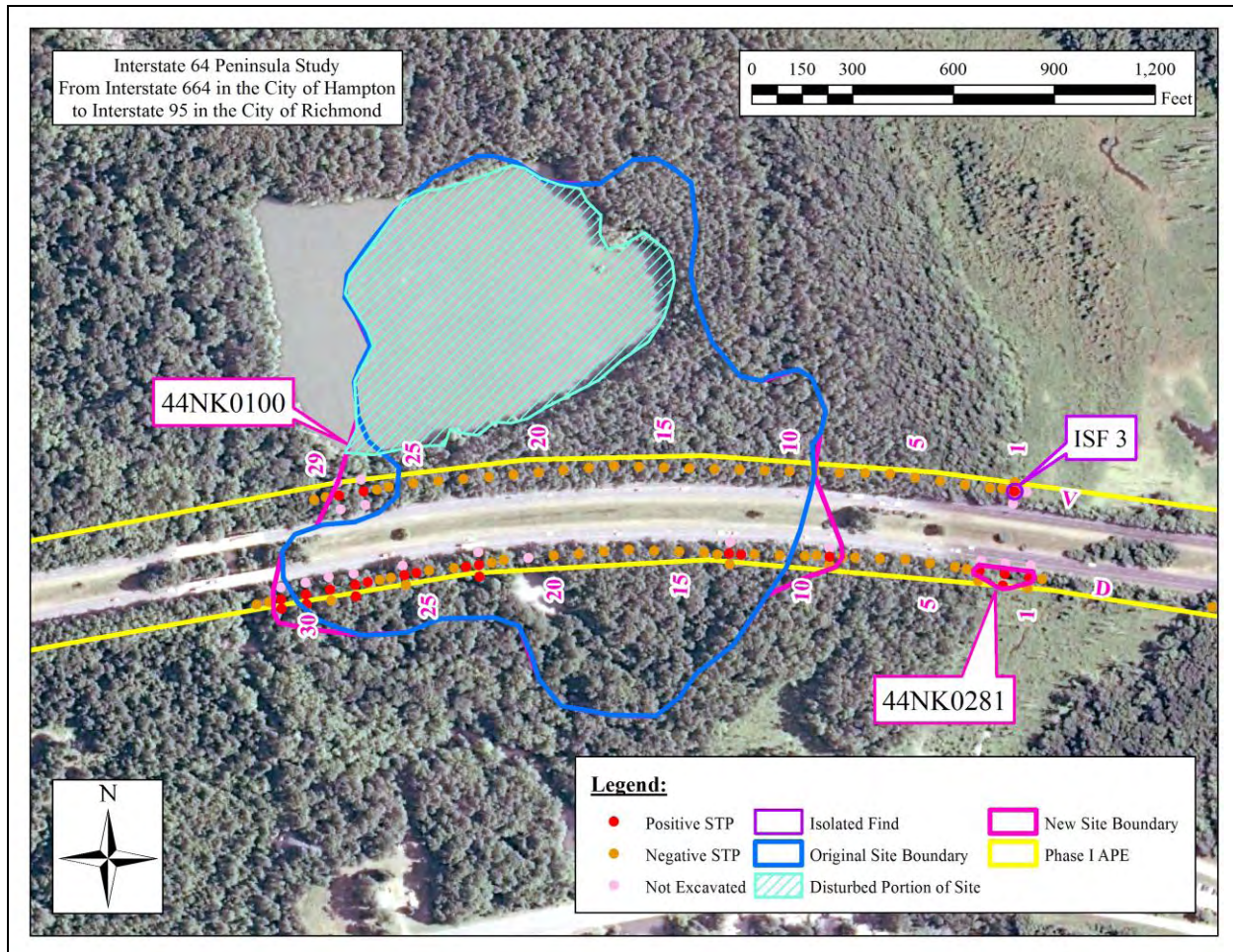


Figure 10: Map of Site 44NK0100 (NAIP 2004a).

Based on the informant's collection, this site produced large quantities of Native American artifacts and also produced the fossilized skeletal remains of a prehistoric whale from the lower strata of the pit. Artifacts noted within the collection included two worked quartz flakes, a variety of quartzite flakes, a fragmented quartz point with a serrated blade, a variety of projectile points which included Kirk Corner-Notched (9,800–6800 B.P.), Bare Island (4,500–1,500 B.P.), Halifax (5,500–4,500 B.P.), and Morrow Mountain (7000–3,500 B.P.) and a wide array of prehistoric pottery sherds which include a soapstone sherd (steatite), crushed quartz net marked, pebble tempered, cord marked sand tempered, shell tempered cordmarked, and fabric marked particle type wares. Although the initial prehistoric temporal affiliation was assigned to the Woodland Period (3,200–400 B.P.) based on projectile points and prehistoric pottery, several projectile points listed in the inventory record suggests that the temporal affiliation may be expanded. Kirk Corner-Notched, Halifax, Bare Island, and Morrow Mountain points generally date into the Archaic Period (10,000–3,200 B.P.). Additionally, the introduction of ceramics and a more sedentary lifestyle generally mark the emergence of the Woodland Period but steatite or soapstone ceramics are generally indicate a transitional period between the Archaic and Woodland prehistoric periods.

Shovel testing occurred in all testable portions of this site location that also fell within the established Bottoms Bridge survey area. This site was tested with 2 transects running along the north and south edges of the existing I-64 road grading and disturbance. Shovel testing within this site included 60 STPs, of which 18 shovel tests produced artifacts contributing to the site (Figure 11). The survey revealed that the soils across the site are deep, with the average shovel test depth being 21 inches (53.3 cm) and the deepest being 40 inches (101.6 cm). The average depth of A-horizon soils at the site was 7.5 inches (19 cm) with the deepest being 24 inches (61 cm). The stratigraphy at the site was generally consistent within the site boundaries. Soil profiles consisted of a thin detritus layer of decomposing organic material (Ao-horizon) overlaying a thick organic A-horizon very dark grayish brown sandy loam. This was generally found above yellowish brown medium coarse sand overlying strong brown sandy clay subsoil. The majority of the artifacts recovered from this site were recovered from the two upper levels of the stratigraphy.

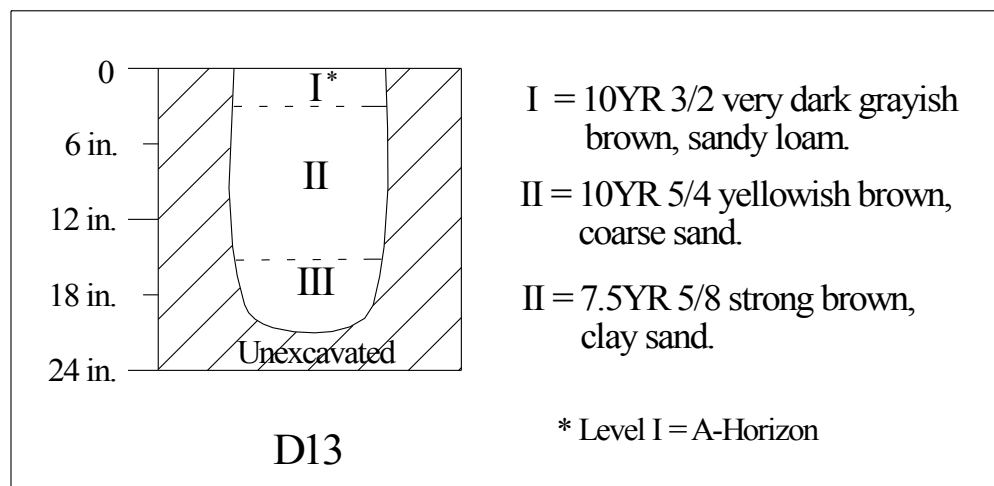


Figure 11: Representative Shovel Test Profile for Site 44NK0100.

The general setting of the site observed within the APE includes moderately wooded areas located along the base of the I-64 corridor (Photo 13–Photo 14, p. 46). Disturbances were identified within the site boundaries generally included road overburden and grading (Photo 15, p. 47). The highway median within the site boundary was built on fill deposited on the original ground surface. This disturbance precluded shovel testing within the highway median of this site (Photo 16, p. 47). Based on the survey results from this survey the original site boundary will require some alterations along the eastern and western edge of the site that falls adjacent to the I-64 APE. The western boundary of the site now extends to the banks of the Chickahominy and the eastern boundary has been extended an additional 150 feet (45.7 m) along the southern side of the I-64 corridor to include STP D9 (see Figure 10 p. 44). It is very likely that the true boundary for this site extends further east to encompass the adjacent elevated landform between the floodplain marshes. The survey was limited to the APE of the corridor, and, thus, it is likely that the site boundary may extend to the north and south beyond the current limits of this survey. Due to the lack of artifacts and distances between the artifact concentrations this site’s eastern boundary is currently delineated by negative shovel tests.



Photo 13: General Area Overview in Site 44NK0100, Facing Northeast.



Photo 14: General Area Overview in Site 44NK0100, Facing West.



Photo 15: View of Fill Section Along the I-64 Corridor, Facing Southwest.



Photo 16: View of the I-64 Median and Travel Lanes, Built on Fill, Facing Southwest.

A total of 84 artifacts was recovered from the 18 positive shovel tests excavated within the site. The assemblage was entirely composed of prehistoric artifacts which includes one FCR, one angular debris fragment, 43 secondary flakes, 33 tertiary flakes, and six prehistoric pottery fragments. The extensive quantity of secondary and tertiary flakes in this collection represents mid- to late-stage lithic reduction activities. The six pottery fragments recovered within the site boundaries includes three Varina pottery fragments (2,500–1,500 B.P.) (Photo 17) and 3 untyped sand tempered pottery fragments. No historic cultural material was recovered from this site during this survey.



Photo 17: Sample of Diagnostic Artifacts Recovered From Site 44NK0100.
Varina sand tempered, knotted net body sherd.

The assemblage recovered during this survey successfully relocated the site and provided additional artifact specimens with firm temporal affiliations. This assemblage, in conjunction with previous collections, reflects activity on the large landform over a long period of time. This range of dates observed within the assemblage indicates a recurring use of this site from the Early Archaic Period onward. Additionally, the deep deposits within the site boundaries indicate a potential for subsurface features. Based on a review of DHR site files and results from this survey the temporal affiliation for this site currently includes the Archaic (10,000–3,200 B.P.) and Woodland Periods (3,200–400 B.P.) as well as a nineteenth-century domestic component.

Evaluation and Significance

The significance of site 44NK0100 was evaluated in relation to the NRHP eligibility criteria. The site was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of the distinctive

characteristics of a style; and Criterion D, for its potential to yield information important in history and prehistory.

Based on intact subsurface integrity within the site boundary and the quantity of artifacts recovered during this survey this site appears to yield the potential to provide additional information on settlement patterns or subsistence during the Prehistoric period (13,000–400 B.P.) in the Virginia Peninsula or Coastal Plain (Criterion D). Based on the archaeological survey and limited historic research it was determined that the site is also located within two Civil War battlefields, Cold Harbor Battlefield (042-5017) and the Savage Station Battlefield (043-0308) and may warrant additional testing for potential contributing elements to this event (Criterion A). Although these resources have been determined to be Potentially Eligible for the NRHP, site 44NK0100 does not fall within the period of significance for these battlefields, and, as such, it is recommended that this site is not a contributing element to these battlefields (Criterion A). There is no association between these deposits and any known significant persons (Criterion B), nor do the deposits illustrate the distinctive characteristics of a type, period, or method of construction (Criterion C). As such, this site is recommended Potentially Eligible for listing on the NRHP under Criterion D.

Site 44NK0281

Site Description

Site 44NK0281 is a small multicomponent site consisting of a prehistoric lithic scatter with a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation and a minor Civil War-era component. This site is located on the eastern floodplain of the Chickahominy River along the south side of the I-64 corridor (see Figure 5, p. 34). The site is located at the eastern edge of a slightly raised landform at approximately 50 feet (15.2 m) AMSL. The site is bound by inundated land to the east, negative shovel tests to the west, the I-64 corridor embankment to the north and APE limits to the south. It measures 185 feet (56.4 m) by 66 feet (20.1 m) and comprises approximately 0.2 acres (0.08 hectares) (Figure 12, p. 50). The area is moderately wooded and runs along the base the I-64 corridor (Photo 18–Photo 19, pp.51–52).

The survey area was tested with one transect running along the base of road grading. Shovel testing within this site included eight STPs of which four shovel tests produced artifacts. The survey revealed that the soils across the site are deep, with the average shovel test depth being 19.4 inches (49.3 cm) and the deepest being 28 inches (71.1 cm) (Figure 13, p. 51). The average depth of A-horizon soils at the site was 6.8 inches (17.3 cm) with the deepest being 10 inches (25.4 cm). The stratigraphy at the site generally consists of a very thin detritus layer of decomposing organic material (Ao-horizon) overlaying an organic A-horizon dark grayish brown sandy loam. This was above a yellowish brown sandy loam overlying a strong brown clayey sand subsoil. The majority of the artifacts recovered from this site were produced from the two upper levels.

A total of 26 artifacts was recovered from 8 shovel tests excavated within the site. Five STPs produced artifacts within the site boundaries. The assemblage is predominantly prehistoric which includes 2 FCR fragments, one utilized flake, two angular debris fragments, one primary

flake, 12 secondary flakes, 5 tertiary flakes, and one untyped sand-tempered prehistoric pottery fragment. While various stages of lithic reduction are represented in this collection there is an emphasis on the mid- to late-stage lithic reduction indicating a protracted use of the site rather than an expedient procurement location. Two historic artifacts were also recovered from shovel tests. STP D3 produced a brick fragment and one fired, lead .58 caliber bullet typical of the armaments used during the Civil War. This bullet was a popular ammunition load during the American Civil War generally utilized by the mass-produced Springfield Musket.

The site appears to represent a prehistoric lithic scatter possibly associated with a larger previously identified site (44NK0100), located west of this site due to the variety of artifacts recovered within this same topographic landscape. While a definitive temporal affiliation could not be assigned to this site due to the excessive wear on the prehistoric pottery fragment, the presence of ceramics indicates one or more Woodland Period (3,200-400 B.P.) occupations of site 44NK0281.

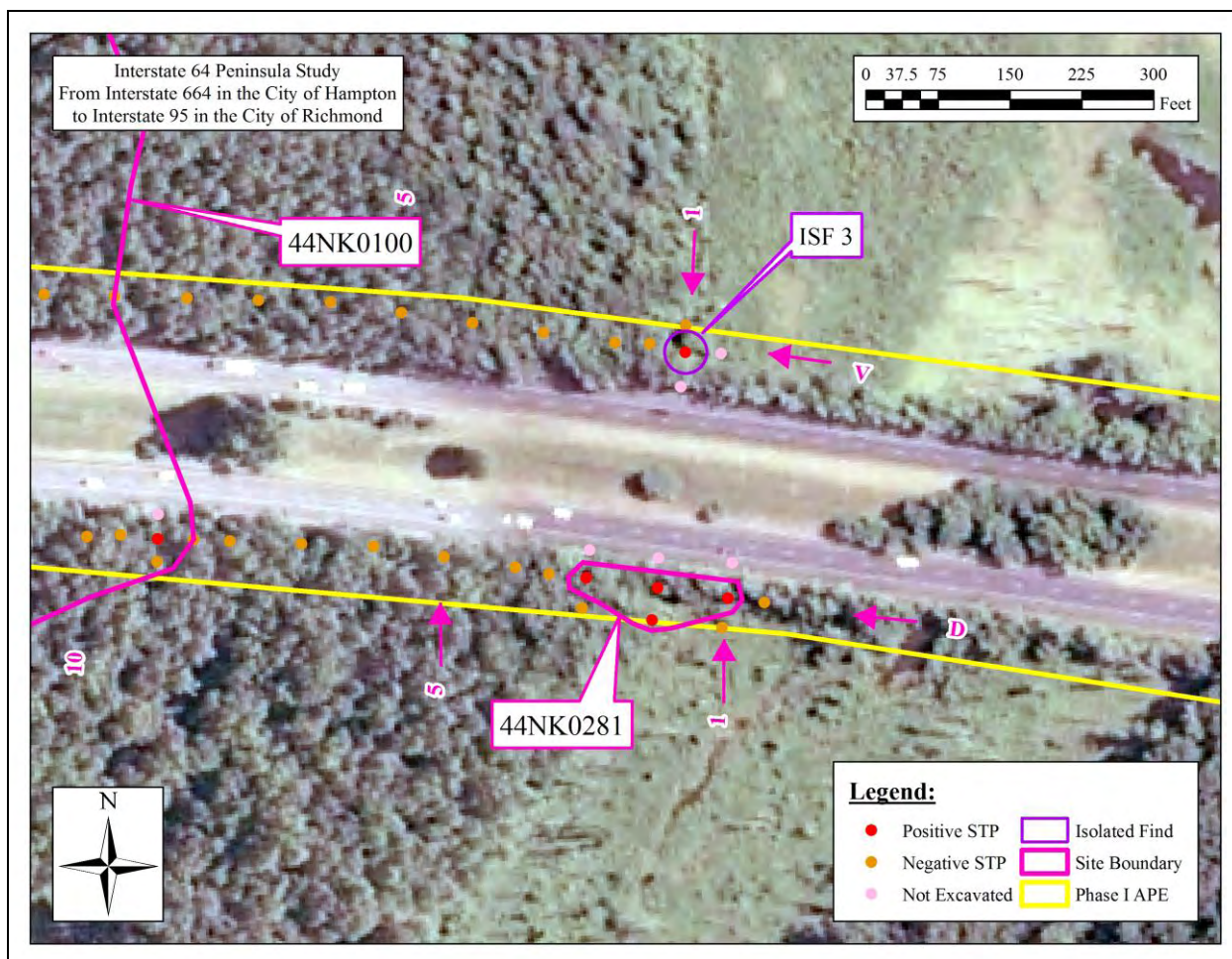


Figure 12: Map of Site 44NK0281 (NAIP 2004a).

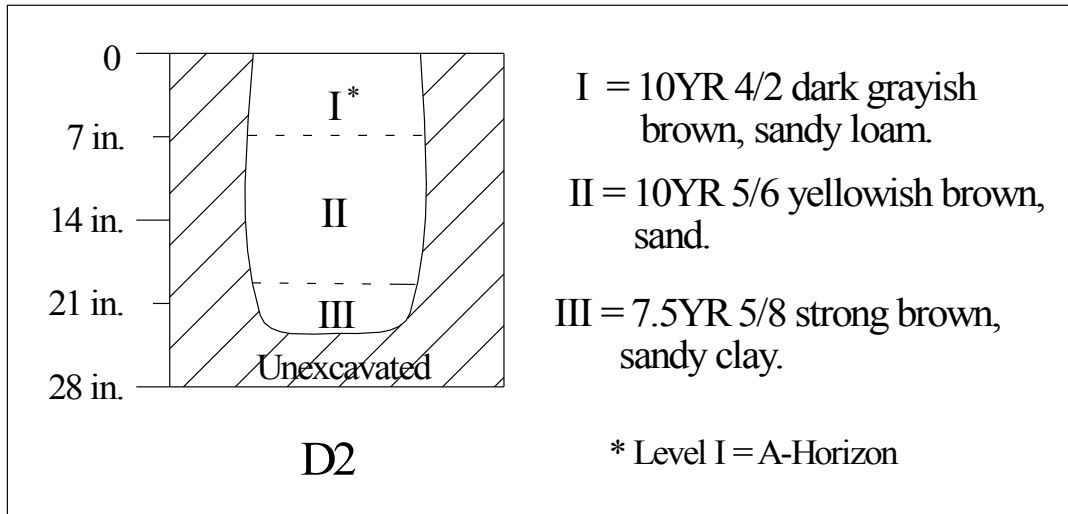


Figure 13: Representative Shovel Test Profile for 44NK0281.



Photo 18: Overview of Site 44NK0281, Facing East.



Photo 19: Overview of Eastern Edge of Site 44NK0281, Facing East.

Evaluation and Significance

The significance of site 44NK0281 was evaluated in relation to the NRHP eligibility criteria. The site was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of the distinctive characteristics of a style; and Criterion D, for its potential to yield information important in history and prehistory.

Due to the quantity of artifacts recovered and the identification of intact soils within the site boundaries, this site appears to possess the potential to reveal significant information on settlement patterns or subsistence during the Woodland Period (3,200–400 B.P.) in the Virginia Peninsula or Coastal Plain (Criterion D). Limited historic research indicated that this site is also located within two previously identified battlefield resources (Cold Harbor, 042-5017 and Savage Station, 043-0308). These resources have been recommended Eligible for listing on the NRHP based on their association to the Civil War in Virginia (1861–1865) (Criterion A). Based on the archaeological survey and limited historic research there is no association between these deposits and known significant persons (Criterion B), nor do the deposits illustrate the distinctive characteristics of a type, period, or method of construction (Criterion C). As such, this site is recommended Potentially Eligible for listing on the NRHP.

Site 44NK0282

Site Description

Site 44NK0282 is a large multi-component camp site with a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation and a small historic trash scatter. This site is located near the eastern end of the I-64 corridor near the Bottoms Bridge interchange at Route 33 (see Figure 5, p. 34). This site spans the interstate corridor and is heavily concentrated around the east-bound off ramp at the intersection around the south side of the I-64 corridor (Figure 14). The site covers a narrow, terrace overlooking a small tributary of the Chickahominy River to the west from an elevated landform at approximately 60 to 70 feet (18.3 to 21.3 m) AMSL. The site is bound by negative shovel tests to the east and west along the corridor and APE limits to the north and south. The site boundaries measure approximately 675 feet (205.7 m) by 375 feet (114.3 m), and comprises approximately 2.9 acres (1.2 hectares). The topography of the site is gently rolling and is moderately to heavily wooded throughout and includes a portion of the highway median (Photo 20–Photo 22, pp. 54–55).

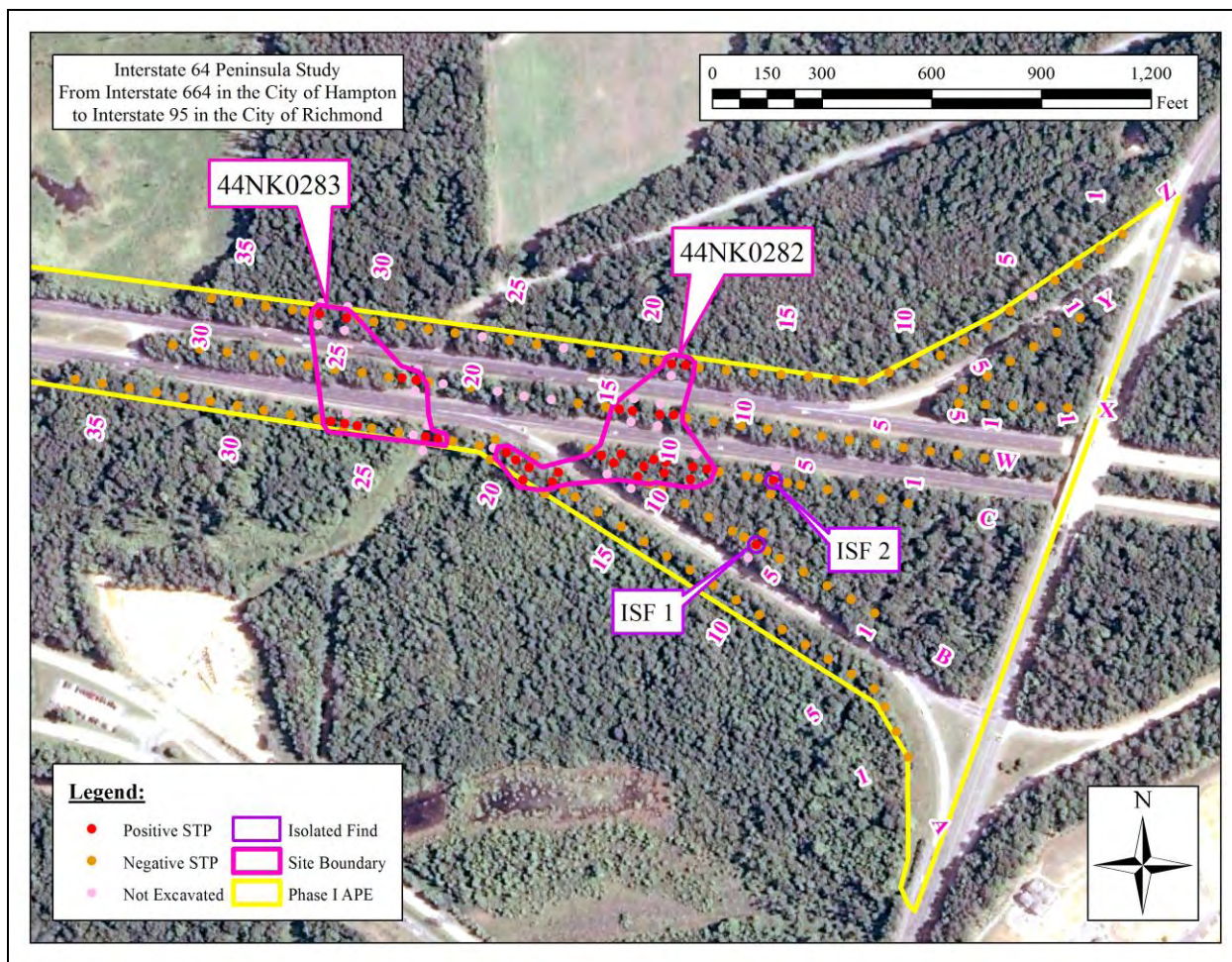


Figure 14: Map of Sites 44NK0282 and 44NK0283 (NAIP 2004a).



Photo 20: View of Highway Intersection Off-Ramp within Site 44NK0282, Facing West.



Photo 21: View of Median Segment within Site 44NK0282, Facing East.



Photo 22: General Overview of Area within Site 44NK0282, Facing Southeast.

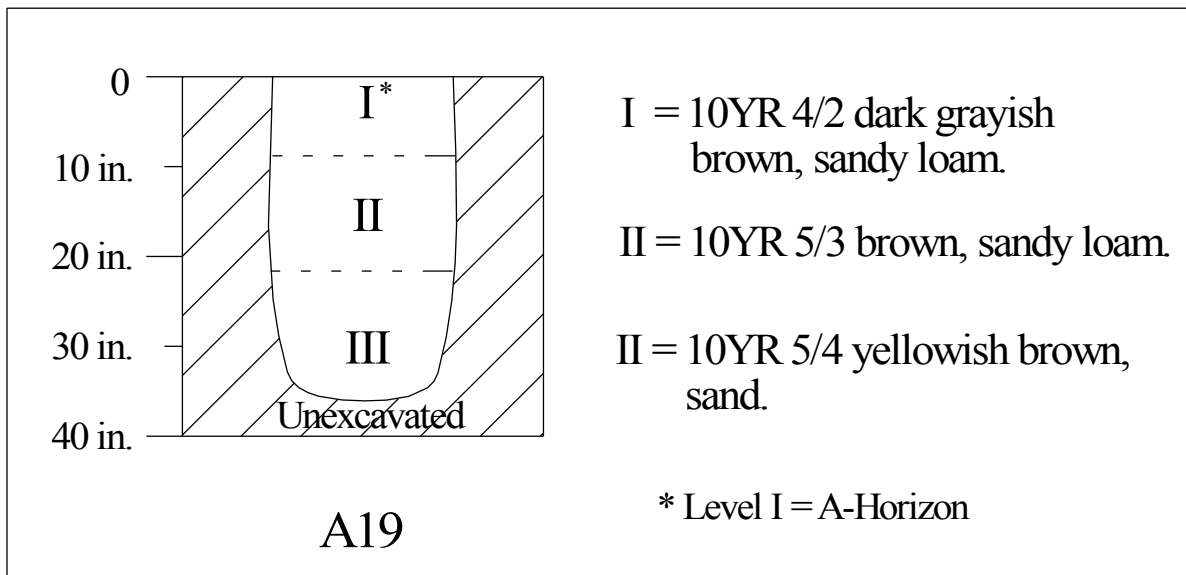


Figure 15: Representative Shovel Test Profile for 44NK0282.

The survey area was tested with five transects running along the edges of existing road grading and disturbance. Shovel testing within this site included 29 STPs, of which 23 produced artifacts contributing to the site. The survey revealed that the soils across the site are deep, with the average shovel test depth being 25.4 inches (64.5 cm) and the deepest being 40 inches (101.6

cm) (Figure 15, p.55). The average depth of A-horizon soils at the site was 10.0 inches (25.4 cm) with the deepest being 22 inches (55.9 cm). The stratigraphy at the site was generally consistent throughout the survey area consisting of a very thin detritus layer of decomposing organic material (Ao-horizon) overlaying a thick organic A-horizon dark grayish brown sandy loam. This was above a brown sandy loam overlying yellowish brown sandy subsoil. The majority of the artifacts recovered from this site were produced from the two upper levels of the stratigraphy.



Photo 23: Sample of Diagnostic Artifacts Recovered from Site 44NK0282. From left: Prince George body sherd and a thin, plain Late Woodland body sherd.

A total of 76 artifacts was recovered from 29 shovel tests excavated within the site. A total 23 STPs produced artifacts within the site boundaries. The assemblage was primarily composed of prehistoric artifacts (93 percent) which include one FCR fragment, one scraper/tool, one angular debris fragment, one stage four biface, one primary flake, 33 secondary flakes, 23 tertiary flakes, and 10 prehistoric pottery fragments. Based on the large quantity of secondary and tertiary flakes this collection represents mid- to late-stage lithic reduction activities. The assemblage also includes 12 pottery fragments of various ware types. These include two Thin, plain Late Woodland sherds (700–300 B.P.), two Sullivan (1,000–400 B.P.), two Prince Georges (2,500–1,800 B.P.), and four untyped pottery fragments (Photo 23). The assemblage recovered at this site appears to represent a large temporary camp. The temporal affiliation for this site ranges from the Middle to the Late Woodland Period.

A total of five historic artifacts were also recovered from shovel tests. This assemblage includes two handmade brick fragments, one green wine bottle fragment, and two unidentified nail fragments. Artifacts recovered in this part of the assemblage may date from the nineteenth to the twentieth century.

This site boundary was drawn across the I-64 corridor due to the proximity of artifact concentrations located directly across from each other. The prehistoric assemblage contains prehistoric pottery spread throughout the site. Both STPs A19, located on the south side of I-64, and W14 west radial, located in the highway median, each produced similar pottery fragments. While the construction of the I-64 corridor has destroyed or buried an unknown portion of the site soils within the site are deep and may potentially contain buried features.

Evaluation and Significance

The significance of site 44NK0282 was evaluated in relation to the NRHP eligibility criteria. The site was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of the distinctive characteristics of a style; and Criterion D, for its potential to yield information important in history and prehistory.

Due to the large quantity of artifacts and potential for intact subsurface features based on soil profiles this site appears to yield the potential to reveal significant information on settlement patterns or subsistence during the Middle and Late Woodland periods (2,500–400 B.P.) in the Virginia Peninsula or Coastal Plain (Criterion D). In addition, this site is located within the boundaries of the Cold Harbor Battlefield (042-5017) and the Savage Station Battlefield (043-0308). Although these resources have been determined to be Potentially Eligible for the NRHP, site 44NK0282 does not fall within the period of significance for these battlefields, and, as such, it is recommended that this site is not a contributing element to these battlefields (Criterion A). The site does not appear to be associated with a historically significant individual (Criterion B). Based on the archaeological survey and limited historic research these deposits do not illustrate the distinctive characteristics of a type, period, or method of construction (Criterion C). As such, this site is recommended Potentially Eligible for listing on the NRHP under Criterion D.

Site 44NK0283

Site Description

Site 44NK0283 is a small multi-component site with a Woodland Period (3,200 B.P.–400 B.P.) and late-eighteenth- to twentieth-century date range. This site is located near the eastern end of the I-64 corridor, between the Chickahominy River floodplain and site 44NK0282 corridor (Figure 14, p. 53). A small stream separates site 44NK0283 from 44NK0282; both sites span the interstate corridor. The site covers a narrow, terrace overlooking the Chickahominy floodplain to the west from an elevated landform at approximately 60 to 70 feet (18.3 to 21.3 m) AMSL. The site is bound by negative shovel tests to the east and west along the corridor and APE limits to the north and south. The site may extend beyond the he APE. The site's boundaries measure

approximately 450 feet (137.2 m) by 300 feet (91.4 m), and comprises approximately 2.4 acres (1.0 hectares). The topography of the site is gently rolling and is moderately to heavily wooded throughout and includes a portion of the highway median (see Figure 14, p. 53).



Photo 24: Archaeologists Chris Cameron and Richard Freeman Excavating Shovel Tests within Site 44NK0282, Facing East.

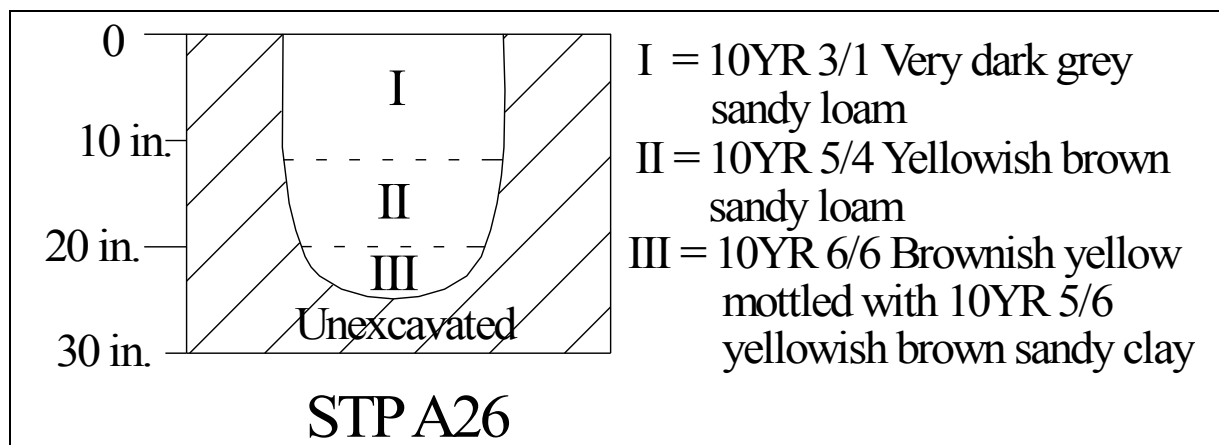


Figure 16: Representative Shovel Test Profile for 44NK0283.

The survey area was tested with five transects running along the edges of existing road grading and disturbance, three of which were located within the boundaries of site 44NK0283. Shovel testing within this site included 20 STPs, of which nine produced artifacts contributing to the site. The survey revealed that the soils across the site are deep, with the average shovel test

depth being 30.75 inches (78.1 cm) and the deepest being 36 inches (91.4 cm) (Figure 16). The average depth of A-horizon soils at the site was 14.25 inches (36.3 cm) with the deepest being 24 inches (61.0 cm). The stratigraphy at the site was broadly consistent throughout the survey area consisting of a very thin detritus layer of decomposing organic material (Ao-horizon) overlaying a thick organic A-horizon dark grayish brown to brown sandy loam. This was above a brown to yellowish brown sandy loam overlying yellowish brown or brownish yellow sandy and sandy clay subsoil. The majority of the artifacts recovered from this site were produced from the two upper levels of the stratigraphy.

A total of 12 artifacts was recovered from 20 shovel tests excavated within the site. A total of nine STPs produced artifacts within the site boundaries. The assemblage was primarily composed of historic artifacts (70 percent). The 12 historic artifacts recovered from the site include one clear glass bottle fragment, one creamware sherd, one ginger bottle fragment, three cut nails, one wrought nail (pre-1800), one wrought spike, one unidentified metal fragment, and one wire nail fragment (1890 to present). Artifacts recovered in this part of the assemblage date from the late-eighteenth or early nineteenth century to the present.

In addition, three secondary flakes and two sherds were recovered. The ceramic assemblage consisted of one Varina (1050–400 B.P.) sherd and two sherds that most closely resemble Sullivan (1000–400 B.P.) ware. The assemblage recovered at this site appears to represent a temporary camp dating to the Middle to Late Woodland Period.

Site 44NK0283 occupies the toe of a low finger ridge overlooking a small tributary of the Chickahominy River. Low densities of artifacts recovered from shovel testing, sometimes on landforms unlikely to have been the site of permanent dwellings, characterize military camp sites. In 1814, militia defending Richmond camped throughout the region, including near Bottoms Bridge. Echelman et al. (2010:221–222) locate the Bottoms Bridge camp on west side of the Chickahominy River, slightly south of where old Williamsburg Road crossed the river. Site 44NK0283, in contrast, is east of the river and north of Williamsburg Road. Moreover, although the circa 1762-1830 temporal range associated with creamware and wrought nails includes the period of encampment, machine-headed, machine-cut nails generally appear no earlier than 1820 and stoneware Ginger Beer bottles no earlier than 1835. Therefore, neither the location of site 44NK0283 nor the time range associated with the bulk of the assemblage corresponds with the expected attributes of the encampment.

Ruins appear on the ridge on Gilmer's 1863 map of the Bottoms Bridge vicinity (Figure 17, p. 60). Gilmer's (1863) map was geo-referenced to evaluate the association between the ruins and site 44NK0283. The ruins appear located further east, near the broader portion of the ridge, suggesting that site 44NK0283 represents the remains of an ephemeral structure or a field scatter of material located downhill from and west of the former location of the ruins.

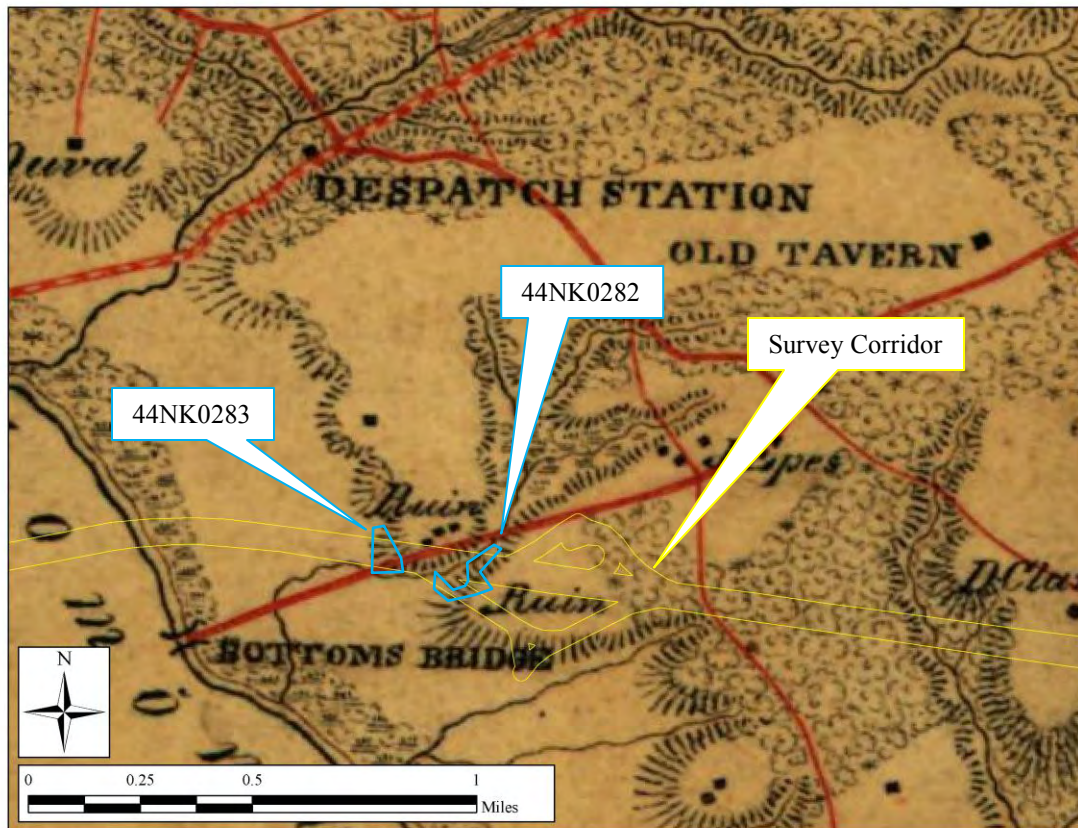


Figure 17: Detail from a *Map of New Kent, Charles City, James City and York counties* (Gilmer 1863) Depicting the Bottoms Bridge Survey Area and Sites 44NK0282 and 44NK0283.

Evaluation and Significance

The significance of site 44NK0283 was evaluated in relation to the NRHP eligibility criteria. The site was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of the distinctive characteristics of a style; and Criterion D, for its potential to yield information important in history and prehistory.

Despite the presence of ruins depicted in the vicinity of site 44NK0283 on an 1863 map and the possibility that the site extends beyond the APE, the geo-referenced maps indicate that site 44NK0283 within the area surveyed does not correspond to the location of the ruins depicted Gilmer's (1863) map of New Kent and other counties. Neither is the site associated with the possible 1814 militia camp reportedly located in the Bottoms Bridge vicinity. Based on the low density of artifacts recovered from the uppermost soils, the absence of cultural features, and the probability that the artifacts were associated with an ephemeral structure or represent a field scatter or short term activity, the portion of the site within the APE does not appear to have the potential to provide additional information on the eighteenth- or nineteenth-century history of eastern Virginia (Criterion D). This site is located within the boundaries of the Cold Harbor Battlefield (042-5017) and the Savage Station Battlefield (043-0308). Although the Cold Harbor

and Savage Station Battlefield resources have been determined to be Potentially Eligible for the NRHP, site 44NK0283 does not fall within the period of significance for these battlefields, and, as such, it is recommended that this site is not a contributing element to these battlefields. Based on the archaeological survey and limited historic research there is no association between these deposits and any significant historical events or pattern of events (Criterion A) or known significant persons (Criterion B), nor do the deposits illustrate the distinctive characteristics of a type, period, or method of construction (Criterion C). As such, it is recommended that the portion of the site within the project's APE does not contribute to the potentially overall eligibility of this site and no additional work is recommended.

Exit 211

The Exit 211 survey area is located in New Kent County. This is a small section approximately 300 foot (91.5 m) in length by 160 foot (48.8 m) wide, located about 4,000 ft. (1,219 m) east of the Route 106 and Route 609 interchange within the interstate median (Figure 18). This area is of interest based on the presence of a patch of *Vinca minor*, commonly known as periwinkle (Photo 25, p. 62). Periwinkle is a perennial often found in historic cemeteries.

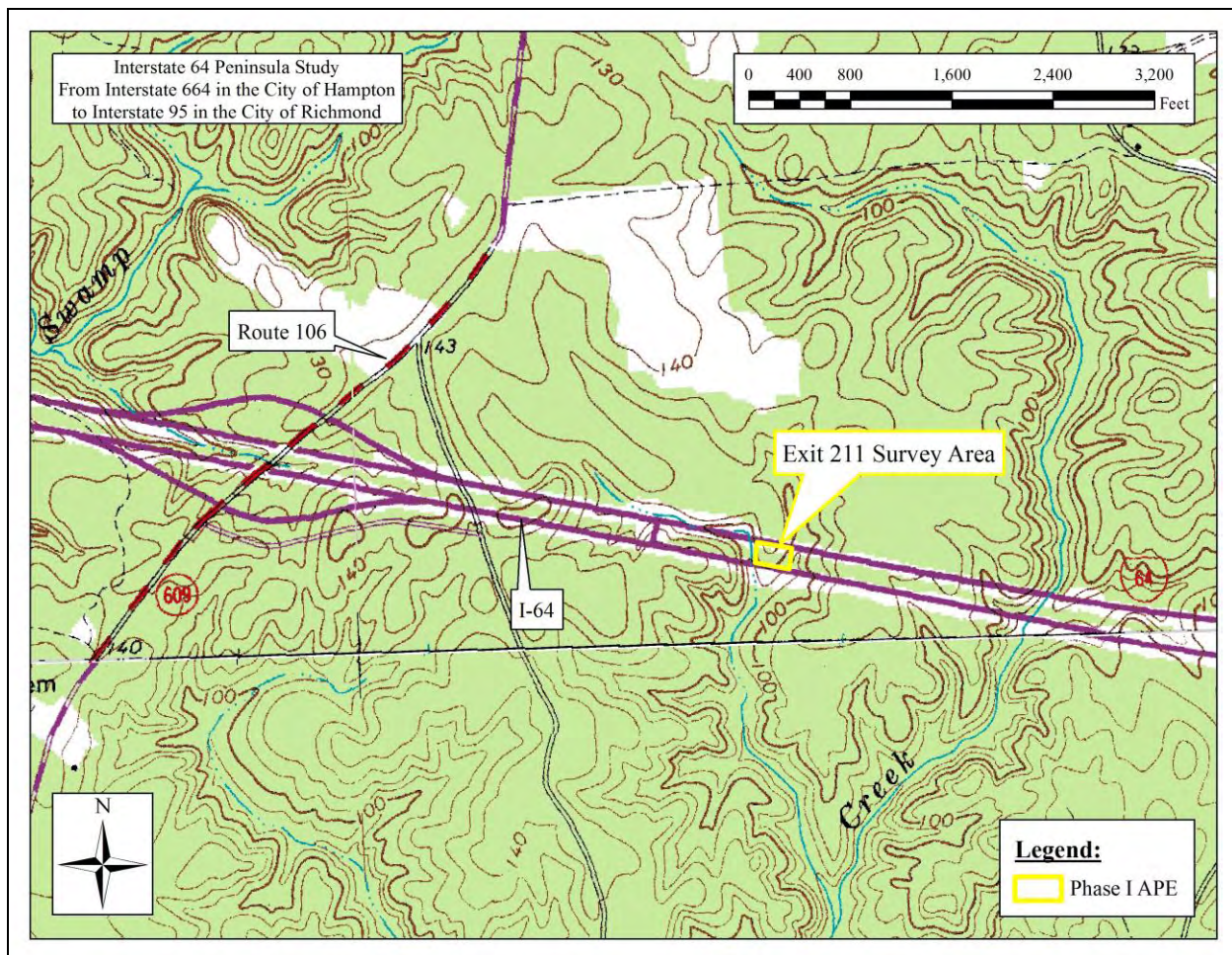


Figure 18: Location of the Exit 211 Survey Area on the Tunstall and Providence Forge 7.5-Minute Topographic Quadrangles (USGS 1994b and 1994c).

The APE for the Exit 211 area includes the median area within the Interstate corridor surrounding the concentration of periwinkle (Photo 26, p. 64). A pedestrian survey of the entire highway median between the median cross-over located west of the survey area and the Schiminoe Creek overpass was conducted in order to investigate the identified periwinkle concentration. The survey area was identified as the small landform east of a tributary drainage of Schiminoe Creek on a narrow finger ridge. The landform runs approximately 300 foot (91.5 m) then drops steeply into a drainage channel east of the small landform before rising onto a large flat ridge top. The periwinkle patch encompassed a small 50 foot by 40 foot (15.2 x 12.2 m) area at the northeast corner of the survey area.

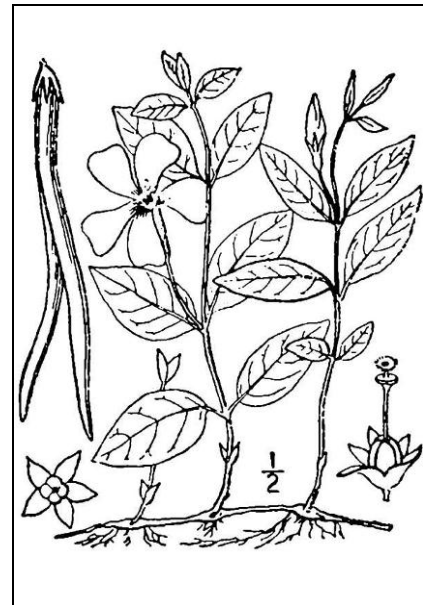


Photo 25: Photo of Periwinkle in Bloom within the Exit 211 Survey Area (left) and Profile Image of Common Periwinkle (right) (USDA-NRCS PLANTS 2011).

The survey involved surface inspection of the entire median on the identified landform and subsurface inspection through the excavation of STPs (Photo 27, p. 64). Due to the potential sensitivity of this survey area, STP intervals were reduced to 50 foot (15.2-m) intervals throughout the APE. Additionally, judgmental STPs were placed between the regular intervals and a penetrometer survey was conducted within the periwinkle concentration area. Drainage construction work was identified at crossings outside of the survey area APE. Disturbances within the survey area generally included some road grading along the north and south edge of the APE. The survey area encompasses approximately one acre (0.4 hectares) with elevations ranging from 100 to 120 feet (30.5 to 36.6 m) AMSL.

A total of 12 STPs was excavated across the survey area along two transects. The average depth of shovel tests was 19.9 inches (50.5 cm) with a maximum depth of 34 inches (86.4 cm). The average depth of A-horizon soils throughout the area was 7.1 inches (18 cm) with the deepest being 14 inches (35.5 cm). The soil profiles were relatively consistent within this small area (Figure 19, p.63). Shovel tests generally displayed a thin detritus layer of decomposing organic

material (A₀-horizon) overlaying an organic dark grayish brown silt loam upper A-horizon followed by a yellowish brown sandy loam E-horizon. The B-horizon subsoil varied from strong brown to brownish yellow clay loam.

The additional penetrometer survey conducted within the periwinkle area resulted in an inconclusive determination. Since no known grave sites exist within or in the immediate vicinity of the survey area, no local graves could be used to set a controlled calibration for the survey. The “calibration” for the penetrometer was set based the soil compaction of soils observed outside of the periwinkle concentration, typically over 150 psi and on typical compaction of graves, generally under 150 psi.

Positive hits were identified by a reading under 150 psi with particular attention being paid to very low readings and negative hits were identified by reading over 150 psi. Readings taken in areas of known disturbance, such as near the base of road grading at the northern edge of the periwinkle area and along the edge of road pavement, produced compaction levels of over 300 psi. Readings taken within the periwinkle area generally produced negative hits throughout the area. Positive readings were identified sporadically and did not produce additional positive readings when probes were placed at perpendicular alignments along the grid. The irregular pattern produced by this survey is likely indicative of uprooted trees, rotted tree stumps or minor construction disturbances within this area and, therefore, did not provide a definitive determination of potential graves within the area.

The survey recovered one cut nail within the project area (Figure 20, p.65) The cut nail was removed from E-horizon soils in STP B4. The shovel test is located near the base of the road embankment along the southern edge of the study area. Road debris in the form of modern bottle glass fragments, pieces of the guardrail, and automobile parts was observed on the surface near STP B4. While the manufacture and primary use of cut nails occurred between 1810 and 1890 and are generally associated with architectural remains, due to the absence of additional artifacts from subsequent radial shovel tests this artifact is recorded as an isolated occurrence (ISF 1).

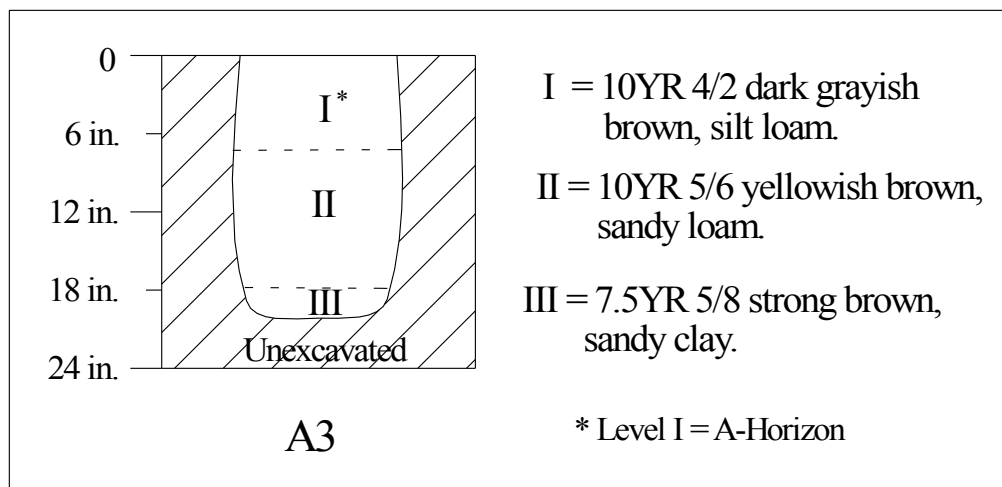


Figure 19: Representative Shovel Test Profile within the Exit 211 Survey Area.



Photo 26: Overview of Periwinkle Concentration Area in the Survey Area, Facing Northeast.



Photo 27: Archaeologists Genevieve Goerling and Richard Freeman Excavating a Shovel Test within the Exit 211 Survey Area, Facing North.

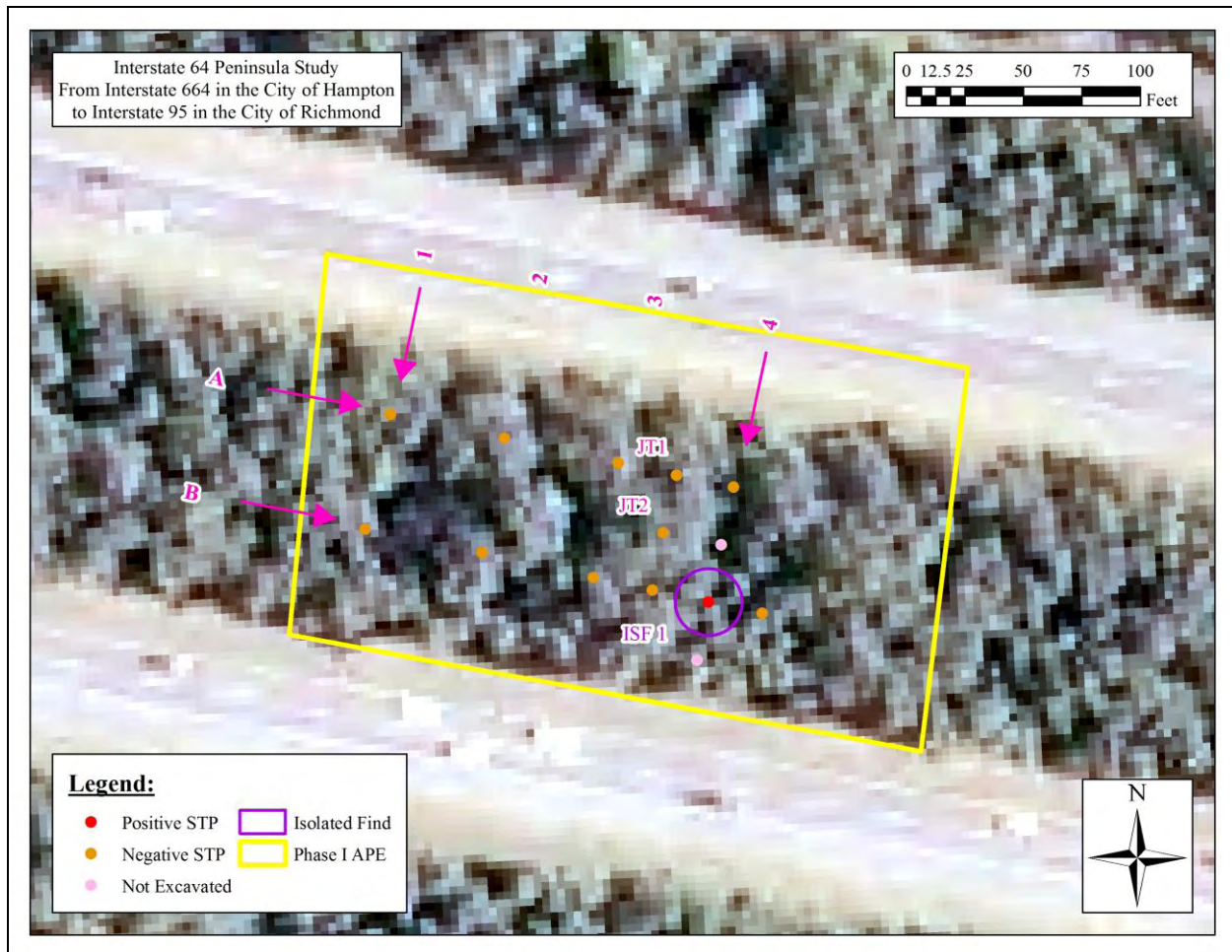


Figure 20: Shovel Test Map of Exit 211 Survey Area (NAIP 2004b).

Warwick River

The Warwick River survey area is located in Newport News, Virginia and includes all areas adjacent to the shores of the Warwick River (Newport News Reservoir) along the I-64 corridor (Figure 21, p.66). Earthworks and fortifications associated with the Battle of Yorktown (099-5283) during the Peninsula Campaign are present around the vicinity of the survey area (Figure 22, p. 67). Established boundaries for the Battle of Yorktown (099-5283) encompass the survey area. The APE for the survey area encompasses the bridges along the I-64 corridor that divide the upper and middle basins of the reservoir. The survey's APE for archaeology is defined as the construction footprint, including any project activity up to 100 feet (30.5 m) from the edge of pavement and medians. The survey area includes the portions of the interstate corridor adjacent to the shores of the Newport News Reservoir. The segments surveyed more specifically encompass a portion of the I-64 corridor extending northwest along the highway for approximately 2,200 feet (670.6 m) in length from the reservoir overpass and 1,550 feet (472.4 m) extending to the southeast. Additionally, the overpass over Jones Run, located south of the intersection of I-64 with Route 105 (Fort Eustis Boulevard), was included due to its proximity to

the reservoir. These southern segments around the Jones Run intersection include a 1,400-foot (426.7-m) long corridor on the west side of the Interstate and an 875-foot (266.7-m) long segment on the east side. The two segments of the Warwick River survey area encompass approximately 34.3 acres (13.9 hectares).

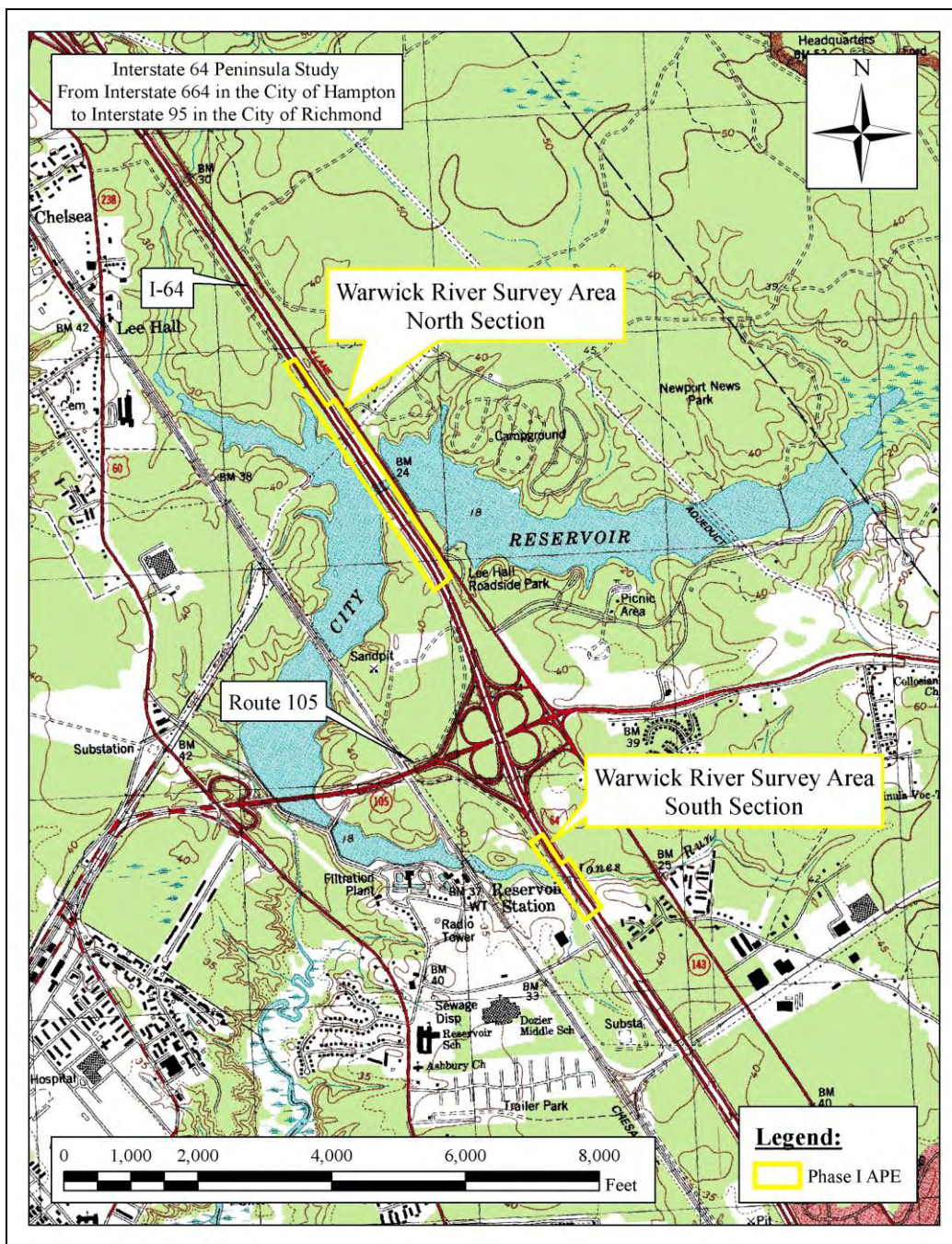


Figure 21: Location of the Project Area including the archaeological APE on the Yorktown 7.5-Minute Topographic Quadrangle (USGS 1994d).

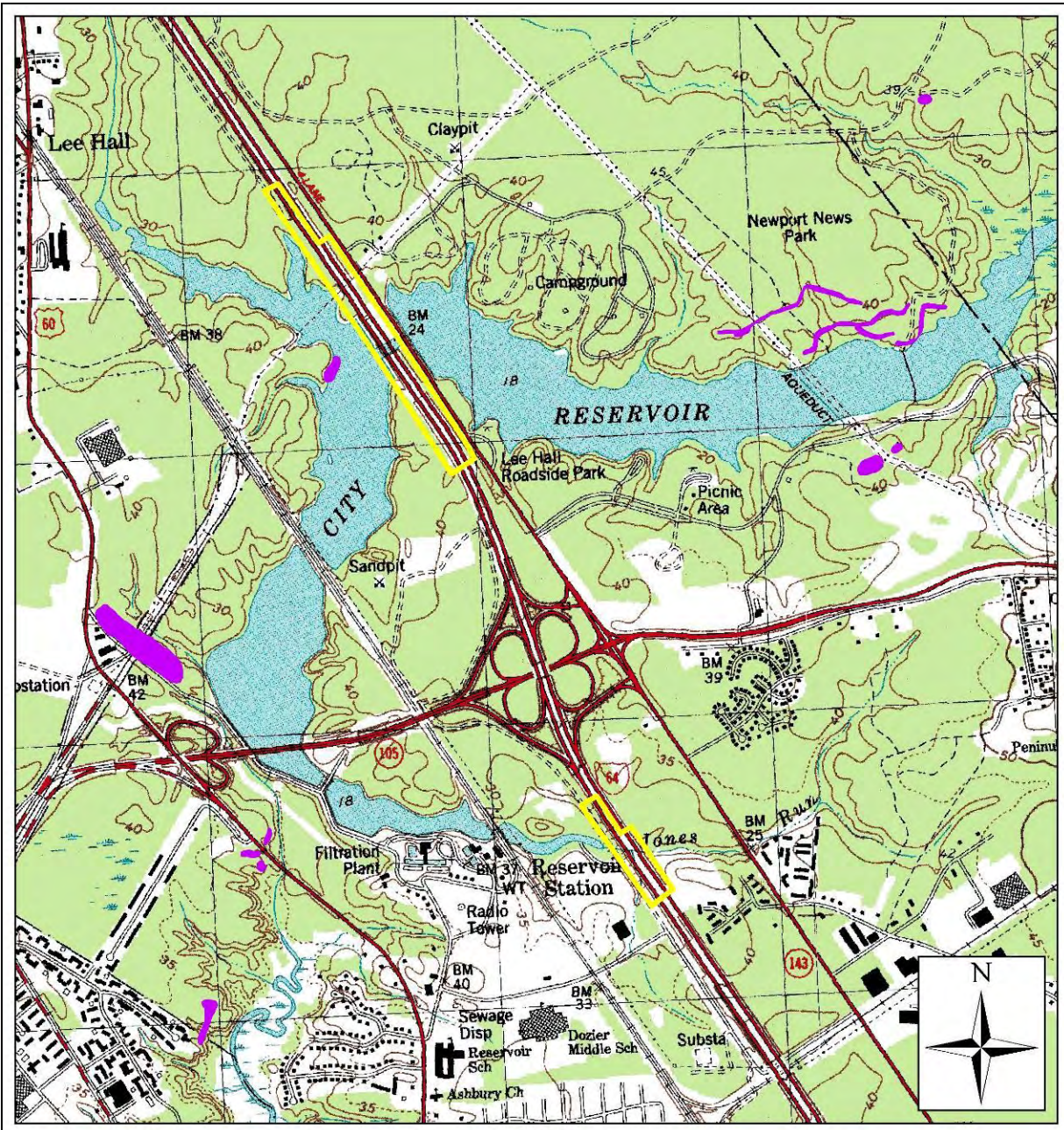


Figure 22: Location of Earthworks Associated with the Battle of Yorktown (shaded in purple) on the Yorktown 7.5-Minute Topographic Quadrangle (USGS 1994d).

The northern segments adjacent to the reservoir shorelines near the overpass for I-64 are located adjacent to Newport News Park property (Photo 28–Photo 30, pp. 69–70). An apartment complex is located adjacent to the east side of the southern segment and undeveloped commercial and industrial property abuts the western side. Vegetation within the survey area consisted of deciduous hardwoods forests generally composed of oaks and some pine. Ground vegetation included grasses and swaths of poison ivy. The narrow corridor segments traverse the

reservoir and small creek. The landforms adjacent to these bodies of water are generally flat coastal terraces with elevations ranging from 0 to 40 feet (0 to 12.2 m) AMSL.

The current survey involved the surface inspection of the entire APE within the established segments around the reservoir and Jones Run and subsurface inspection through the excavation of STPs in undisturbed portions of the survey area. The Warwick River survey area was determined to have a high potential for Civil War-related materials. Therefore, metal detector survey augmented shovel testing in the survey area. Portions of the project area were observed to be disturbed by highway construction and drainage infrastructure. Highway construction disturbance generally included construction overburden or grading (Photo 31–Photo 32, pp. 70–71). Concrete culverts and rip-rap along drainages were encountered near the Jones Run segment of the survey area which was often indicative of extensive construction disturbance (Photo 33, p. 71). STPs were placed, where feasible in order to confirm soil disturbances and photographs were taken to fully document the level of disturbance.

Shovel testing occurred in all testable portions of the survey area; portions not tested included areas of known disturbance and portions of the APE that were inundated. The survey area was tested with 5 transects (A–E). Additionally, a metal detector survey augmented the survey throughout the Warwick River area. A total of 71 STPs was excavated across the survey area. Due to the length and width of the two segments, soil profiles varied across the survey area. The average depth of shovel tests was 14.3 inches (36.3 cm) with a maximum depth of 29 inches (73.7 cm). The average depth of A-horizon soils throughout the area was 6.6 inches (16.8 cm) with the deepest being 13 inches (33 cm).

Shovel tests generally displayed two stratigraphic profiles within the survey area (Figure 23, p. 72). Shovel tests located in the northern segment of the survey area around the reservoir crossing generally displayed a very thin to no detritus layer of decomposing organic material (Ao-horizon) overlaying a thick dark grayish brown sandy loam upper A-horizon. This was above yellowish brown clay mottled with gray clay subsoil typical of poorly draining soils. Soil profiles recorded on elevated terraces further away from the river banks typically displayed a deeper and more developed stratigraphy. These soil profiles generally displayed a thin detritus layer of decomposing organic material (Ao-horizon) overlaying a thick dark grayish brown sandy loam upper A-horizon. This was found directly above a brownish yellow sandy clay loam E-horizon. The B-horizon subsoil is compact yellowish brown sandy clay.

A total of four artifacts was recovered within the survey area (Figure 24, p.73). All artifacts recovered were considered isolated finds. Two FCR fragments were recovered from shovel testing. These were located along transect A on the east side of the I-64 corridor at STPs A17 (ISF 1) near the edge of the reservoir crossing and A25 (ISF 2) on the slope near the top of a flat elevated terrace. Each produced one FCR fragment. No additional artifacts were recovered from subsequent radial shovel tests around these locations. Due to the lack of additional artifacts recovered from subsequent radial shovel tests, these artifacts are considered isolated occurrences.



Photo 28: View of the Survey Corridor from the Reservoir Basin Crossing, Facing North.



Photo 29: General Overview of the Survey Corridor with Reservoir Shoreline in Background, Facing South.



Photo 30: View of the Fill Slope within the Survey Corridor with the Reservoir Shoreline in Background, Facing South.



Photo 31: View of Road Grading along Edge of I-64 Corridor, Facing Northwest.



Photo 32: View of Steep Grade Along I-64 in the Survey Area, Facing North.



Photo 33: Overview of Concrete Culvert and Drain in the Survey Corridor, Facing West.

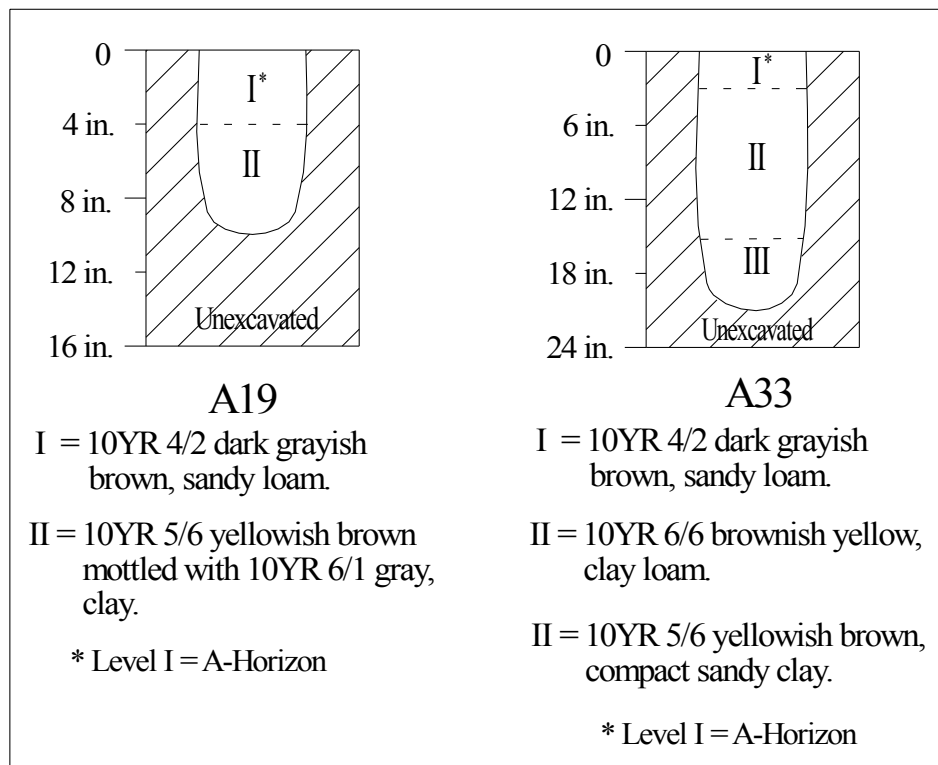


Figure 23: Representative Shovel Test Profiles within the Warwick River Survey Area.

Due to the location of the APE within the boundaries of the Battle of Yorktown (099-5283), metal detector survey was conducted to investigate for Civil War-related materials (Photo 34, p. 74). This engagement occurred between April 5–May 4, 1962 during the Peninsula Campaign, and associated earthworks and fortifications still remain and can be seen along the peripheries of the reservoir. During this metal detector survey modern road debris and trash discard was regularly encountered but not collected. Two metal detector hits (MD) were recorded along the southern bank of the reservoir along the west side (east-bound) of the I-64 corridor. MD 1 (ISF 3) produced one lead .58 caliber bullet typical of the armaments used during engagements of the Civil War and MD 2 (ISF 4) recovered one unidentifiable metal fragment (Figure 24, p.73). The .58 caliber bullet recovered from MD 1 was a popular ammunition load during the American Civil War generally utilized by the mass-produced Springfield Musket. This bullet was complete and determined to have been impacted. Due to the lack of additional cultural material, it was determined to represent an isolated occurrence. As such, this was not assigned a site number. Due to excessive corrosion and deformity, the unidentified metal recovered from MD 2 cannot be evaluated in itself as a contributing element to the existing resource and is therefore considered an isolated occurrence.

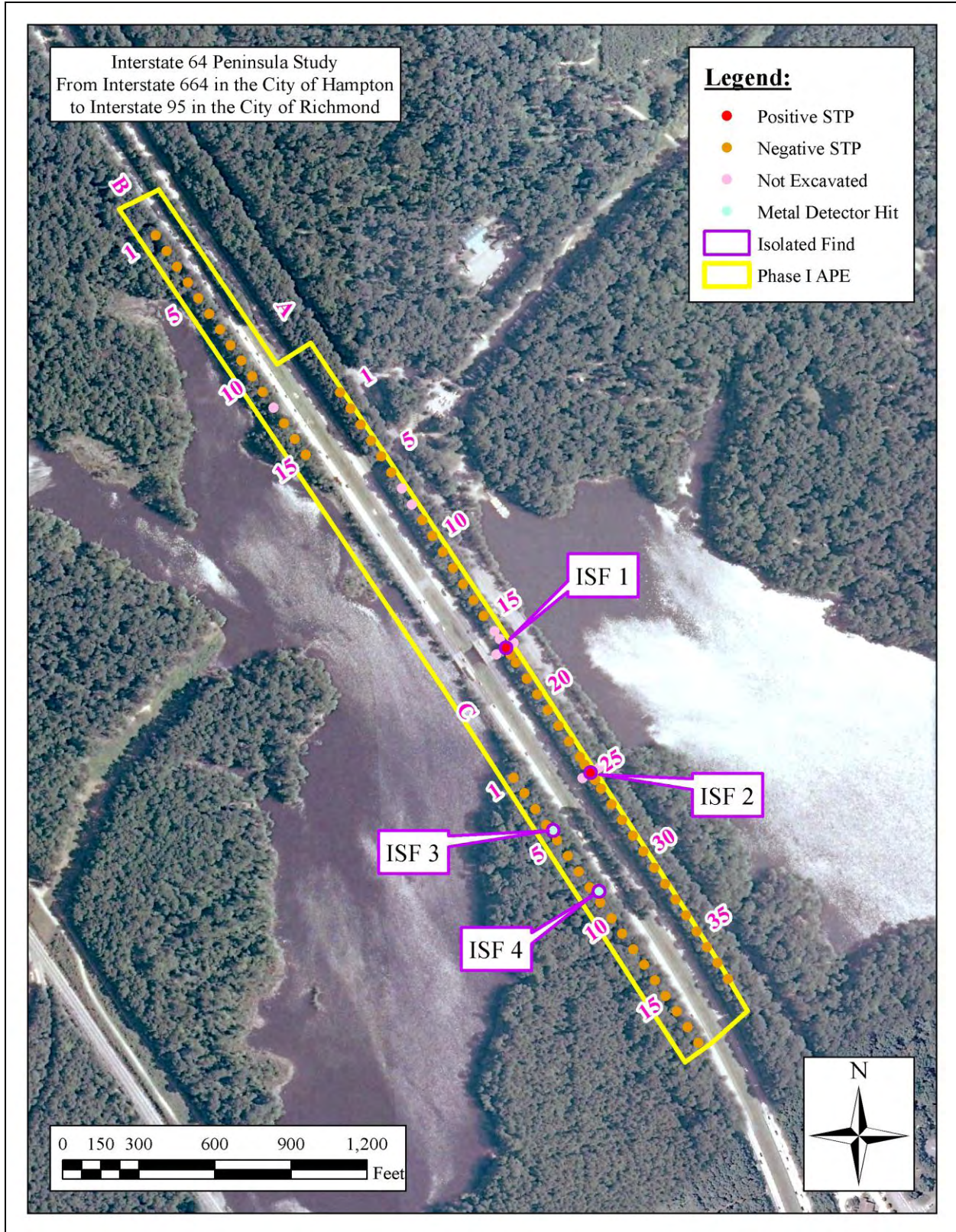


Figure 24: Isolated Finds Identified within the Warwick River Survey Area (NAIP 2004c).



Photo 34: Archaeologists Genevieve Goerling and Richard Freeman Conducting the Metal Detector Survey, Facing Northwest.

SUMMARY AND RECOMMENDATIONS

On behalf of VDOT and McCormick Taylor, Dovetail conducted a Phase I archaeological survey within three sections of the I-64 Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites which may warrant consideration for preservation in place. The project is being completed prior to preparation of the EIS for the I-64 Peninsula Study, and is coordinated with VDOT as State Project No. 0064-M11-002,P101; UPC No. 92212 and DHR File #2008-1573. The survey included archaeological survey of two sections of the corridor located in Henrico and New Kent Counties and one section in Newport News, Virginia.

The project examined the APE of the survey corridor within the selected areas. The goals of the archaeological survey were to identify any archaeological resources over 50 years in age and to make recommendations on the NRHP eligibility for all identified resources. In summation, two newly identified archaeological sites (44NK0281 and 44NK0282) were recorded and three previously identified sites were surveyed (44HE0004, 44HE1063, and 44NK0100) (Table 9, p. 77). Two of these sites were re-located, and additional artifacts were recovered from 44HE1063 and 44NK0100.

Site 44HE0004 is a previously identified temporary camp with a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation. The site was originally located in the western portion of Bottoms Bridge survey area along the south side of the I-64 corridor. No additional artifacts were recovered during this survey within the site. This site was found to have been heavily impacted by construction of the highway corridor and may partially or entirely be located within an inundated area. As such, the portion of the site within the project's APE is recommended as Not Eligible for listing on the NRHP and no further work is suggested.

Site 44HE1063 is a previously identified campsite dating to the Middle Archaic (8,800–5,500 B.P.) and Woodland Period (3,200–400 B.P.). This survey re-identified this site in the western portion of Bottoms Bridge survey area along the south side of the I-64 corridor. A total of 23 artifacts was recovered from six shovel tests excavated within the site and two surface collection locations. Based on intact subsurface integrity within the site boundary and the quantity of artifacts recovered during this survey this site is recommended Potentially Eligible for listing on the NRHP under Criterion D, meaning more intensive archaeological testing and evaluation (Phase II) is necessary to conclusively determine National Register eligibility.

Site 44NK0100 is a previously identified multi-component site with a date range spanning the Archaic Period (10,000–3,200 B.P.), the Early and Middle Woodland Periods (3,200–1,000 B.P.), and the nineteenth century. The site is located near the center of the Bottoms Bridge survey area and encompasses a large area that spans across the I-64 corridor. A total of 44 artifacts was recovered from the 18 positive shovel tests excavated within the site. Based on intact subsurface integrity within the site boundary and the quantity of artifacts recovered during this survey this site is recommended Potentially Eligible for listing on the NRHP under Criterion D.

Site 44NK0281 is a small multicomponent site consisting of a prehistoric lithic scatter with a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation and a minor Civil War battlefield component. Located near the eastern extent of the Bottoms Bridge survey area, the site encompasses a large area that spans across the I-64 corridor. A total of 65 artifacts was recovered from eight shovel tests excavated within the site. Due to the quantity of artifacts recovered within the site and the identification of the possible presence of cultural features, this site is recommended Potentially Eligible for listing on the NRHP under Criterion D.

Site 44NK0282 is a large multi-component camp site consisting of a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation and a historic trash scatter. Located near the eastern extent of the Bottoms Bridge survey area the site encompasses a large area that spans across the I-64 corridor. A total of 93 artifacts was recovered from 46 shovel tests excavated within the site. Due to the large quantity of artifacts, this site is recommended Potentially Eligible for listing on the NRHP under Criterion D.

Site 44NK0283 is a small eighteenth- and nineteenth-century trash scatter and a temporary camp of the Middle and Late Woodland periods. Although the site may extend beyond the boundaries of the APE, based on the low density of artifacts recovered from the uppermost soils, the absence of cultural features, and the probability that the artifacts were associated with an ephemeral structure or represent a field scatter or short term activity, the portion of the site within the APE is recommended Not Eligible for listing on the NRHP under Criterion D.

The study examined a major river crossing near the Chickahominy River and the core of two battlefields, clearly not a representative sample of environmental and archaeological variation across the Virginia's Lower Peninsula. Nevertheless, Bottoms Bridge exemplifies typical precontact settlement patterns near the marshy Chickahominy River, and Native American settlements clustered along the major rivers, including the Chickahominy, during the seventeenth century. Because the probability of discovering archaeological evidence linking a particular location depicted on Smith's (1624) map of Virginia with a particular archaeological site is extremely low, extensive excavation would be required to document such a connection, suggesting that the chief value of the portion of any such a resource within the I-64 Peninsula Study Area lies in the potential contribution to knowledge of the past rather than the value for preservation in place. Therefore the probability the portion of a the archaeological remains of a seventeenth-century Native American settlement within the I-64 Peninsula Study Area would warrant consideration for preservation in place appears low.

Likewise, the correlation between fortifications and battlefields is relatively high, though not universal. The ABPP-recommended Potential National Register Boundary of the Civil War Battles of Williamsburg (099-5282) and Yorktown (099-5283) includes portions of the I-64 Peninsula Study Area. Earthworks associated with the with the Civil War Battles of Yorktown (099-5283) and Williamsburg (099-5282) remain intact near the I-64 Peninsula Study Area, and an archaeological resource associated with the Battle of Williamsburg located within the I-64 Peninsula Study Area has been recommended potentially eligible under Criterion D (Redoubt 9, Therefore, archaeological resources that possibly represent contributing elements of the two battlefields demonstrably remain intact near the I-64 Peninsula corridor, and at least the above-ground portion of the resources may warrant consideration for preservation in place.

Disturbance within the I-64 Peninsula Study Area, however, may reduce the probability of identifying additional archaeological resources in Yorktown battlefield.

Table 9: Summary of Recommendations for Identified Resources.

Property	Description	NRHP Eligibility
44HE0004	Temporary Camp	Not Eligible
44HE1063	Temporary Camp	Potentially Eligible*
44NK0100	Multi-Component Domestic Site	Potentially Eligible*
44NK0281	Lithic Scatter; Civil War Component	Potentially Eligible*
44NK0282	Temporary Camp	Potentially Eligible*
44NK0283	Trash Scatter	Not Eligible

* Potentially eligible means additional information, typically gathered through more intensive archaeological testing and evaluation (Phase II), is required to conclusively determine the NRHP eligibility of the resource.

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APPENDIX A: STP CATALOG

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Exit 211	A1		I	0	6	10YR 4/2 Dark Grayish Brown Silt Loam	location on western facing slope on landform with periwinkle, halted excavations due to thick tree roots	MAG/CAC	3/28/2011
Exit 211	A1		II	6	14	10YR 5/6 Yellowish Brown Sandy Loam		MAG/CAC	3/28/2011
Exit 211	A2		I	0	6	10YR 4/2 Dark Grayish Brown Silt Loam	Location approximately 70ft West from periwinkle patch	MAG/CAC	3/28/2011
Exit 211	A2		II	6	13	10YR 5/6 Yellowish Brown Sandy Loam		MAG/CAC	3/28/2011
Exit 211	A2		III	13	19	7.5YR 5/8 Strong Brown Sandy Clay		MAG/CAC	3/28/2011
Exit 211	A3		I	0	7	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	A3		II	7	14	10YR 5/6 Yellowish Brown Sandy Loam		MAG/CAC	3/28/2011
Exit 211	A3		III	14	19	7.5YR 5/8 Strong Brown Sandy Clay		MAG/CAC	3/28/2011
Exit 211	A4		I	0	9	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	A4		II	9	14	10YR 5/6 Yellowish Brown Sandy Loam		MAG/CAC	3/28/2011
Exit 211	A4		III	14	18	7.5YR 5/8 Strong Brown Sandy Clay	End of transect	MAG/CAC	3/28/2011
Exit 211	B1		I	0	6	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	B1		II	6	8	10YR 5/6 Yellowish Brown Sandy Root		MAG/CAC	3/28/2011
Exit 211	B1		III	8	12	10YR 6/8 Brownish Yellow Clay Loam		MAG/CAC	3/28/2011
Exit 211	B2		I	0	8	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	B2		II	8	12	10YR 5/6 Yellowish Brown Sandy Root		MAG/CAC	3/28/2011
Exit 211	B2		III	12	16	10YR 6/8 Brownish Yellow Clay Loam		MAG/CAC	3/28/2011
Exit 211	B3		I	0	11	10YR 4/2 Dark Grayish Brown Silt Loam	One modern glass discarded, More compacted, Loamy Clay	MAG/CAC	3/28/2011
Exit 211	B3		II	11	17	10YR 5/6 Yellowish Brown Sandy Root		MAG/CAC	3/28/2011
Exit 211	B3		III	17	22	10YR 6/8 Brownish Yellow Clay Loam		MAG/CAC	3/28/2011
Exit 211	B4	East	I	0	6	10YR 4/2 Dark Grayish Brown Silt Loam	On major slope right before steep drop	MAG/CAC	3/28/2011
Exit 211	B4	East	II	6	10	10YR 5/6 Yellowish Brown Sandy Loam		MAG/CAC	3/28/2011
Exit 211	B4	East	III	10	14	10YR 6/8 Brownish Yellow Clay Loam		MAG/CAC	3/28/2011
Exit 211	B4	North				!!NO DIG!!		MAG/CAC	3/28/2011
Exit 211	B4	South				!!NO DIG!!	Due to large burm/ slope	MAG/CAC	3/28/2011
Exit 211	B4	West	I	0	6	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	B4	West	II	6	10	10YR 5/6 Yellowish Brown Sandy Loam		MAG/CAC	3/28/2011
Exit 211	B4	West	III	10	14	10YR 6/8 Brownish Yellow Clay Loam		MAG/CAC	3/28/2011
Exit 211	B4		I	0	14	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	B4		II	14	29	10YR 5/6 Yellowish Brown Sandy Root		MAG/CAC	3/28/2011
Exit 211	B4		III	29	34	10YR 6/8 Brownish Yellow Clay Loam		MAG/CAC	3/28/2011
Exit 211	JT1		I	0	4	10YR 4/2 Dark Grayish Brown Silt Loam	Fill Strato, Location at center of periwinkle patch	MAG/CAC	3/28/2011
Exit 211	JT1		II	4	16	10YR 5/4 Yellowish Brown mottled with 7.5YR 5/6 Strong Brown		MAG/CAC	3/28/2011
Exit 211	JT1		III	16	18	10YR 4/1 Dark Gray Sandy Loam		MAG/CAC	3/28/2011
Exit 211	JT1		VI	18	32	7.5YR 5/8 Strong Brown mottled with 10YR 4/1 Dark Gray Sandy Clay		MAG/CAC	3/28/2011
Exit 211	JT2		I	0	3	10YR 4/2 Dark Grayish Brown Silt Loam		MAG/CAC	3/28/2011
Exit 211	JT2		II	3	21	10YR 4/1 Dark Gray mottled with 10YR 2/1 Black and 10YR 5/4 Yellowish Brown Sandy Clay Loam		MAG/CAC	3/28/2011
Exit 211	JT2		III	21	25	7.5YR 5/8 Strong Brown mottled with 10YR 4/1 Dark Gray Sandy Clay		MAG/CAC	3/28/2011
Bottoms Bridge	A1		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to water into STP, loc just beyond fence 80ft from edge of pavement, Trancet runs along SW off ramps	RJF/ MAG	3/29/2011
Bottoms Bridge	A1		II	3	8	10YR 5/6 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A1		III	8	16	10YR 6/8 Brownish Yellow mottled with 10YR 4/1 Dark Gray Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A1		IV	16	20	10YR 4/1 Dark Gray Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A10		I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	A10		II	8	23	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A10		III	23	27	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A11		I	0	9	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A11		II	9	13	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A11		III	13	18	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A12		I	0	13	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A12		II	13	22	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A12		III	22	26	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A13		I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A13		II	5	20	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A13		III	20	25	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A14		I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A14		II	10	16	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A14		III	16	20	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A15		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A15		II	10	17	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A15		III	17	22	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A16		I	0	8	10YR 3/3 Dark Brown Sandy Loam	Root Impasse after Level II	CC/GG	3/29/2011
Bottoms Bridge	A16		II	8	11	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A17		I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A17		II	6	15	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A17		III	15	19	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A18	East	I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A18	East	II	8	15	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A18	East	III	15	20	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A18	North	I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A18	North	II	6	10	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	A18	North	III	10	16	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A18	South	I	0	5	10YR 3/3 Dark Brown Sandy Loam	Root Impasse after Level II	CC/GG	3/29/2011
Bottoms Bridge	A18	South	II	5	7	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A18		I	0	4	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A18		II	4	9	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A18		III	9	14	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A19	North	I	0	18	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A19	North	II	18	26	10YR 5/3 Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A19	South	I	0	17	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A19	South	II	17	36	10YR 5/3 Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A19	West	I	0	5	10YR 5/4 Yellowish Brown Medium Sand	Terrace above creek, Possible feature- mottled dark soil throughout 7-9 inches	CC/GG	3/30/2011
Bottoms Bridge	A19	West	II	5	7	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/30/2011
Bottoms Bridge	A19	West	III	7	9	10YR 4/3 Brown and 5/8 Yellowish Brown Silty Sand		CC/GG	3/30/2011
Bottoms Bridge	A19	West	IV	9	36	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/30/2011
Bottoms Bridge	A19		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam	Located on small terrace overlooking small drip drainage	RJF/ MAG	3/29/2011
Bottoms Bridge	A19		II	9	22	10YR 5/3 Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A19		III	22	36	10YR 5/4 Yellowish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A2		I	0	10	10YR 4/2 Dark Grayish Brown Silty Sand	Terminated after level II due to water	CC/GG	3/29/2011
Bottoms Bridge	A2		II	10	15	10YR 6/2 Light Brownish Gray Silty Sand		CC/GG	3/29/2011
Bottoms Bridge	A20	North				!!NO DIG!!	Interstate Disturbance	CC/GG	3/30/2011
Bottoms Bridge	A20	South	I	0	8	10YR 3/3 Dark Brown Sandy Loam	Edge of Terrace	CC/GG	3/30/2011
Bottoms Bridge	A20	South	II	8	20	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/30/2011
Bottoms Bridge	A20	South	III	20	36	10YR 4/2 Dark Grayish Brown Silty Sand		CC/GG	3/30/2011
Bottoms Bridge	A20	West				!!NO DIG!!	In Creek	CC/GG	3/30/2011
Bottoms Bridge	A20		I	26	12	10YR 4/2 Dark Grayish Sandy Loam	Halted due to water, Located in creek bed with bamboo	RJF/ MAG	3/29/2011
Bottoms Bridge	A21		I	0	11	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Adjacent Stream	CC/GG	3/29/2011
Bottoms Bridge	A21		II	11	15	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	A22		I	0	8	10YR 3/1 Very Dark Gray Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A22		II	8	13	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A22		III	13	25	10YR 5/2 Grayish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A23	East	I	0	11	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A23	East	II	11	36	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A23	North				!!NO DIG!!	Not dug due to pipeline	RJF/ MAG	3/29/2011
Bottoms Bridge	A23	South				!!NO DIG!!	Not dug due to pipeline	RJF/ MAG	3/29/2011
Bottoms Bridge	A23	West				!!NO DIG!!	Not dug due to pipeline	RJF/ MAG	3/29/2011
Bottoms Bridge	A23		I	0	9	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A23		II	9	36	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A24		I	0	13	10YR 3/1 Very Dark Gray Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A24		II	13	26	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A24		III	26	30	10YR 6/6 Brownish Yellow mottled with 10YR 5/6 Yellowish Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A25		I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A25		II	8	13	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A25		III	13	18	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A26	West	I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A26	East	I	0	16	10YR 3/1 Very Dark Gray Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A26	West	II	10	22	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A26	East	II	16	26	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A26	West	III	22	26	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A26	East	III	26	30	10YR 6/6 Brownish Yellow mottled with 10YR 5/6 Yellowish Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A26	North				!!NO DIG!!	Slope to road	RJF/ MAG	3/29/2011
Bottoms Bridge	A26	South	I	0	9	10YR 3/3 Dark Brown Sandy Loam	Root Impasse	CC/GG	3/29/2011
Bottoms Bridge	A26		I	0	12	10YR 3/1 Very Dark Gray Sandy Loam	Located between fences in "killshack area"	RJF/ MAG	3/29/2011
Bottoms Bridge	A26		II	12	20	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A26		III	20	25	10YR 6/6 Brownish Yellow mottled with 10YR 5/6 Yellowish Brown Sandy Clay		RJF/ MAG	3/29/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	A27		I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A27		II	7	19	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A27		III	19	25	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A28		I	0	5	10YR 4/2 Dark Grayish Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A28		II	5	24	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A28		III	24	33	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A29		I	0	6	10YR 4/2 Dark Grayish Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A29		II	6	19	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A29		III	19	24	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A3		I	0	7	10YR 4/2 Dark Grayish Brown Silty Sand	Terminated after level II due to water	CC/GG	3/29/2011
Bottoms Bridge	A3		II	7	11	10YR 6/2 Light Brownish Gray Silty Sand		CC/GG	3/29/2011
Bottoms Bridge	A30		I	0	11	10YR 4/2 Dark Grayish Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A30		II	11	22	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A30		III	22	27	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A31		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to root impasse, Located on berm near edge of road	RJF/ MAG	3/29/2011
Bottoms Bridge	A31		II	10	15	10YR 5/4 Yellowish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A32		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam	Located on berm embankment overlooking road trace and Southwest of Road	RJF/ MAG	3/29/2011
Bottoms Bridge	A32		II	7	20	10YR 5/1 Gray mottled with 7.5YR 5/6 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A33		I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/30/2011
Bottoms Bridge	A33		II	6	20	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/30/2011
Bottoms Bridge	A33		III	20	25	10YR 4/2 Dark Grayish Brown Silty Clay		CC/GG	3/30/2011
Bottoms Bridge	A34		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A34		II	5	16	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/29/2011
Bottoms Bridge	A34		III	16	23	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A35		I	0	6	10YR 3/3 Dark Brown Sandy Loam	C Horizon 40% pebbles and cobbles	CC/GG	3/30/2011
Bottoms Bridge	A35		II	6	17	10YR 6/4 Light Yellowish Brown Sand		CC/GG	3/30/2011
Bottoms Bridge	A36		I	0	4	10YR 2/1 Black Sandy Loam (Organic Layer)	End of Transect, Halted due to water table, Located at edge of marsh/ wetland to Chickohominy River	RJF/ MAG	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	A36		II	4	8	10YR 5/6 Yellowish Brown mottled with 10YR 5/1 Gray Sandy Clay (Wet)		RJF/ MAG	3/31/2011
Bottoms Bridge	A4		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam	Located on slight slope due to drainage cree	RJF/ MAG	3/29/2011
Bottoms Bridge	A4		II	8	12	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A5		I	0	2	10YR 3/3 Dark Brown Sandy Loam	Terrace above stream	CC/GG	3/29/2011
Bottoms Bridge	A5		I	0	4	10YR 2/1 Black Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A5		II	2	22	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A5		II	4	10	10YR 4/3 Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A5		III	22	36	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A5		III	10	22	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A5		IV	22	25	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	A7		I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A7		II	8	12	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A7		III	12	17	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A8		I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/GG	3/29/2011
Bottoms Bridge	A8		II	5	19	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/29/2011
Bottoms Bridge	A8		III	19	24	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/29/2011
Bottoms Bridge	A9		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A9		II	6	18	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/29/2011
Bottoms Bridge	A9		III	18	22	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/29/2011
Bottoms Bridge	B1		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam	Located in median on North Side of off ramp	RJF/ MAG	3/31/2011
Bottoms Bridge	B1		II	5	12	10YR 5/4 Yellowish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B10		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B10		II	3	16	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B10		III	16	24	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/31/2011
Bottoms Bridge	B11	East	I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/30/2011
Bottoms Bridge	B11	East	II	8	14	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/30/2011
Bottoms Bridge	B11	East	III	14	21	10YR 5/8 Yellowish Brown Sandy Clay		RJF/ MAG	3/30/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	B11	North	I	0	12	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/30/2011
Bottoms Bridge	B11	North	II	12	28	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/30/2011
Bottoms Bridge	B11	North	III	28	34	10YR 5/8 Yellowish Brown Sandy Clay		RJF/ MAG	3/30/2011
Bottoms Bridge	B11	South				!!NO DIG!!		CC/GG	4/1/2011
Bottoms Bridge	B11		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/30/2011
Bottoms Bridge	B11		II	9	18	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/30/2011
Bottoms Bridge	B11		III	18	23	10YR 5/8 Yellowish Brown Sandy Clay		RJF/ MAG	3/30/2011
Bottoms Bridge	B12	North	I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/30/2011
Bottoms Bridge	B12	North	II	5	28	10YR 5/6 Yellowish Brown Sandy Clay		RJF/ MAG	3/30/2011
Bottoms Bridge	B12	North	III	28	33	10YR 5/8 Yellowish Brown Sandy Clay		RJF/ MAG	3/30/2011
Bottoms Bridge	B12	South				!!NO DIG!!		CC/GG	4/1/2011
Bottoms Bridge	B12	West	I	0	2	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B12	West	II	2	28	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B12	West	III	28	34	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B12		I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B12		II	8	21	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B12		III	21	26	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B13		I	0	24	10YR 5/4 Yellowish Brown mottled with 10YR 5/8 Yellowish Brown Sandy Clay Loam		CC/GG	4/1/2011
Bottoms Bridge	B2		I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B2		II	6	18	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B2		III	18	23	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B3		I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B3		II	10	17	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B3		III	17	21	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B4		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B4		II	10	19	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B4		III	19	23	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	B5		I	0	18	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B5		II	18	26	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B5		III	26	32	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/31/2011
Bottoms Bridge	B6	East	I	0	11	10YR 3/3 Dark Brown Sandy Loam	Halted due to root impasse	CC/GG	4/1/2011
Bottoms Bridge	B6	North	I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B6	North	II	8	20	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B6	North	III	20	24	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B6	South				!!NO DIG!!	Edge of Drainage for Off ramp	CC/GG	4/1/2011
Bottoms Bridge	B6	West	I	0	9	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B6	West	II	9	19	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B6	West	III	19	23	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B6		I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	B6		II	8	18	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	B6		III	18	24	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	B7		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B7		II	6	18	10YR 4/3 Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B7		III	18	29	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B7		IV	29	33	7.5YR 5/8 Strong Brown Clay Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B8		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B8		II	5	9	10YR 4/3 Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B8		III	9	26	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B8		IV	36	31	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/31/2011
Bottoms Bridge	B9		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/31/2011
Bottoms Bridge	B9		II	8	17	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/31/2011
Bottoms Bridge	B9		III	17	26	7.5YR 5/8 Strong Brown Sandy Clay		RJF/ MAG	3/31/2011
Bottoms Bridge	C1		II	6	18	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	C1		III	18	22	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	C1		I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	C10	North				!!NO DIG!!	I-64	CC/GG	3/31/2011
Bottoms Bridge	C10	South	I	0	13	10YR 3/3 Dark Brown Sandy Loam	Next to Metal Cable	CC/GG	3/31/2011
Bottoms Bridge	C10	South	II	13	22	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	3/31/2011
Bottoms Bridge	C10	South	III	22	26	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	3/31/2011
Bottoms Bridge	C10	West	I	0	11	10YR 3/4 Dark Yellowish Brown Sandy Loam	End of Transect, Located about 50 feet from B11 North Radial	MAG, GG	3/31/2011
Bottoms Bridge	C10	West	II	11	32	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	C10	West	III	32	40	10YR 6/1 Gray Coarse Sand		MAG, GG	3/31/2011
Bottoms Bridge	C10		I	0	6	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Located near concentration at beginning of off ramp median, About 50 feet Northeast of B11 North Radial	MAG, GG	3/31/2011
Bottoms Bridge	C10		II	6	16	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	C10		III	16	24	10YR 6/1 Gray Coarse Sand		MAG, GG	3/31/2011
Bottoms Bridge	C10		IV	24	31	10YR 6/6 Brownish Yellow Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	C2		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		RJF/ MAG	3/30/2011
Bottoms Bridge	C2		II	5	26	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/30/2011
Bottoms Bridge	C2		III	26	31	10YR 5/8 Yellowish Brown Sandy Clay		RJF/ MAG	3/30/2011
Bottoms Bridge	C3		I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	C3		II	6	16	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	C3		III	16	20	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	C4		I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/GG	4/1/2011
Bottoms Bridge	C4		II	5	8	10YR 5/4 Yellowish Brown Medium Sand		CC/GG	4/1/2011
Bottoms Bridge	C4		III	8	12	10YR 5/8 Yellowish Brown Sandy Clay		CC/GG	4/1/2011
Bottoms Bridge	C5		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to roots	RJF/ MAG	3/30/2011
Bottoms Bridge	C5		II	5	20	10YR 5/6 Yellowish Brown Sand		RJF/ MAG	3/30/2011
Bottoms Bridge	C6	East	I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	C6	East	II	6	11	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	C6	East	III	11	15	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	C6	South	I	0	11	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	C6	South	II	11	26	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	C6	South	III	26	33	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	C6	West	I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	C6	West	II	8	14	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	C6	West	III	14	20	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	C6		I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/1/2011
Bottoms Bridge	C6		II	7	16	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/1/2011
Bottoms Bridge	C6		III	16	20	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	4/1/2011
Bottoms Bridge	C7		I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	C7		II	8	16	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	C7		III	16	20	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	C8		I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	C8		II	7	10	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	C8		III	10	13	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	C9	East	I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	C9	East	II	10	19	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	C9	East	III	19	23	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	C9	North				!!NO DIG!!	I-64	CC/RJF	3/31/2011
Bottoms Bridge	C9	South	I	0	11	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	C9	South	II	11	20	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	C9	South	III	20	24	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	C9		I	0	9	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	C9		II	9	17	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	C9		III	17	22	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D1	East	I	0	5	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Terminated due to water edge of swamp	CC/RJF	3/31/2011
Bottoms Bridge	D1	North				!!NO DIG!!	I-64	CC/RJF	3/31/2011
Bottoms Bridge	D1	South	I	0	8	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Terminated due to water	CC/RJF	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	D1	South	II	8	16	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D1	South	III	16	25	10YR 5/4 Yellowish Brown Medium and GLEY1 4/5GY Dark Greenish Gray Sand		CC/RJF	3/31/2011
Bottoms Bridge	D1		I	0	10	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D1		II	10	14	10YR 5/4 Yellowish Brown Medium and GLEY1 4/5GY Dark Greenish Gray Sand		CC/RJF	3/31/2011
Bottoms Bridge	D1		III	14	22	7.5YR 5/8 Strong Brown Clay Sand		CC/RJF	3/31/2011
Bottoms Bridge	D10		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D10		II	7	12	10YR 4/4 Dark Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D10		III	12	16	GLEY1 4/5GY Dark Greenish Gray Silty Sand		CC/RJF	3/31/2011
Bottoms Bridge	D11		I	0	4	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D11		II	4	21	10YR 4/4 Dark Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D11		III	21	25	7.5YR 5/8 Strong Brown Clay Sand		CC/RJF	3/31/2011
Bottoms Bridge	D12		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D12		II	7	19	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D12		III	19	23	7.5YR 5/8 Strong Brown Clay Sand		CC/RJF	3/31/2011
Bottoms Bridge	D13	East	I	0	5	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D13	East	II	5	10	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D13	East	III	10	36	7.5YR 5/8 Strong Brown with Pockets of GLEY1 4/5GY Dark Greenish Gray Silty Sand		CC/RJF	3/31/2011
Bottoms Bridge	D13	North				!!NO DIG!!		CC/RJF	3/31/2011
Bottoms Bridge	D13	South	I	0	4	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Halted due to root impasse	CC/RJF	3/31/2011
Bottoms Bridge	D13	South	II	4	14	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D13	West	I	0	7	10YR 5/4 Yellowish Brown Sandy Loam	Pushpiles and ground dirt	MAG, GG	3/31/2011
Bottoms Bridge	D13	West	II	7	15	10YR 4/1 Dark Gray mottled with 10YR 5/6 Yellowish Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D13		I	0	3	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D13		II	3	15	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D13		III	15	20	7.5YR 5/8 Strong Brown Clay Sand		CC/RJF	3/31/2011
Bottoms Bridge	D14		I	0	9	10YR 5/4 Yellowish Brown Sandy Loam	Located on small dirt mound	MAG, GG	3/31/2011
Bottoms Bridge	D14		II	9	14	10YR 4/1 Dark Gray mottled with 10YR 5/6 Yellowish Brown Sandy Clay		MAG, GG	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	D15		I	0	11	10YR 5/4 Yellowish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D15		II	11	20	10YR 4/1 Dark Gray mottled with 10YR 5/6 Yellowish Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D16		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D16		II	7	12	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D16		III	12	16	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D17		I	0	8	10YR 4/3 Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D17		II	8	16	10YR 5/4 Yellowish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D17		III	16	21	10YR 4/1 Dark Gray mottled with 10YR 5/6 Yellowish Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D18		I	0	6	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D18		II	6	16	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D18		III	16	20	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D19		I	0	10	10YR 4/3 Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D19		II	10	19	10YR 5/4 Yellowish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D19		III	19	28	10YR 4/1 Dark Gray mottled with 10YR 5/6 Yellowish Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D2	South	I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to water table, Radial placed about 25 feet to South to stay within APE/ fenceline	MAG, GG	3/31/2011
Bottoms Bridge	D2	South	II	7	19	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D2	South	III	19	24	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D2		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to water table, Located about 15 feet from bank of road slope	MAG, GG	3/31/2011
Bottoms Bridge	D2		II	7	19	10YR 5/4 Yellowish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D2		III	19	28	7.5YR 5/6 Strong Brown Wet Clay Sand		MAG, GG	3/31/2011
Bottoms Bridge	D20		I	0	8	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D20		II	8	13	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D20		III	13	17	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D21					!!NO DIG!!	Pushpiles of Gravel	CC/RJF	3/31/2011
Bottoms Bridge	D22		I	0	4	10YR 4/3 Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D22		II	4	13	10YR 4/2 mottled with 10YR 5/6 Yellowish Brown Compact Sandy Loam	Location near parking area/ access location, Level II appears disturbed from access road construction	MAG, GG	3/31/2011
Bottoms Bridge	D23	East	I	0	4	10YR 3/2 Very Dark Grayish Sandy Loam	Terminated due to water	CC/RJF	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	D23	East	II	4	7	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D23	North				!!NO DIG!!	I-64	CC/RJF	3/31/2011
Bottoms Bridge	D23	South	I	0	17	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Water at 40 inches	CC/RJF	3/31/2011
Bottoms Bridge	D23	South	II	17	29	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D23	South	III	29	40	7.5YR 5/8 Strong Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D23	West	I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D23	West	II	10	36	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D23		I	0	15	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Terminated due to root impasse	CC/RJF	3/31/2011
Bottoms Bridge	D24		I	0	6	10YR 4/3 Brown Sandy Silt		MAG, GG	4/1/2011
Bottoms Bridge	D24		II	6	15	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D25		I	0	7	10YR 4/3 Brown Sandy Silt		MAG, GG	4/1/2011
Bottoms Bridge	D25		II	7	22	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D26	East	I	0	6	10YR 4/3 Brown Sandy Loam		MAG, GG	4/1/2011
Bottoms Bridge	D26	East	II	6	11	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D26	East	III	11	32	10YR 5/3 Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D26	South	I	0	6	10YR 4/3 Brown Sandy Loam		MAG, GG	4/1/2011
Bottoms Bridge	D26	South	II	6	27	10YR 5/3 Brown Sandy Silt		MAG, GG	4/1/2011
Bottoms Bridge	D26	West	I	0	16	10YR 4/3 Brown Sandy Loam		MAG, GG	4/1/2011
Bottoms Bridge	D26	West	II	16	20	10YR 5/3 Brown Sandy Silt		MAG, GG	4/1/2011
Bottoms Bridge	D26	West	III	20	24	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D26		I	0	8	10YR 4/3 Brown Sandy Sil Loam		MAG, GG	4/1/2011
Bottoms Bridge	D26		II	8	26	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D27		I	0	9	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D27		II	9	21	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D28	East	I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D28	East	II	8	17	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D28	East	III	17	21	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	D28	North				!!NO DIG!!	I-64	CC/RJF	3/31/2011
Bottoms Bridge	D28	South	I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D28	South	II	7	22	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D28	South	III	22	26	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D28		I	0	11	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D28		II	11	36	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D29	North				!!NO DIG!!	I-64	CC/RJF	3/31/2011
Bottoms Bridge	D29	South	I	0	5	10YR 3/3 Dark Brown Sandy Loam	Adjacent concrete coordinate marker	CC/RJF	3/31/2011
Bottoms Bridge	D29	South	II	5	16	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D29	South	III	16	20	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D29		I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D29		II	5	15	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D29		III	15	20	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D3	South	I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to water table	MAG, GG	3/31/2011
Bottoms Bridge	D3	South	II	3	11	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D3	South	III	11	14	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D3	West	I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Terminated due to water	CC/RJF	3/31/2011
Bottoms Bridge	D3	West	II	7	13	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D3	West	III	13	17	7.5YR 5/8 Strong Brown Clay Sand		CC/RJF	3/31/2011
Bottoms Bridge	D3		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D3		II	7	14	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D3		III	14	20	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D30	South	I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/1/2011
Bottoms Bridge	D30	South	II	7	12	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011
Bottoms Bridge	D30	South	III	12	19	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	4/1/2011
Bottoms Bridge	D30		I	0	11	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/1/2011
Bottoms Bridge	D30		II	11	22	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/1/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	D30		III	22	29	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	4/1/2011
Bottoms Bridge	D31	North				!!NO DIG!!	I-64	CC/RJF	3/31/2011
Bottoms Bridge	D31	South	I	0	8	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D31	South	II	8	13	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D31	South	III	13	17	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D31	West	I	0	13	10YR 6/2 Light Brownish Gray with 10YR 5/6 Yellowish Brown Silty Sand		CC/RJF	3/31/2011
Bottoms Bridge	D31		I	0	13	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D31		II	13	18	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D31		III	18	22	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	3/31/2011
Bottoms Bridge	D32		I	0	3	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown Sandy Loam	End of Transect, Shovel Test Pit placed judgementally, Located on small sandbar in swamp/ marsh due to initial location on wet/ pushpile area, Sandy soil dropped off swamp area, halted excavation due to water seepage	MAG, GG	4/1/2011
Bottoms Bridge	D32		II	2	12	10YR 4/3 Brown Coarse Sand		MAG, GG	4/1/2011
Bottoms Bridge	D32		III	12	18	10YR 4/2 Dark Grayish Brown Gravelly Sand		MAG, GG	4/1/2011
Bottoms Bridge	D4		I	0	9	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Terminated due to water	CC/RJF	3/31/2011
Bottoms Bridge	D4		II	9	15	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D5		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D5		II	8	16	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D5		III	16	20	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D6		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D6		II	7	12	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D7		I	0	3	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	CC/RJF	3/31/2011
Bottoms Bridge	D8		I	0	9	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D8		II	9	13	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D8		III	13	15	GLE Y1 4/5GY Dark Greenish Gray Silty Sand		CC/RJF	3/31/2011
Bottoms Bridge	D9	East	I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D9	East	II	9	17	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D9	East	III	17	23	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	D9	South	I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D9	South	II	7	15	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D9	South	III	15	21	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	D9	West	I	0	6	10YR 3/2 Very Dark Grayish Brown Sandy Loam		CC/RJF	3/31/2011
Bottoms Bridge	D9	West	II	6	16	10YR 4/4 Dark Yellowish Brown Medium Sand		CC/RJF	3/31/2011
Bottoms Bridge	D9	West	III	16	20	GLE Y1 4/5GY Dark Greenish Gray Silty Sand		CC/RJF	3/31/2011
Bottoms Bridge	D9		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	3/31/2011
Bottoms Bridge	D9		II	5	13	10YR 5/6 Yellowish Brown Sand		MAG, GG	3/31/2011
Bottoms Bridge	D9		III	13	22	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	3/31/2011
Bottoms Bridge	E1		I	0	2	10YR 4/2 Dark Grayish Brown Wet Sandy Loam	Located on South side of highway, West of Chickahominy River, Area is saturated and on extension of wetlands	MAG, GG	4/7/2011
Bottoms Bridge	E1		II	2	6	10YR 5/8 mottled with 10YR 6/1 Gray Wet Sandy Clay		MAG, GG	4/7/2011
Bottoms Bridge	E8	West	I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E8	West	II	0	25	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E10		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E10		II	9	33	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E10		III	33	36	10YR 5/6 Yellowish Brown Wet Gravelly Sand		MAG, GG	4/7/2011
Bottoms Bridge	E10	East	I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E10	East	II	8	34	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E10	East	III	34	36	10YR 5/6 Yellowish Brown Wet Gravelly Sand		MAG, GG	4/7/2011
Bottoms Bridge	E10	West	I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E10	West	II	7	31	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E10	West	III	31	36	10YR 5/6 Yellowish Brown Wet Gravelly Sand		MAG, GG	4/7/2011
Bottoms Bridge	E11		I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/7/2011
Bottoms Bridge	E11		II	10	28	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E11		III	28	32	10YR 6/4 Light Yellowish Brown Coarse Sand		CC/RJF	4/7/2011
Bottoms Bridge	E12		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E12		II	8	17	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	E12	North				No Dig		MAG, GG	4/7/2011
Bottoms Bridge	E12	South				No Dig		MAG, GG	4/7/2011
Bottoms Bridge	E12	East	I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E12	East	II	5	18	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E13	North				!!NO DIG!!	I-64	CC/RJF	4/7/2011
Bottoms Bridge	E13	South				!!NO DIG!!	Out of APE	CC/RJF	4/7/2011
Bottoms Bridge	E13	West	I	0	11	10YR 3/3 Dark Brown Sandy Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E13	West	II	11	26	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E13		I	0	8	10YR 3/3 Dark Brown Sandy Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E13		II	8	32	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E14		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E14		II	7	14	10YR 5/3 Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E14		III	14	24	7.5YR 5/8 Strong Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E15		I	0	12	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E15		II	12	18	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E16		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to water flooding	MAG, GG	4/7/2011
Bottoms Bridge	E16		II	5	9	10YR 5/3 Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E16		III	9	13	7.5YR 5/8 Strong Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E17		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E17		II	5	13	10YR 5/3 Brown Wet Sand		MAG, GG	4/7/2011
Bottoms Bridge	E18		I	0	5	10YR 2/2 Very Dark Brown Sandy Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E18		II	5	9	10YR 4/4 Dark Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E19					!!NO DIG!!	Swamp	CC/RJF	4/7/2011
Bottoms Bridge	E2		I	0	3	10YR 5/8 Yellowish Brown Silty Clay Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E20		I	0	5	10YR 2/2 Very Dark Brown Sandy Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E20		II	5	8	10YR 4/4 Dark Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E21		I	0	5	10YR 6/6 Brownish Yellow mottled with 10YR 6/1 Gray Wet Sandy Loam		MAG, GG	4/7/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	E22					!!NO DIG!!		MAG, GG	4/7/2011
Bottoms Bridge	E23		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E23		II	5	16	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/7/2011
Bottoms Bridge	E24		I	0	4	10YR 2/2 Very Dark Brown Sandy Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E25		I	0	7	10YR 3/3 Dark Brown Sandy Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E25		II	7	13	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E26		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E26		II	5	9	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/8/2011
Bottoms Bridge	E27		I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/8/2011
Bottoms Bridge	E27		II	7	14	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/8/2011
Bottoms Bridge	E27		III	14	18	10YR 5/6 Yellowish Brown Clay Sand		CC/RJF	4/8/2011
Bottoms Bridge	E28		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E28		II	9	16	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/8/2011
Bottoms Bridge	E29		I	0	3	10YR 3/3 Dark Brown Sandy Loam	Begin Ridge/ Landform	CC/RJF	4/8/2011
Bottoms Bridge	E29		II	3	6	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/8/2011
Bottoms Bridge	E29		III	6	9	10YR 5/6 Yellowish Brown Clay Sand		CC/RJF	4/8/2011
Bottoms Bridge	E3		I	0	5	10YR 4/3 Brown Silty Loam	Water	CC/RJF	4/7/2011
Bottoms Bridge	E30		I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/8/2011
Bottoms Bridge	E30		II	5	10	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/8/2011
Bottoms Bridge	E30		III	10	14	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/8/2011
Bottoms Bridge	E31		I	0	9	10YR 6/2 Light Brownish Gray Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E31		II	9	15	5YR 5/8 Yellowish Red Sandy Clay		MAG, GG	4/8/2011
Bottoms Bridge	E32		I	0	3	10YR 3/3 Dark Brown Sandy Loam	Eroded ridgeline	CC/RJF	4/8/2011
Bottoms Bridge	E32		II	3	7	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/8/2011
Bottoms Bridge	E33		I	0	3	10YR 3/3 Dark Brown Sandy Loam	Eroded ridgeline	CC/RJF	4/8/2011
Bottoms Bridge	E33		II	3	8	10YR 5/4 Yellowish Brown Medium Sand	Disturbed, Adjacent concrete drain	CC/RJF	4/8/2011
Bottoms Bridge	E33		III	8	11	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	4/8/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	E34		I	0	7	10YR 5/4 Yellowish Brown with 7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	4/8/2011
Bottoms Bridge	E35		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam	Located next to cement drainage	MAG, GG	4/8/2011
Bottoms Bridge	E35		II	4	9	5YR 5/8 Yellowish Red Gravelly Sandy Clay		MAG, GG	4/8/2011
Bottoms Bridge	E36		I	0	6	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/8/2011
Bottoms Bridge	E36		II	6	12	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/8/2011
Bottoms Bridge	E36		III	12	16	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	4/8/2011
Bottoms Bridge	E37		I	0	2	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/8/2011
Bottoms Bridge	E37		II	2	9	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/8/2011
Bottoms Bridge	E37		III	9	12	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	4/8/2011
Bottoms Bridge	E38		I	0	11	10YR 5/3 Brown mottled with 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed soils located on edges of slope to North (Highway)	MAG, GG	4/8/2011
Bottoms Bridge	E39		I	0	4	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/8/2011
Bottoms Bridge	E39		II	4	7	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/8/2011
Bottoms Bridge	E39		III	7	9	7.5YR 5/8 Strong Brown Sandy Clay		CC/RJF	4/8/2011
Bottoms Bridge	E4		I	0	9	10YR 3/3 Dark Brown Silty Loam	Root Impasse	CC/RJF	4/7/2011
Bottoms Bridge	E40		I	0	6	10YR 5/6 Yellowish Brown mottled with 10YR 5/1 Gray and 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed Soil	MAG, GG	4/8/2011
Bottoms Bridge	E41		I	0	2	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/7/2011
Bottoms Bridge	E41		II	2	7	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/7/2011
Bottoms Bridge	E41		III	7	12	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E42		I	0	6	10YR 5/3 Brown mottled with 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed Soil	MAG, GG	4/8/2011
Bottoms Bridge	E43	East	I	0	1	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/7/2011
Bottoms Bridge	E43	East	II	1	5	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/7/2011
Bottoms Bridge	E43	East	III	5	12	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E43	North				!!NO DIG!!	Steep downslope	RF, CC	4/7/2011
Bottoms Bridge	E43	South	I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/7/2011
Bottoms Bridge	E43	South	II	4	11	10YR 5/4 Yellowish Brown Silt		RF, CC	4/7/2011
Bottoms Bridge	E43	South	III	11	13	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E43	West	I	0	12	10YR 5/4 Yellowish Brown with 7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	E43		I	0	2	10YR 3/3 Dark Brown Sandy Loam	Asper MG, Adjacent slope and drainage ditch, Looks intact but eroded, Small pockets of 7.5YR 5/8 Strong Brown in Strat II	RF, CC	4/7/2011
Bottoms Bridge	E43		II	2	6	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/7/2011
Bottoms Bridge	E43		III	6	11	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E44		I	0	8	10YR 5/3 Brown mottled with 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed Soil	MAG, GG	4/8/2011
Bottoms Bridge	E45		I	0	6	10YR 5/6 Yellowish Brown mottled with 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed Soil	MAG, GG	4/8/2011
Bottoms Bridge	E46		I	0	12	10YR 5/6 Yellowish Brown mottled with 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed Soil	MAG, GG	4/8/2011
Bottoms Bridge	E47		I	0	7	10YR 5/6 Yellowish Brown mottled with 7.5YR 5/8 Strong Brown Sandy Clay	Disturbed Soil	MAG, GG	4/8/2011
Bottoms Bridge	E48		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam	Soils are intact but located on South side of highway	MAG, GG	4/8/2011
Bottoms Bridge	E48		II	9	13	10YR 5/6 Yellowish Brown Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E48		III	13	17	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	4/8/2011
Bottoms Bridge	E49		I	0	2	10YR 3/3 Dark Brown Sandy Loam	Adjacent concrete gutter	RF, CC	4/7/2011
Bottoms Bridge	E49		II	2	11	10YR 5/4 Yellowish Brown Silty Sand		RF, CC	4/7/2011
Bottoms Bridge	E49		III	11	15	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E5		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E5		II	4	12	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/7/2011
Bottoms Bridge	E50		I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/7/2011
Bottoms Bridge	E50		II	4	9	10YR 5/4 Yellowish Brown Silty Sand		RF, CC	4/7/2011
Bottoms Bridge	E50		III	9	12	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E51		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E51		II	8	13	10YR 5/6 Yellowish Brown Sandy Clay Loam		MAG, GG	4/8/2011
Bottoms Bridge	E51		III	13	19	10YR 5/3 Brown Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E51		IV	19	25	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	4/8/2011
Bottoms Bridge	E52		I	0	9	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/7/2011
Bottoms Bridge	E52		II	9	11	10YR 5/4 Yellowish Brown Silty Sand		RF, CC	4/7/2011
Bottoms Bridge	E52		III	11	15	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/7/2011
Bottoms Bridge	E53		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam	Offset due North, Located in cement drainage intersection	MAG, GG	4/8/2011
Bottoms Bridge	E53		II	4	15	10YR 5/3 Brown Sandy Clay Loam		MAG, GG	4/8/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	E53		III	15	20	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/8/2011
Bottoms Bridge	E54		I	0	4	10YR 3/3 Dark Brown Silty Loam		RF, CC	4/7/2011
Bottoms Bridge	E54		II	4	16	10YR 5/4 Loamy Silt		RF, CC	4/7/2011
Bottoms Bridge	E54		III	16	20	7.5YR 5/8 Strong Brown Silty Clay		RF, CC	4/7/2011
Bottoms Bridge	E55		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E55		II	10	11	10YR 5/6 Yellowish Brown Sandy Loam		MAG, GG	4/8/2011
Bottoms Bridge	E55		III	11	16	7.5YR 5/8 Strong Brown Sandy Clay		MAG, GG	4/8/2011
Bottoms Bridge	E56		I	0	6	10YR 3/3 Dark Brown Silty Loam		RF, CC	4/7/2011
Bottoms Bridge	E56		II	6	10	7.5YR 5/8 Strong Brown Silty Clay		RF, CC	4/7/2011
Bottoms Bridge	E57		I	0	6	10YR 3/3 Dark Brown Silty Loam		RF, CC	4/7/2011
Bottoms Bridge	E57		II	6	10	7.5YR 5/8 Strong Brown Silty Clay		RF, CC	4/7/2011
Bottoms Bridge	E58		I	0	11	10YR 5/3 Brown Sandy Loam	End of transect, Ended at large sign at parallel end cul-de-sac	MAG, GG	4/8/2011
Bottoms Bridge	E58		II	11	17	10YR 5/6 Yellowish Brown Sandy Clay Loam		MAG, GG	4/8/2011
Bottoms Bridge	E6		I	0	18	10YR 3/2 Very Dark Grayish Brown Silty Loam	Water/ Swamp	CC/RJF	4/7/2011
Bottoms Bridge	E7	East	I	0	10	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/7/2011
Bottoms Bridge	E7	East	II	10	18	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E7		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to wet soils	MAG, GG	4/7/2011
Bottoms Bridge	E7		II	9	26	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/7/2011
Bottoms Bridge	E8		I	0	11	10YR 3/3 Dark Brown Sandy Loam	Very large decorated sherd in Strat II	CC/RJF	4/7/2011
Bottoms Bridge	E8		II	11	21	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	E8		III	21	25	10YR 6/4 Light Yellowish Brown Coarse Sand		CC/RJF	4/7/2011
Bottoms Bridge	E9		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/7/2011
Bottoms Bridge	E9		II	7	29	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/7/2011
Bottoms Bridge	S1		I	0	4	10YR 5/3 Brown Sandy Loam	Located on berm/ embankment, Soils appear to indicate a made/ constructed berm along highway edge	MAG, GG	4/5/2011
Bottoms Bridge	S1		II	4	8	5YR 5/8 Yellowish Red Sandy Clay		MAG, GG	4/5/2011
Bottoms Bridge	S10		I	0	5	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S10		II	5	10	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	S11		I	0	2	10YR 5/3 Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	S11		II	2	6	7.5YR 5/6 Strong Brown mottled with 10YR 6/1 Gray Sandy Clay		MAG, GG	4/5/2011
Bottoms Bridge	S12		I	0	8	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S12		II	8	12	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S13		I	0	3	10YR 5/3 Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	S13		II	3	7	7.5YR 5/6 Strong Brown mottled with 10YR 6/1 Gray Sandy Clay		MAG, GG	4/5/2011
Bottoms Bridge	S14		I	0	2	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S14		II	2	8	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S15					!!NO DIG!!	Located in between berms	MAG, GG	4/5/2011
Bottoms Bridge	S16					!!NO DIG!!	Located in between berms	MAG, GG	4/5/2011
Bottoms Bridge	S17					!!NO DIG!!	Located in between berms	MAG, GG	4/5/2011
Bottoms Bridge	S18		I	0	4	10YR 5/3 Brown Sandy Loam	Soils appear disturbed	MAG, GG	4/5/2011
Bottoms Bridge	S18		II	4	10	7.5YR 5/6 Strong Brown mottled with 10YR 6/1 Gray Sandy Clay		MAG, GG	4/5/2011
Bottoms Bridge	S19		I	0	1	10YR 3/3 Dark Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S19		II	1	4	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S19		III	4	10	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S2		I	0	1	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/7/2011
Bottoms Bridge	S2		II	1	7	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/7/2011
Bottoms Bridge	S2		III	7	14	10YR 6/2 Light Brownish Gray Silty Sand		CC/RJF	4/7/2011
Bottoms Bridge	S20		I	0	3	10YR 3/3 Dark Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S20		II	3	10	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S20		III	10	14	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S21		I	0	9	10YR 3/3 Dark Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S21		II	9	14	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S21		III	14	18	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S22		I	0	3	10YR 5/3 Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	S22		II	3	9	7.5YR 5/6 Strong Brown mottled with 10YR 6/1 Gray Sandy Clay		MAG, GG	4/5/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	S23		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam	End of Transect, Landform within APE to the West are steep slope or have been disturbed by construction	MAG, GG	4/5/2011
Bottoms Bridge	S23		II	5	14	10YR 5/6 Yellowish Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	S3		I	0	11	10YR 5/6 Yellowish Brown Silty Sand		CC/RJF	4/7/2011
Bottoms Bridge	S4		I	0	4	10YR 5/3 Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	S4		II	4	8	5YR 5/8 Yellowish Red Gravelly Sand		MAG, GG	4/5/2011
Bottoms Bridge	S5		I	0	6	10YR 5/3 Brown Sandy Loam	Halted due to disturbed soil	MAG, GG	4/5/2011
Bottoms Bridge	S5		II	6	7	5YR 5/8 Yellowish Red Sandy Clay		MAG, GG	4/5/2011
Bottoms Bridge	S6		I	0	6	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S6		II	6	10	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S7					!!NO DIG!!	Concrete drainage	CC/RJF	4/7/2011
Bottoms Bridge	S8		I	0	7	10YR 4/3 Brown Silty Loam		CC/RJF	4/7/2011
Bottoms Bridge	S8		II	7	11	7.5YR 5/8 Strong Brown Silty Clay		CC/RJF	4/7/2011
Bottoms Bridge	S9		I	0	7	10YR 5/3 Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	S9		II	7	11	5YR 5/8 Yellowish Red Sandy Clay		MAG, GG	4/5/2011
Bottoms Bridge	T1		I	0	3	10YR 4/3 Brown Wet Sandy Loam	Located West of powerline swath in approximate location of site 44HE0004, Area is flooded/ poorly drained and site is likely destroyed or located in a different area	MAG, GG	4/6/2011
Bottoms Bridge	T1		II	3	8	10YR 5/6 Yellowish Brown Wet Sandy Clay		MAG, GG	4/6/2011
Bottoms Bridge	T2		I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	T2		II	4	8	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	T3		I	0	2	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	T3		II	2	6	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	T4		I	0	3	10YR 3/2 Very Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	T4		II	3	6	7.5YR 5/6 Strong Brown mottled with 2.5YR 5/8 Red and 10YR 5/3 Brown Gravelly Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	T5		I	0	6	10YR 3/3 Dark Brown Silty Loam		RF, CC	4/5/2011
Bottoms Bridge	T5		II	6	12	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	T6		I	0	3	10YR 3/2 Very Dark Grayish Brown Sandy Loam	End of Transect	MAG, GG	4/6/2011
Bottoms Bridge	T6		II	3	6	7.5YR 5/6 Strong Brown mottled with 2.5YR 5/8 Red and 10YR 5/3 Brown Gravelly Sandy Loam		MAG, GG	4/6/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	U1		I	0	2	10YR 4/2 Dark Grayish Brown Sandy Loam	Located in swamp area at base of slope East of Powerline	MAG, GG	4/6/2011
Bottoms Bridge	U1		II	2	4	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	U2		I	0	1	10YR 3/2 Very Dark Grayish Brown Loam		RF, CC	4/5/2011
Bottoms Bridge	U3		I	0	3	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	U4		I	0	4	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	U5					!!NO DIG!!	Located in wetland, Located at the edge (East) of Powerline Swath	MAG, GG	4/6/2011
Bottoms Bridge	V1	East				!!NO DIG!!	In water/ marsh	MAG, GG	4/6/2011
Bottoms Bridge	V1	North	I	0	5	10YR 3/2 Very Dark Grayish Brown Sandy Loam	Located only about 25 feet to North in order to stay within APE	MAG, GG	4/6/2011
Bottoms Bridge	V1	North	II	5	8	10YR 5/2 Grayish Brown Silty Sand		MAG, GG	4/6/2011
Bottoms Bridge	V1	North	III	8	19	7.5YR 5/8 Strong Brown mottled with 10YR 5/1 Gray Wet Sand		MAG, GG	4/6/2011
Bottoms Bridge	V1	South				!!NO DIG!!	On highway embankment	MAG, GG	4/6/2011
Bottoms Bridge	V1	West	I	0	8	10YR 3/2 Very Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V1	West	II	8	15	10YR 5/3 Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V1	West	III	15	23	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V1		I	0	5	10YR 3/2 Very Dark Grayish Brown Sandy Loam	located on Eastern edge of swamp/ marsh, halted due to root impasse	MAG, GG	4/6/2011
Bottoms Bridge	V1		II	5	10	10YR 5/3 Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V10		I	0	10	10YR 4/2 Dark Grayish Brown Wet Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V10		II	10	12	10YR 5/6 Yellowish Brown Wet Silty Sand		MAG, GG	4/6/2011
Bottoms Bridge	V11		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V11		II	9	18	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V11		III	18	22	10YR 5/8 Yellowish Brown with Slight Mottling Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V12		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V12		II	6	36	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V13		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V13		II	8	19	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V13		III	19	23	10YR 5/8 Yellowish Brown with Slight Mottling Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V14		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	V14		II	8	13	10YR 5/6 Yellowish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V14		III	13	20	10YR 6/8 Brownish Yellow Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V15		I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V15		II	4	8	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V15		III	8	17	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V16		I	0	5	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V16		II	5	11	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V16		III	11	15	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V17		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V17		II	9	11	10YR 5/6 Yellowish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V17		III	11	19	10YR 6/8 Brownish Yellow Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V18		I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V18		II	4	11	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V18		III	11	17	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V19		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam	Within view of pond (site)	MAG, GG	4/6/2011
Bottoms Bridge	V19		II	8	13	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V2		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V2		II	6	11	10YR 4/3 Brown Loamy Sand		RF, CC	4/5/2011
Bottoms Bridge	V20		I	0	10	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V20		II	10	19	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V20		III	19	24	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V21		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V21		II	4	12	10YR 5/6 Yellowish Brown with Some Mottling Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V22		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V22		II	6	10	10YR 5/5 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V22		III	10	19	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V23		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	V23		II	3	14	10YR 5/4 Yellowish Brown Sand		MAG, GG	4/6/2011
Bottoms Bridge	V23		III	14	20	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V24		I	0	3	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V24		II	3	17	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V24		III	17	22	7.5YR 5/8 Strong Brown Clay Sand		RF, CC	4/5/2011
Bottoms Bridge	V25		I	0	7	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V25		II	7	15	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V25		III	15	20	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V26	East	I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V26	East	II	5	19	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V26		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/6/2011
Bottoms Bridge	V26		II	8	18	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011
Bottoms Bridge	V27	North				!!NO DIG!!	Out of APE	RF, CC	4/5/2011
Bottoms Bridge	V27	South				!!NO DIG!!	I-63 BERM	RF, CC	4/5/2011
Bottoms Bridge	V27		I	0	8	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V27		II	8	25	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V27		III	25	30	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V28	North				!!NO DIG!!	Out of APE	RF, CC	4/5/2011
Bottoms Bridge	V28	South				!!NO DIG!!	I-63 BERM	RF, CC	4/5/2011
Bottoms Bridge	V28	West	I	0	8	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V28	West	II	8	11	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V28	West	III	11	15	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V28		I	0	7	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V28		III	13	18	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V28		II	7	13	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V29		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam	End of Transect to West due to swamp, Halted due to beehive in ground	MAG, GG	4/6/2011
Bottoms Bridge	V29		II	5	7	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/6/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	V3		I	0	6	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	V3		II	6	24	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V4		I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V4		II	4	7	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V4		III	7	15	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V5		I	0	6	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	V5		II	6	10	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V6					!!NO DIG!!		MAG, GG	4/6/2011
Bottoms Bridge	V8					!!NO DIG!!		MAG, GG	4/6/2011
Bottoms Bridge	V9		I	0	5	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	V9		III	12	20	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	V9		VI	20	24	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	V9		II	5	12	10YR 4/3 Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W1		I	0	2	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W1		II	2	14	10YR 5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W10		I	0	7	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W10		II	7	17	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W10		III	17	21	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W11		I	0	5	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W11		II	5	20	10YR 5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W11		III	20	22	10YR 6/8 Brownish Yellow Silty Clay		MAG, GG	4/5/2011
Bottoms Bridge	W12		I	0	10	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W12		II	10	17	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W12		III	17	20	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W13	East	I	0	7	10YR 3/3 Dark Brown Sandy Loam	East radial parallel wit site to the south	RF, CC	4/5/2011
Bottoms Bridge	W13	East	II	7	16	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W13	East	III	16	20	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	W13	North				!!NO DIG!!	In drainage ditch	RF, CC	4/5/2011
Bottoms Bridge	W13	South				!!NO DIG!!	In drainage ditch	RF, CC	4/5/2011
Bottoms Bridge	W13		I	0	8	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W13		II	8	19	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W13		III	19	24	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W14	West	I	0	4	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W14	West	II	4	16	10YR 5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W14	West	III	16	19	10YR 6/8 Brownish Yellow Silty Clay		MAG, GG	4/5/2011
Bottoms Bridge	W14		I	0	6	10YR 4/3 Brown Sandy Silty Loam	Directly across from site at transects C and D	MAG, GG	4/5/2011
Bottoms Bridge	W14		II	6	22	10YR 5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W14		III	22	25	10YR 6/8 Brownish Yellow Silty Clay		MAG, GG	4/5/2011
Bottoms Bridge	W15		I	0	4	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W15		II	4	21	10YR 5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W15		III	21	24	10YR 6/8 Brownish Yellow Silty Clay		MAG, GG	4/5/2011
Bottoms Bridge	W16		I	0	6	10YR 3/3 Dark Brown Sandy Loam	Lower level in disturbed soil	RF, CC	4/5/2011
Bottoms Bridge	W16		II	6	9	10YR 3/4 Dark Yellowish Brown with 10YR 5/6 Yellowish Brown Sandy Clay Loam		RF, CC	4/5/2011
Bottoms Bridge	W16		III	9	13	10YR 6/2 Light Brownish Gray Clay Loam		RF, CC	4/5/2011
Bottoms Bridge	W17					!!NO DIG!!	Standing water	RF, CC	4/5/2011
Bottoms Bridge	W18					!!NO DIG!!	Drainage ditch	RF, CC	4/5/2011
Bottoms Bridge	W19					!!NO DIG!!	Disturbed	RF, CC	4/5/2011
Bottoms Bridge	W2		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W2		II	6	12	10YR 6/2 Light Brownish Gray Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W2		III	12	16	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W20		I	0	5	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W20		II	5	12	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W20		III	12	21	10YR 6/4 Light Yellowish Brown Sand with Pebbles		RF, CC	4/5/2011
Bottoms Bridge	W20		IV	21	24	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	W21					!!NO DIG!!	Pipeline	RF, CC	4/5/2011
Bottoms Bridge	W22	East	I	0	9	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W22	East	II	9	36	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W22	North				!!NO DIG!!	Drainage	RF, CC	4/5/2011
Bottoms Bridge	W22	South				!!NO DIG!!	Drainage	RF, CC	4/5/2011
Bottoms Bridge	W22	West	I	0	5	10YR 4/3 Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	W22	West	II	5	16	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/5/2011
Bottoms Bridge	W22	West	III	16	31	10YR 5/6 Silty Sand (Compact)		MAG, GG	4/5/2011
Bottoms Bridge	W22		I	0	24	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W22		II	24	27	10YR 6/1 Gray Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W22		III	27	30	10YR 5/6 Yellowish Brown Sandy Clay Loam		RF, CC	4/5/2011
Bottoms Bridge	W23		I	0	8	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W23		II	8	20	10YR 5/2 Grayish Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W24		I	0	5	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W24		II	5	16	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W24		III	16	20	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W25		I	0	5	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W25		II	5	13	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W25		III	13	22	10YR 6/1 Gray Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W25		IV	22	25	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W26		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W26		II	6	9	10YR 5/6 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W26		III	9	12	10YR 6/1 Gray Clay Loam		RF, CC	4/5/2011
Bottoms Bridge	W27		I	0	16	10YR 3/2 Very Dark Grayish Brown	Located on embankment, soils appear slightly disturbed	MAG, GG	4/5/2011
Bottoms Bridge	W27		II	16	20	10YR 6/1 Gray Compact Sand		MAG, GG	4/5/2011
Bottoms Bridge	W27		III	20	24	7.5YR 5/8 Strong Brown mottled with 10YR 5/1 Gray Clay Sand		MAG, GG	4/5/2011
Bottoms Bridge	W28		I	0	4	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	W28		II	4	7	10YR 5/6 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W28		III	7	11	10YR 6/1 Gray Clay Loam		RF, CC	4/5/2011
Bottoms Bridge	W29		I	0	5	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W29		II	5	7	10YR 5/6 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W29		III	7	12	10YR 6/1 Gray Clay Loam		RF, CC	4/5/2011
Bottoms Bridge	W3					!!NO DIG!!	Concrete drainage	RF, CC	4/5/2011
Bottoms Bridge	W30		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W30		II	6	12	7.5YR 5/8 Strong Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W31		I	0	10	10YR 3/2 Dark Brown Sandy Loam	located on slope to West at edge of land form. Land form correlates with slope to swamp/ marsh	MAG, GG	4/5/2011
Bottoms Bridge	W31		II	10	12	10YR 5/6 Yellowish Brown Silty Sand		MAG, GG	4/5/2011
Bottoms Bridge	W31		III	12	14	7.5YR 5/8 Strong Brown Compact Gravelly (30%) Clay Sand		MAG, GG	4/5/2011
Bottoms Bridge	W4		I	0	6	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W4		II	6	29	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W4		III	29	33	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W5		I	0	7	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W5		II	7	22	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W5		III	22	26	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W6		I	0	4	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W6		II	4	19	10YR 5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	W7		I	0	8	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W7		II	8	21	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W7		III	21	26	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W8		I	0	9	10YR 3/3 Dark Brown Sandy Loam		RF, CC	4/5/2011
Bottoms Bridge	W8		II	9	24	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	W8		III	24	28	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	W9		I	0	5	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	W9		II	5	12	10YR 5/3 Brown Sand		MAG, GG	4/5/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	W9		III	12	19	10YR 6/8 Brownish Yellow Silty Clay		MAG, GG	4/5/2011
Bottoms Bridge	X1		I	0	8	10YR 4/3 Brown Sandy Silty Loam	Hit standing water	MAG, GG	4/5/2011
Bottoms Bridge	X1		II	8	24	5/3 Brown Sand		MAG, GG	4/5/2011
Bottoms Bridge	X2		I	0	8	10YR 4/3 Brown Sandy Silty Loam	Halted due to roots	MAG, GG	4/5/2011
Bottoms Bridge	X3		I	0	6	10YR 4/3 Brown Sandy Silty Loam		MAG, GG	4/5/2011
Bottoms Bridge	X3		II	6	15	10YR 5/3 Brown Sand mottled with 10YR 6/8 Brownish Yellow	Hit water	MAG, GG	4/5/2011
Bottoms Bridge	X4		I	0	4	10YR 6/2 Light Brownish Gray Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	X5		I	0	6	10YR 3/3 Dark Brown Sandy Loam	End of Transect	RF, CC	4/5/2011
Bottoms Bridge	X5		II	6	13	10YR 6/2 Light Brownish Gray Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	X5		III	13	16	10YR 5/6 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	Y1		I	0	5	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	Y2		I	0	3	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	Y3		I	0	2	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	Y4		I	0	3	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	Y5		I	0	6	10YR 3/3 Dark Brown Sandy Loam	Terminated due to water	RF, CC	4/5/2011
Bottoms Bridge	Y5		II	6	8	10YR 6/2 Light Brownish Gray Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	Y6		I	0	6	10YR 3/3 Dark Brown Sandy Loam	End of Transect	RF, CC	4/5/2011
Bottoms Bridge	Y6		II	6	17	10YR 5/4 Yellowish Brown Medium Sand		RF, CC	4/5/2011
Bottoms Bridge	Y6		III	17	22	10YR 5/8 Yellowish Brown Sandy Clay		RF, CC	4/5/2011
Bottoms Bridge	Z1		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam	Transect located on North side of On Ramp to West bound I-64, STP located at base of embankment to On Ramp	MAG, GG	4/4/2011
Bottoms Bridge	Z1		II	9	13	7.5YR 5/8 Strong Brown Coarse Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z10		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z10		II	6	12	10YR 5/1 Gray Wet Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z11		I	0	4	10YR 4/4 Dark Yellowish Brown Medium Sand	Terminated due to water	CC/RJF	4/4/2011
Bottoms Bridge	Z11		II	4	17	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z12		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z12		II	7	15	10YR 5/6 Yellowish Brown Clay Sand		MAG, GG	4/4/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	Z13		I	0	4	10YR 4/4 Dark Yellowish Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z13		II	4	9	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z13		III	9	13	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z14		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z14		II	6	12	10YR 5/3 Brown Silty Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z14		III	12	21	10YR 5/8 Yellowish Brown Sandy Clay		MAG, GG	4/4/2011
Bottoms Bridge	Z15		I	0	2	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z15		II	2	13	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z15		III	13	17	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z16		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z16		II	6	21	10YR 5/3 Brown Silty Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z16		III	21	26	10YR 5/8 Yellowish Brown Sandy Clay		MAG, GG	4/4/2011
Bottoms Bridge	Z17		I	0	4	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z17		II	4	16	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z17		III	16	20	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z18		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z18		II	6	19	10YR 3/3 Dark Brown Silty Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z18		III	19	26	10YR 5/8 Yellowish Brown Sandy Clay		MAG, GG	4/4/2011
Bottoms Bridge	Z19	East	I	0	1	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z19	East	II	1	5	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z19	East	III	5	10	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z19	West	I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z19	West	II	7	20	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z19	West	III	20	33	10YR 6/2 Light Brownish Gray Silty Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z19		I	0	3	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z19		II	3	11	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z19		III	11	15	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	Z19	North				!!NO DIG!!	Out of APE	CC/RJF	4/4/2011
Bottoms Bridge	Z19	South				!!NO DIG!!	I-64	CC/RJF	4/4/2011
Bottoms Bridge	Z2		I	0	12	10YR 4/4 Dark Yellowish Brown Silty Loam	Terminated due to water	CC/RJF	4/4/2011
Bottoms Bridge	Z20		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam	Located near pushpile/ rodent burrows at edge of landform before slope to West	MAG, GG	4/4/2011
Bottoms Bridge	Z20		II	6	27	10YR 5/3 Brown Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z20		III	27	38	10YR 5/1 Gray Coarse Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z21		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z21		II	6	12	10YR 5/2 Grayish Brown Coarse Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z22		I	0	2	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z22		II	2	10	10YR 5/8 Yellowish Brown Silty Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z23					!!NO DIG!!	Located on edge of drainage in wet soils	MAG, GG	4/4/2011
Bottoms Bridge	Z24		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z24		II	7	15	10YR 6/6 Brownish Yellow Clay Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z25		I	0	7	10YR 3/3 Dark Brown Sandy Loam	Halted due to root impasse	CC/RJF	4/4/2011
Bottoms Bridge	Z25		II	7	17	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z26					!!NO DIG!!	Located near buried gas pipeline corridor	MAG, GG	4/4/2011
Bottoms Bridge	Z27		I	0	2	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z27		II	2	14	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z27		III	14	24	10YR 6/2 Light Brownish Gray Silty Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z28		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z28		III	11	18	10YR 2/1 Black Compact Sand with Gravel		MAG, GG	4/4/2011
Bottoms Bridge	Z28		IV	18	21	10YR 5/3 Brown Compact Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z28		II	4	11	10YR 5/6 Yellowish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z29		I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z29		II	5	12	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z29		III	12	17	10YR 6/2 Light Brownish Gray Silty Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z3		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam	Halted due to water, Standing water in vicinity of poor drainage	MAG, GG	4/4/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	Z3		II	3	6	10YR 5/1 Gray Mottled with 10YR 5/6 Yellowish Brown Wet Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z30		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z30		II	9	14	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z30		III	14	20	7.5YR 5/8 Strong Brown Clay Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z31	East	I	0	5	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z31	East	II	5	19	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z31	East	III	18	22	10YR 5/6 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z31	North				!!NO DIG!!	Out of APE	CC/RJF	4/4/2011
Bottoms Bridge	Z31	South				!!NO DIG!!	Steep Slope	CC/RJF	4/4/2011
Bottoms Bridge	Z31		I	0	4	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z31		II	4	36	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z32	North				!!NO DIG!!	Outside APE	MAG, GG	4/4/2011
Bottoms Bridge	Z32	South				!!NO DIG!!	On slope to highway	MAG, GG	4/4/2011
Bottoms Bridge	Z32	West	I	0	14	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z32	West	II	14	36	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z32		I	0	8	10YR 5/6 Yellowish Brown Clay Sand	Halted due to roots	MAG, GG	4/4/2011
Bottoms Bridge	Z32		II	8	22	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z33		I	0	7	10YR 3/3 Dark Brown Sandy Loam		CC/RJF	4/4/2011
Bottoms Bridge	Z33		II	7	20	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Bottoms Bridge	Z33		III	20	24	10YR 5/8 Yellowish Brown Sandy Clay		CC/RJF	4/4/2011
Bottoms Bridge	Z34		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z34		II	10	17	10YR 5/3 Brown Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z34		III	17	22	10YR 5/8 Yellowish Brown Sandy Clay		MAG, GG	4/4/2011
Bottoms Bridge	Z35		I	0	15	10YR 3/2 Very Dark Grayish Brown Silty Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z35		II	15	24	10YR 5/1 Gray Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z36		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam	End of Transect, Located at edge of landform before drop off to swamp/ marsh, Buried cable along fenceline	MAG, GG	4/4/2011
Bottoms Bridge	Z36		II	4	28	10YR 5/6 Yellowish Brown Sand		MAG, GG	4/4/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Bottoms Bridge	Z36		III	28	33	7.5YR 5/8 Strong Brown Clay Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z4					!!NO DIG!!	Inundation	CC/RJF	4/4/2011
Bottoms Bridge	Z5		I	0	3	10YR 4/4 Dark Yellowish Brown Silty Loam	Terminated due to water	CC/RJF	4/4/2011
Bottoms Bridge	Z6		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam	Poor drainage location	MAG, GG	4/4/2011
Bottoms Bridge	Z6		II	4	7	7.5YR 5/8 Strong Brown Wet Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z6		III	7	11	10YR 3/1 Very Dark Gray Wet Clay Sand		MAG, GG	4/4/2011
Bottoms Bridge	Z7		I	0	3	10YR 4/4 Dark Yellowish Brown Silty Loam	Terminated due to water	CC/RJF	4/4/2011
Bottoms Bridge	Z8		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam	Poorly drained area	MAG, GG	4/4/2011
Bottoms Bridge	Z8		II	3	8	10YR 5/1 Gray Wet Sandly Loam		MAG, GG	4/4/2011
Bottoms Bridge	Z9		I	0	8	10YR 4/4 Dark Yellowish Brown Medium Sand	Terminated due to water	CC/RJF	4/4/2011
Bottoms Bridge	Z9		II	8	15	10YR 5/4 Yellowish Brown Medium Sand		CC/RJF	4/4/2011
Warwick River	A1		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		MAG	4/11/2011
Warwick River	A1		II	8	17	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown with Charcoal Flaking Sandy Clay Loam		MAG	4/11/2011
Warwick River	A10		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		MAG	4/11/2011
Warwick River	A10		II	5	13	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown with Charcoal Flaking Sandy Clay Loam		MAG	4/11/2011
Warwick River	A11		I	0	6	10YR 3/2 Very Dark Grayish Brown Clay Sand	In middle of poison ivy	RF, GG	4/11/2011
Warwick River	A11		II	6	10	10YR 6/1 Gray mottled with 10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A12		I	0	3	10YR 3/2 Very Dark Grayish Brown Clay Sand	In middle of poison ivy, Wet soils with water at 5 inches	RF, GG	4/11/2011
Warwick River	A12		II	3	5	10YR 6/1 Gray mottled with 10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A13		I	0	4	10YR 4/2 Dark Grayish Brown Wet Sandy Loam		MAG	4/11/2011
Warwick River	A14		I	0	6	10YR 3/2 Very Dark Grayish Brown Clay Sand		RF, GG	4/11/2011
Warwick River	A14		II	6	12	10YR 6/1 Gray mottled with 10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A15		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Clay Loam	End of Transect, Located near edge of reservoir banks, Wet soils	MAG	4/11/2011
Warwick River	A15		II	3	8	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown with Charcoal Flaking Sandy Clay Loam		MAG	4/11/2011
Warwick River	A16					!!NO DIG!!	In water/ river	RF, GG	4/11/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	A17		I	0	7	10YR 4/1 Dark Gray Clay Loam		RF, GG	4/11/2011
Warwick River	A17	South	I	0	6	10YR 4/1 Dark Gray Clay Loam		RF, GG	4/11/2011
Warwick River	A17		II	7	11	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A17	South	II	6	11	10YT 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A17	East				!!NO DIG!!	Outside APE	RF, GG	4/11/2011
Warwick River	A17	North				!!NO DIG!!	In water	RF, GG	4/11/2011
Warwick River	A17	West				!!NO DIG!!	On berm/ slope	RF, GG	4/11/2011
Warwick River	A18		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		MAG	4/11/2011
Warwick River	A18		II	4	8	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown with Charcoal Flaking Sandy Clay Loam		MAG	4/11/2011
Warwick River	A19		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/11/2011
Warwick River	A19		II	5	10	10YR 5/6 Yellowish Brown mottled with 10YR 6/1 Gray Clay		MAG	4/11/2011
Warwick River	A2		I	0	3	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/11/2011
Warwick River	A2		II	3	9	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A2		III	9	12	10YR 5/4 Yellowish Brown Clay Loam		RF, GG	4/11/2011
Warwick River	A20		I	0	7	10YR 4/1 Dark Gray Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A20		II	7	11	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A21		I	0	5	10YR 4/2 Dark Grayish Brown Wet Sandy Loam		MAG	4/11/2011
Warwick River	A21		II	5	9	10YR 5/6 Yellowish Brown mottled with 10YR 6/1 Gray Wet Sandy Clay		MAG	4/11/2011
Warwick River	A22		I	0	5	10YR 4/1 Dark Gray Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A22		II	5	8	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A23		I	0	6	10YR 4/2 Dark Grayish Brown Wet Sandy Loam		MAG	4/11/2011
Warwick River	A23		II	6	10	10YR 5/6 Yellowish Brown mottled with 10YR 6/1 Gray Wet Sandy Clay		MAG	4/11/2011
Warwick River	A24		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/11/2011
Warwick River	A24		II	7	14	10YR 5/6 Yellowish Brown Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A25	East				!!NO DIG!!	Outside APE	RF, GG	4/11/2011
Warwick River	A25	North	I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/11/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	A25	North	II	8	12	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/11/2011
Warwick River	A25	North	III	12	15	10YR 5/6 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A25	South	I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/11/2011
Warwick River	A25	South	II	10	14	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/11/2011
Warwick River	A25	South	III	14	16	10YR 5/6 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A25	West				!!NO DIG!!	In road burden	RF, GG	4/11/2011
Warwick River	A25		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/11/2011
Warwick River	A25		II	10	16	10YR 5/6 Yellowish Brown Sandy Clay Loam		MAG	4/11/2011
Warwick River	A26		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A26		II	6	11	10YR 3/3 Dark Brown Loamy Sand		RF, GG	4/11/2011
Warwick River	A26		III	11	14	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A27		I	0	8	10YR 4/3 Brown Sandy Loam		RF, GG	4/12/2011
Warwick River	A27		II	8	12	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/12/2011
Warwick River	A27		III	12	14	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/12/2011
Warwick River	A28		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/11/2011
Warwick River	A28		II	10	16	10YR 5/6 Yellowish Brown Sandy Clay Loam		MAG	4/12/2011
Warwick River	A29		I	0	7	10YR 4/3 Brown Sandy Loam		RF, GG	4/12/2011
Warwick River	A29		II	7	8	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/12/2011
Warwick River	A29		III	8	12	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/12/2011
Warwick River	A3		I	0	3	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/11/2011
Warwick River	A3		II	3	17	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A3		III	17	20	10YR 5/4 Yellowish Brown Clay Loam		RF, GG	4/11/2011
Warwick River	A30		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	A30		II	6	15	10YR 5/6 Yellowish Brown Sandy Clay Loam		MAG	4/12/2011
Warwick River	A31		I	0	8	10YR 4/3 Brown Sandy Loam		RF, GG	4/12/2011
Warwick River	A31		II	8	14	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/12/2011
Warwick River	A31		III	14	17	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/12/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	A32		I	0	8	10YR 4/3 Brown Sandy Loam		RF, GG	4/12/2011
Warwick River	A32		II	8	11	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/12/2011
Warwick River	A32		III	11	14	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/12/2011
Warwick River	A33		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	A33		II	7	9	10YR 6/6 Brownish Yellow Sandy Clay Loam	Located across from small inlet of reservoir to the East	MAG	4/12/2011
Warwick River	A33		III	9	14	10YR 5/6 Yellowish Brown Compact Sandy Clay		MAG	4/12/2011
Warwick River	A34		I	0	4	10YR 4/2 Very Dark Grayish Brown Sandy Loam	Wet soils in depression at bottom of landform	RF, GG	4/12/2011
Warwick River	A34		II	4	6	10YR 6/1 Gray Wet Clay Loam		RF, GG	4/12/2011
Warwick River	A35		I	0	4	10YR 4/2 Dark Grayish Brown Sandy Loam	In depression by drainage	RF, GG	4/12/2011
Warwick River	A35		II	4	10	10YR 5/8 Yellowish Brown mottled with 10YR 6/1 Gray Clay Loam		RF, GG	4/12/2011
Warwick River	A36		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam	Near Drainage	RF, GG	4/12/2011
Warwick River	A36		II	8	16	10YR 3/1 Very Dark Gray Loamy Sand		RF, GG	4/12/2011
Warwick River	A36		III	16	20	10YR 5/8 Yellowish Brown mottled with 10YR 6/1 Gray Sandy Clay		RF, GG	4/12/2011
Warwick River	A37		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	A37		II	9	13	10YR 6/6 Brownish Yellow Sandy Clay Loam		MAG	4/12/2011
Warwick River	A37		III	13	17	10YR 5/6 Yellowish Brown Compact Sandy Clay		MAG	4/12/2011
Warwick River	A38		I	0	3	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	A38		II	5	9	10YR 5/4 Yellowish Brown Loamy Sand		MAG	4/12/2011
Warwick River	A38		III	9	12	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	A4		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Clay Loam		MAG	4/11/2011
Warwick River	A4		II	7	13	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/6 Yellowish Brown with Charcoal Flaking Sandy Clay Loam		MAG	4/11/2011
Warwick River	A5		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		MAG	4/11/2011
Warwick River	A5		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/11/2011
Warwick River	A5		II	7	9	10YR 4/2 Dark Grayish Brown Sandy Clay		MAG	4/11/2011
Warwick River	A5		II	7	10	10YR 5/4 Yellowish Brown Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A5		III	9	14	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/11/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	A5		III	10	13	10YR 5/6 Yellowish Brown Sandy Clay		RF, GG	4/11/2011
Warwick River	A7					!!NO DIG!!	Low laying area with water at surface on edge	RF, GG	4/11/2011
Warwick River	A8					!!NO DIG!!	Low laying area with water at surface on edge	RF, GG	4/11/2011
Warwick River	A9		I	0	6	10YR 3/1 Very Dark Gray Sandy Loam		RF, GG	4/11/2011
Warwick River	A9		II	6	10	10YR 5/4 Yellowish Brown Sandy Clay Loam		RF, GG	4/11/2011
Warwick River	A9		III	10	14	10YR 5/6 Yellowish Brown Clay Loam		RF, GG	4/11/2011
Warwick River	B1		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam	Transect located on South side of I-64 (East bound)	MAG	4/12/2011
Warwick River	B1		II	7	16	10YR 5/1 Gray Sandy Clay Loam		MAG	4/12/2011
Warwick River	B1		III	16	21	7.5YR 5/6 Strong Brown Sandy Clay		MAG	4/12/2011
Warwick River	B10		I	0	5	10YR 4/2 Dark Grayish Brown Loam		RF, GG	4/13/2011
Warwick River	B10		III	9	12	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B10		II	5	9	10YR 5/4 Yellowish Brown Sandy Clay Loam		RF, GG	4/13/2011
Warwick River	B11		I	0	8	10YR 2/1 Black Sandy Loam	Next to standing water	RF, GG	4/13/2011
Warwick River	B11		II	8	12	10YR 6/1 Gray mottled with 10YR 5/8 Yellowish Brown Clay Loam		RF, GG	4/13/2011
Warwick River	B12					!!NO DIG!!	Standing Water	RF, GG	4/13/2011
Warwick River	B13		I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	B13		I	0	10	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	B13		II	10	16	10YR 6/1 Gray mottled with 10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B13		II	7	12	10YR 5/1 Gray Sandy Clay Loam		MAG	4/12/2011
Warwick River	B13		III	12	17	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	B15		I	0	6	10YR 4/2 Dark Grayish Brown Wet Sandy Loam	End of Transect	MAG	4/12/2011
Warwick River	B15		I	0	7	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	B15		II	6	10	10YR 5/6 Yellowish Brown mottled with 10YR 5/1 Gray Wet Sandy Clay		MAG	4/12/2011
Warwick River	B15		II	7	12	10YR 5/2 Grayish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	B15		III	12	15	10YR 5/8 Yellowish Brown Clay Loam		RF, GG	4/13/2011
Warwick River	B2		I	0	10	10YR 4/3 Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	B2		II	10	23	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	B2		III	23	26	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B3		I	0	9	10YR 4/3 Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	B3		II	9	17	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	B3		III	17	21	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B4		I	0	7	10YR 4/3 Brown Sandy Loam	20-25 feet from water	RF, GG	4/13/2011
Warwick River	B4		II	7	9	10YR 5/2 Grayish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	B4		III	9	14	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B5		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	B5		II	9	14	10YR 5/1 Gray mottled with 10YR 5/6 Yellowish Brown Wet Sandy Clay		MAG	4/12/2011
Warwick River	B6		I	2	2	10YR 2/1 Black Sandy Loam	Water at Level II	RF, GG	4/13/2011
Warwick River	B6		II	6	6	10YR 4/2 Dark Grayish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B7		I	0	2	10YR 2/1 Black Sandy Loam	Next to parallel rebur section, Burs sticking out of ground	RF, GG	4/13/2011
Warwick River	B7		II	2	7	10YR 4/2 Dark Grayish Brown		RF, GG	4/13/2011
Warwick River	B7		III	7	10	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B8		I	0	2	10YR 2/1 Black Sandy Loam		RF, GG	4/13/2011
Warwick River	B8		II	2	3	10YR 4/2 Dark Grayish Brown Clay Loam		RF, GG	4/13/2011
Warwick River	B8		III	3	8	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	B9		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	B9		II	6	10	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	C1	North	I	0	7	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	C1	North	II	7	12	10YR 5/6 Yellowish Brown mottled with 10YR 4/2 Dark Grayish Brown Sandy Clay		MAG	4/12/2011
Warwick River	C1	South	I	0	11	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	C1	South	II	11	16	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	C1		I	0	8	10YR 4/2 Dark Grayish Sandy Loam		MAG	4/12/2011
Warwick River	C1		II	8	14	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	C10		I	0	7	10YR 3/2 Dark Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C10		III	10	13	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	C11		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam	End of transect	MAG	4/12/2011
Warwick River	C11		II	6	11	10YR 5/1 Gray Sandy Clay Loam		MAG	4/12/2011
Warwick River	C11		III	11	15	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	C19		II	7	10	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	C2		I	0	5	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C2		II	5	18	10YR 6/6 Brownish Yellow Loamy Sand		RF, GG	4/13/2011
Warwick River	C2		III	18	23	10YR 5/4 Yellowish Brown Medium Sand		RF, GG	4/13/2011
Warwick River	C2		IV	23	26	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	C3		I	0	5	10YR 3/2 Very Dark Grayish Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C3		II	5	18	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	C3		III	18	23	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	C4		I	0	5	10YR 3/2 Dark Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C4		II	5	9	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	C4		III	9	12	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	C5		I	0	6	10YR 3/2 Dark Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C5		II	6	11	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	C5		III	11	16	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	C6		I	0	9	10YR 3/2 Dark Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C6		II	9	16	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	C6		III	16	20	10YR 5/8 YR Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	C7		I	0	6	10YR 3/2 Dark Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C7		II	6	9	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011
Warwick River	C7		III	0	12	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	C8		I	0	12	10YR 4/2 Dark Grayish Brown Sandy Loam		MAG	4/12/2011
Warwick River	C8		II	12	19	10YR 5/6 Yellowish Brown Sandy Clay		MAG	4/12/2011
Warwick River	C9		I	0	9	10YR 3/2 Dark Brown Sandy Loam		RF, GG	4/13/2011
Warwick River	C9		II	9	13	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/13/2011

Area	STP	Radial	Level	Start Depth	End Depth	Soil Description	Comments	Initials	Date
Warwick River	C9		III	13	16	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/13/2011
Warwick River	D1		I	0	8	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/14/2011
Warwick River	D1		II	8	11	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/14/2011
Warwick River	D1		III	11	14	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	D10					!!NO DIG!!	In drainage	RF, GG	4/14/2011
Warwick River	D11		I	0	6	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/14/2011
Warwick River	D11		II	6	24	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/14/2011
Warwick River	D11		III	24	27	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	D12		I	0	9	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/14/2011
Warwick River	D12		II	9	16	10YR 5/4 Yellowish Brown Loamy Sand		RF, GG	4/14/2011
Warwick River	D12		III	16	20	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	D2		I	0	10	10YR 4/2 Dark Grayish Brown Sandy Loam	Between berm/ slope and fence	RF, GG	4/14/2011
Warwick River	D2		II	10	27	10YR 5/4 Yellowish Brown Medium Sand		RF, GG	4/14/2011
Warwick River	D2		III	27	29	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	D3					!!NO DIG!!	On edge of standing water	RF, GG	4/14/2011
Warwick River	D4					!!NO DIG!!	In standing water, Original flow of the river	RF, GG	4/14/2011
Warwick River	D6					!!NO DIG!!	On edge of standing water	RF, GG	4/14/2011
Warwick River	D7					!!NO DIG!!		RF, GG	4/14/2011
Warwick River	D8		I	0	5	10YR 5/1 Gray Sandy Loam	Water at Level II	RF, GG	4/14/2011
Warwick River	D8		II	5	9	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	D8		III	9	13	10YR 4/1 Dark Gray Sandy Clay Loam		RF, GG	4/14/2011
Warwick River	D8		IV	13	17	10YR 4/1 Dark Gray with 10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	D9		I	0	13	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/14/2011
Warwick River	D9		II	13	24	10YR 5/4 Yellowish Brown Medium Sand		RF, GG	4/14/2011
Warwick River	D9		III	24	27	10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011
Warwick River	E1		I	0	5	10YR 4/2 Dark Grayish Brown Sandy Loam		RF, GG	4/14/2011
Warwick River	E1		II	5	10	10YR 4/2 Dark Grayish Brown mottled with 10YR 5/8 Yellowish Brown Sandy Clay		RF, GG	4/14/2011

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APPENDIX B: ARTIFACT CATALOG

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIAL	DECORATION	SIZE /COMMENTS	COUNT	INITIALS	DATE
Bottom's Bridge	44HE1063	E10				II	LTC	debitage	secondary	broken	quartzite		heat treated	1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E10				II	LTC	debitage	secondary	fragment	quartzite			1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E10				II	LTC	debitage	tertiary	whole	quartzite			1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E12				II	LTC	debitage	fire cracked rock				17 g	1	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E13				II	LTC	debitage	fire cracked rock		quartzite		381 g	3	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E13				II	LTC	debitage	secondary	whole	orthoquartzite			1	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E13				II	LTC	debitage	tertiary	whole	quartzite			1	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E13				II	LTC	debitage	secondary	whole	chert			1	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E7				II	LTC	debitage	point base	levanna	quartzite			1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E7				II	LTC	debitage	primary	broken	quartzite			1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E7				II	LTC	debitage	tertiary	fragment	quartzite			1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E7				II	POT	prehistoric pottery	Townsend	body	shell temper			1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063	E8				I	POT	prehistoric pottery	Mockley	body	shell temper	plain		2	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E8				I	POT	prehistoric pottery	Prince Georges	body	pebble temper	knotted net		2	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E8				II	POT	prehistoric pottery	Thin, plain Late Woodland	body				1	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E8				II	POT	prehistoric pottery	Pope's creek	body	sand temper	knotted net z-twist		1	CC/RF	4/7/2011
Bottom's Bridge	44HE1063	E9				II	LTC	debitage	primary	whole	quartzite		heat treated	1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063			S F C 1		SFC	LTC	debitage	secondary	broken	quartzite		raised lip	1	MG/GG	4/7/2011
Bottom's Bridge	44HE1063			S F C 2		SFC	LTC	debitage	angular debris		quartz			1	CC	4/7/2011
Bottom's Bridge	44NK0100	D13	EAST			II	LTC	debitage	angular debris		quartz			1	RF/CC	3/31/2011
Bottom's Bridge	44NK0100	D13				II	LTC	debitage	secondary	fragment	quartzite			1	RF/CC	3/31/2011
Bottom's Bridge	44NK0100	D23	SOUTH			III	LTC	debitage	secondary	whole	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D23	SOUTH			III	LTC	debitage	secondary	fragment	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D23	SOUTH			III	LTC	debitage	tertiary	fragment	quartzite			1	RF/CC	4/1/2011

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIA L	DECORATION	SIZE /COMMENTS	COUN T	INITIALS	DATE
Bottom's Bridge	44NK0100	D23	WEST			I	LTC	debitage	secondary	broken	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D23				I	LTC	debitage	secondary	broken	quartzite			1	RF/CC	3/31/2011
Bottom's Bridge	44NK0100	D23				I	LTC	debitage	tertiary	broken	quartzite			1	RF/CC	3/31/2011
Bottom's Bridge	44NK0100	D24				II	LTC	debitage	tertiary	fragment	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D26				I	LTC	debitage	secondary	fragment	quartzite			2	MG/GG	4/1/2011
Bottom's Bridge	44NK0100	D26	EAST			I	LTC	debitage	secondary	fragment	quartzite			1	MG/GG	4/1/2011
Bottom's Bridge	44NK0100	D28	EAST			II	LTC	debitage	secondary	broken	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D28	EAST			II	LTC	debitage	tertiary	whole	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D28	EAST			II	LTC	debitage	tertiary	fragment	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D28				II	LTC	debitage	secondary	fragment	quartzite			2	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D28				II	LTC	debitage	tertiary	whole	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D29	SOUTH			II	LTC	debitage	secondary	fragment	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D29	SOUTH			II	LTC	debitage	secondary	fragment	quartzite		heat treated	1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D29	SOUTH			II	LTC	debitage	tertiary	fragment	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D29	SOUTH			II	POT	prehistoric pottery	Varina	body	sand temper	knotted net		1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D29				I	POT	prehistoric pottery	Varina	body	sand temper	knotted net		1	CC/RF	4/11/2011
Bottom's Bridge	44NK0100	D30	SOUTH			II	LTC	debitage	secondary	whole	quartzite			3	GG/MG	4/1/2011
Bottom's Bridge	44NK0100	D30	SOUTH			II	LTC	debitage	secondary	fragment	quartzite			1	GG/MG	4/1/2011
Bottom's Bridge	44NK0100	D30	SOUTH			II	LTC	debitage	secondary	broken	quartz			1	GG/MG	4/1/2011
Bottom's Bridge	44NK0100	D30	SOUTH			II	LTC	debitage	tertiary	broken	quartzite			2	GG/MG	4/1/2011
Bottom's Bridge	44NK0100	D30	SOUTH			II	LTC	debitage	tertiary	fragment	quartzite			1	GG/MG	4/1/2011
Bottom's Bridge	44NK0100	D30	SOUTH			II	POT	prehistoric pottery	untyped	body	sand temper	eroded		1	GG/MG	4/1/2011
Bottom's Bridge	44NK0100	D30				II	LTC	debitage	secondary	broken	quartzite			1	MG/GG	4/1/2011
Bottom's Bridge	44NK0100	D30				II	POT	prehistoric pottery	untyped	body	fine sand temper		late woodland	1	MG/GG	4/1/2011
Bottom's Bridge	44NK0100	D30				II	POT	prehistoric pottery	untyped	body	sand temper	eroded		1	MG/GG	4/1/2011
Bottom's Bridge	44NK0100	D30				II	POT	prehistoric pottery	Varina	body	sand temper	knotted net		1	MG/GG	4/1/2011

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIA L	DECORATION	SIZE /COMMENTS	COUN T	INITIALS	DATE
Bottom's Bridge	44NK0100	D31	SOUTH			II	LTC	debitage	secondary	broken	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D31	SOUTH			II	LTC	debitage	secondary	fragment	quartzite			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D31	SOUTH			II	LTC	debitage	tertiary	fragment	quartzite			2	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D31				II	LTC	debitage	tertiary	broken	quartz			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D31				II	LTC	fire cracked rock			quartzite		21 g	1	RF/CC	4/1/2011
Bottom's Bridge	44NK0100	D9				II	LTC	debitage	secondary	whole	quartzite			1	GG/MG	3/31/2011
Bottom's Bridge	44NK0100	V27				II	LTC	debitage	secondary	fragment	quartz			1	CC/RF	4/5/2011
Bottom's Bridge	44NK0100	V28				I	LTC	debitage	secondary	broken	quartzite			1	CC/RF	4/5/2011
Bottom's Bridge	44NK0281	D2	SOUTH			I	ARC	brick	handmade					1	MG/GG	***
Bottom's Bridge	44NK0281	D3				II	ARM	bullet	minnie ball	0.58	lead	striations from firing	impacted/ complete	1	MG/GG	3/31/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	angular debris		quartzite		heat treated	1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D1				II	LTC	debitage	angular debris		quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D2				III	LTC	debitage	primary	fragment	quartzite			1	MG/GG	3/31/2011
Bottom's Bridge	44NK0281	D1				I	LTC	debitage	secondary	whole	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D1				I	LTC	debitage	secondary	broken	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D3				I	LTC	debitage	secondary	broken	quartzite			1	MG/GG	3/31/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	secondary	fragment	quartzite			2	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	secondary	whole	quartzite			6	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	secondary	broken	quartzite			7	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	secondary	fragment	quartzite			5	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	secondary	fragment	quartz			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1				II	LTC	debitage	secondary	fragment	quartzite			3	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D2	SOUTH			II	LTC	debitage	secondary	fragment	quartz			1	MG/GG	3/31/2011
Bottom's Bridge	44NK0281	D1	SOUTH			III	LTC	debitage	secondary	broken	quartzite		heat treated	1	RF/CC	3/31/2011
Bottom's Bridge	44NK0281	D2				III	LTC	debitage	secondary	broken	quartzite			2	MG/GG	3/31/2011
Bottom's Bridge	44NK0281	D2	SOUTH			I	LTC	debitage	tertiary	whole	quartzite			2	MG/GG	***

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIA L	DECORATION	SIZE /COMMENTS	COUN T	INITIALS	DATE
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	tertiary	whole	quartzite			8	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	tertiary	fragment	quartzite			10	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	tertiary	broken	quartzite			2	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1	SOUTH			II	LTC	debitage	tertiary	fragment	quartz			1	RF/CC	4/1/2011
Bottom's Bridge	44NK0281	D1				II	LTC	debitage	tertiary	whole	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D2	SOUTH			II	LTC	debitage	tertiary	whole	quartzite			1	MG/GG	3/31/2011
Bottom's Bridge	44NK0281	D1				II	LTC	debitage	utilized flake		quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D1				I	LTC	fire cracked rock			quartzite		12 g	1	CC/RF	3/31/2011
Bottom's Bridge	44NK0281	D1	SOUTH			III	LTC	fire cracked rock			quartzite		5 g	1	RF/CC	3/31/2011
Bottom's Bridge	44NK0281	D1				I	POT	prehistoric pottery	untyped	body	sand temper	eroded		1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C10	SOUTH			II	ARC	brick	handmade					1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	W14	WEST			II	ARC	brick	handmade					1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	A20				II	ARC	nail	UID				shaft	2	MG/RF	3/29/2011
Bottom's Bridge	44NK0282	C10	SOUTH			II	GLS	bottle	green wine bottle	body				1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	angular debris		quartz			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	B12	NORTH			II	LTC	debitage	biface	stage 4	rhyolite			1	RF/MG	3/30/2011
Bottom's Bridge	44NK0282	W14	WEST			II	LTC	debitage	fire cracked rock				32 g	1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	A19				II	LTC	debitage	primary	whole	quartzite			1	RF/MG	3/29/2011
Bottom's Bridge	44NK0282	A18				II	LTC	debitage	secondary	fragment	ryholite			1	CC/GG	3/29/2011
Bottom's Bridge	44NK0282	A19	WEST			II	LTC	debitage	secondary	whole	quartzite			1	RF/GG	3/30/2011
Bottom's Bridge	44NK0282	B11	NORTH			II	LTC	debitage	secondary	fragment	quartz			1	RF/MG	3/30/2011
Bottom's Bridge	44NK0282	B12				I	LTC	debitage	secondary	broken	quartzite			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	C10	WEST			II	LTC	debitage	secondary	fragment	quartz			1	MG/GG	3/31/2011
Bottom's Bridge	44NK0282	C9	SOUTH			II	LTC	debitage	secondary	whole	quartzite			2	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C9				II	LTC	debitage	secondary	whole	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	W13	EAST			II	LTC	debitage	secondary	whole	quartzite			1	CC/RF	4/5/2011

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIA L	DECORATION	SIZE /COMMENTS	COUN T	INITIALS	DATE
Bottom's Bridge	44NK0282	W13				II	LTC	debitage	secondary	fragment	quartzite			1	CC/RF	4/15/2011
Bottom's Bridge	44NK0282	Z19				II	LTC	debitage	secondary	whole	basalt			1	CC/RF	4/4/2011
Bottom's Bridge	44NK0282	A19				II	LTC	debitage	secondary	broken	quartzite			1	RF/MG	3/29/2011
Bottom's Bridge	44NK0282	A19				II	LTC	debitage	secondary	fragment	quartzite			1	RF/MG	3/29/2011
Bottom's Bridge	44NK0282	B11	NORTH			II	LTC	debitage	secondary	fragment	quartzite			1	RF/MG	3/30/2011
Bottom's Bridge	44NK0282	B12	WEST			II	LTC	debitage	secondary	whole	quartzite			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	B12				I	LTC	debitage	secondary	broken	quartz			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	B12				II	LTC	debitage	secondary	fragment	quartzite			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	B12				II	LTC	debitage	secondary	whole	quartzite			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	C9	SOUTH			II	LTC	debitage	secondary	whole	quartz			2	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C9	SOUTH			II	LTC	debitage	secondary	fragment	quartz			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C9				II	LTC	debitage	secondary	fragment	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	W13	EAST			II	LTC	debitage	secondary	whole	quartz			1	CC/RF	4/5/2011
Bottom's Bridge	44NK0282	W14	WEST			II	LTC	debitage	secondary	whole	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14	WEST			II	LTC	debitage	secondary	broken	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14	WEST			II	LTC	debitage	secondary	whole	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	secondary	fragment	quartz			2	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	secondary	broken	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	secondary	whole	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	secondary	fragment	quartzite			2	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	Z19				II	LTC	debitage	secondary	fragment	quartzite			1	CC/RF	4/4/2011
Bottom's Bridge	44NK0282	A18	NORTH			I	LTC	debitage	tertiary	whole	quartzite			1	CC/GG	3/29/2011
Bottom's Bridge	44NK0282	B11				II	LTC	debitage	tertiary	fragment	quartzite			1	RF/MG	3/30/2011
Bottom's Bridge	44NK0282	B12	WEST			II	LTC	debitage	tertiary	whole	quartzite			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	C9	EAST			II	LTC	debitage	tertiary	whole	quartz			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	B12				I	LTC	debitage	tertiary	whole	quartzite			1	CC/GG	3/30/2011

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIA L	DECORATION	SIZE /COMMENTS	COUN T	INITIALS	DATE
Bottom's Bridge	44NK0282	B12				I	LTC	debitage	tertiary	whole	quartz			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	B12				II	LTC	debitage	tertiary	whole	quartzite			2	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	B12				II	LTC	debitage	tertiary	broken	quartzite			1	CC/GG	3/30/2011
Bottom's Bridge	44NK0282	C10	SOUTH			II	LTC	debitage	tertiary	whole	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C10	SOUTH			II	LTC	debitage	tertiary	broken	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C10				III	LTC	debitage	tertiary	fragment	chert		heat treated	1	MG/GG	3/31/2011
Bottom's Bridge	44NK0282	C9	SOUTH			II	LTC	debitage	tertiary	whole	quartz			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C9	SOUTH			II	LTC	debitage	tertiary	broken	quartz			2	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C9				II	LTC	debitage	tertiary	broken	quartzite			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	C9				II	LTC	debitage	tertiary	whole	quartz			1	CC/RF	3/31/2011
Bottom's Bridge	44NK0282	W13	EAST			II	LTC	debitage	tertiary	broken	quartz			1	CC/RF	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	tertiary	broken	quartz			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	tertiary	whole	quartzite			2	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	tertiary	fragment	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	W14				II	LTC	debitage	tertiary	fragment	quartz			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	C10				II	LTC	debitage	tool		quartz		possible scraper	1	MG/GG	3/31/2011
Bottom's Bridge	44NK0282	A19				II	POT	prehistoric pottery	Thin, plain Late Woodland	body	quartz and sand temper	plain		1	RF/MG	3/29/2011
Bottom's Bridge	44NK0282	W14	WEST			II	POT	prehistoric pottery	Thin, plain Late Woodland	body				1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	C10	WEST			II	POT	prehistoric pottery	Prince Georges	body	pebble temper			1	MG/GG	3/31/2011
Bottom's Bridge	44NK0282	W14				II	POT	prehistoric pottery	Prince Georges	rim	pebble temper	plain		1	MG/GG	4/5/2011
Bottom's Bridge	44NK0282	A19	SOUTH			II	POT	prehistoric pottery	Sullivan	body	shell temper	cord marked s- twist		2	MG/RF	3/29/2011
Bottom's Bridge	44NK0282	Z19	EAST			II	POT	prehistoric pottery	untyped	body	sand temper	plain		1	CC/RF	4/4/2011
Bottom's Bridge	44NK0282	A19				II	POT	prehistoric pottery	untyped	body	sand temper	eroded		1	RF/MG	3/29/2011
Bottom's Bridge	44NK0282	W14				II	POT	prehistoric pottery	untyped	body	sand temper	eroded		2	MG/GG	4/5/2011
Bottom's Bridge	44NK0283	A23	EAST			II	POT	prehistoric pottery	Varina	body	sand temper	knotted net		1	CC/GG	3/29/2011

AREA	SITE	STP	RADIAL	S F C	M D	LEVEL	CAT	TYPE	SUBTYPE	FORM	MATERIA L	DECORATION	SIZE /COMMENTS	COUN T	INITIALS	DATE
Bottom's Bridge	44NK0283	A23				I	POT	prehistoric pottery	Sullivan	body	shell and sand temper	fine cord marks		1	CC/GG	3/29/2011
Bottom's Bridge	44NK0283	A26	EAST			I	MET	flat pressed metal			iron alloy			1	MG/RF	3/29/2011
Bottom's Bridge	44NK0283	A26	EAST			I	LTC	debitage	secondary	whole	quartzite			1	MG/RF	3/29/2011
Bottom's Bridge	44NK0283	W22	WEST			III	LTC	debitage	secondary	fragment	quartzite			1	MG/GG	4/5/2011
Bottom's Bridge	44NK0283	A26	EAST			I	ARC	nail	UID				shaft	1	MG/RF	3/29/2011
Bottom's Bridge	44NK0283	Z32				I	ARC	nail	UID				shaft	1	MG/GG	4/4/2011
Bottom's Bridge	44NK0283	A26	SOUTH			II	ARC	nail	ungalvanize d wire				complete	1	CC/GG	3/29/2011
Bottom's Bridge	44NK0283	A23				I	ARC	nail	wrought				shaft	1	CC/GG	3/29/2011
Bottom's Bridge	44NK0283	A26	EAST			I	ARC	spike	ungalvanize d wire				complete	1	MG/RF	3/29/2011
Bottom's Bridge	44NK0283	Z31				II	CER	earthenware	creamware	body				1	CC/RF	4/4/2011
Bottom's Bridge	44NK0283	W22				I	CER	stoneware	ginger	body		buff body		1	CC/RF	4/5/2011
Bottom's Bridge	44NK0283	A26	EAST			I	GLS	bottle	clear	body				1	MG/RF	3/29/2011
Bottom's Bridge	44NK0283	A23	EAST			II	LTC	debitage	secondary	whole	quartz			1	CC/GG	3/29/2011
Bottom's Bridge	44NK0283	A26				I	ARC	nail	cut	UID head			complete	1	RJF	3/29/2011
Bottom's Bridge	44NK0283	Z32				I	ARC	nail	cut	UID head			head and shaft	1	MG/GG	4/4/2011
Bottom's Bridge	44NK0283	A26	EAST			I	ARC	nail	cut	cut head			complete	1	MG/RF	3/29/2011
Bottom's Bridge	ISF 1	B6				II	CER	earthenware	whiteware	body		plain		1	CC/GG	3/30/2011
Bottom's Bridge	ISF 1	B6				II	LTC	point	Brewerton side knotted		quartz			1	CC/GG	3/30/2011
Bottom's Bridge	ISF 2	C6				II	CER	earthenware	pearlware	body		painting blue		1	CC/GG	3/30/2011
Bottom's Bridge	ISF 3	V1				II	LTC	debitage	secondary	broken	quartzite			1	MG/GG	4/6/2011
Bottom's Bridge	ISF 4	E43				II	LTC	debitage	tertiary	broken	quartzite			1	CC/RF	4/8/2011
Exit 211	ISF 1	B4				II	ARC	nail	cut	UID head			head and shaft	1	***	***
Warrick River	ISF 1	A17				I	LTC	fire cracked rock			sandstone		16g	1	GG/RF	4/4/2011
Warrick River	ISF 2	A25				II	LTC	fire cracked rock			sandstone		29g	1	MG	4/11/2011
Warrick River	ISF 4				2	I	ARM	bullet	.58		lead		Impacted/compl ete	1	MG/GG/R F	4/13/2011
Warrick River	ISF 3				1	I	MET	UID			iron alloy			1	MG	4/13/2011

APPENDIX C: DSS FORMS

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR ID#: 44HE0004

DHR Site Number: 44HE0004 Other DHR Number:
Resource Name:
Temporary Designation:
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation Temporal Designation
Native American Woodland

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Domestic Example: Camp, temporary
Comments/Remarks:
lithic scater

[2011 Dovetail]This survey did not successfully re-identify the site’s previously documented site boundaries. This is likely due to the excessive road construction disturbance identified within the survey area which has destroyed an unknown portion of the site.

LOCATION INFORMATION

USGS Quadrangle(s): QUINTON Restrict UTM Data?

Center UTM Coordinates (for less than 10 acres): NAD 18/4154546/304041/2

NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD ZONE EAST NORTH

Physiographic Province: Coastal Plain Drainage: James River
Aspect: Nearest Water Source: Chickahominy River
Elevation (in feet): 50.00 Distance to Water(in feet): 2,300
Slope: 0-2% Site Soils: Altavista
Adjacent Soils: Augusta
Landform: floodplain

SITE CONDITION/SURVEY DESCRIPTION

Site 467 feet by 467 feet Acreage: 5.00

Survey Strategy: Subsurface Testing
Surface Testing

Site Condition: Unknown Portion of Site Destroyed
Site Condition Unknown

Threats to Resource: Transportation Expansion

Survey Description:

depth of site:topsoil only

[2011 Dovetail] Dovetail's survey did not re-identify this site. Shovel testing at 75 foot intervals was conducted across the previous site boundaries and due to construction disturbance. Original site boundaries place over half the site within the Bottoms Bridge survey area, extending south into the current I-64 corridor. The area immediately north of this approximate site location is regularly inundated by the construction drainage located in this area.

CURRENT LAND USE

Land Use:	Example:	Dates of Use:
Comments/Remarks:		

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes **Specimens Depository:** VDHR

Assemblage Description:
sherds, chips, points (VSL Acc. #60)

[2011 Dovetail] No artifacts were collected during Dovetail's survey

Specimens Reported? Yes

Assemblage Description--Reported:

Field Notes Reported? Yes **Depository:** Dovetail CRG

REPORTS, DEPOSITORY AND REFERENCES

Report (s) ? Yes **Depository:** Dovetail/DHR

DHR Library Reference Number:

Reference for reports and publications:

Gonzalez, Marco A. and Michael L. Carmody
A PHASE I ARCHAEOLOGICAL SURVEY OF SELECTED AREAS WITHIN THE INTERSTATE 64 CORRIDOR PENINSULA
STUDY FROM INTERSTATE 664 IN HAMPTON TO INTERSTATE 95 IN RICHMOND, VIRGINIA

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Depository	Type of Photos	Photo Date
No			9999/99/99

Yes Dovetail Digital 2011/04/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase I/Reconnaissance Date: 2011/04/99

Organization and Person:

Organization: Dovetail CRG First: Michael Last: Carmody

Sponsor Organization:

DHR Project Review File No: 2008-1573

CRM Event Notes or Comments:

[2011 Dovetail] On behalf of McCormick Taylor, Inc., Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase I archaeological survey within three sections of the Interstate 64 (I-64) Corridor Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites potentially qualifying for preservation in place.

Cultural Resource Management Event: Survey:Phase I/Reconnaissance Date: 1963/04/02

Organization and Person:

Organization: First: CWM-MacCord & Peple Last:

Sponsor Organization:

DHR Project Review File No: VSL Acc. #60

CRM Event Notes or Comments:

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Honorif: First: Last:

Suffix:

Title:

Company/

Agency:

Address:

City: State: Zip:

Phone/Ext:

Notes:

Ownership Type:

Government Agency: Virginia Department of Transportation

City/County: Henrico

Draft

**DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT**

DHR ID#: 44HE1063

DHR Site Number: 44HE1063 **Other DHR Number:**
Resource Name:
Temporary Designation: 44HE23-RMO
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation	Temporal Designation
Native American	Late Woodland
Native American	Middle Archaic

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Settlement Patterns **Example:** Camp

Comments/Remarks:

[2011 Dovetail] This site appears to represent a temporary camp site most likely utilized as a seasonal procurement site. The current survey adds to the existing site information which originally assigned a temporal affiliation to Middle Archaic and Late Woodland Periods. The artifact assemblage represents various periods throughout the Woodland Period (3,200–400 B.P.). The earliest temporal affiliation within this assemblage includes a Pope’s Creek ware spanning the Early to Middle Woodland Period. The latest affiliation includes the Townsend and Thin, plain Late Woodland wares which cover the Late Woodland Period to Early Contact Period. This range of dates observed within the assemblage indicates a recurring use of this site throughout the prehistoric period in Virginia. While a portion of this site may have been impacted by the construction of the I-64 corridor and utility corridor, the deep deposits within the site boundaries indicate a potential for subsurface features. Additionally, the survey was limited to the APE of the corridor and thus it is likely that the site boundary may extend to the south beyond the current limits of this survey.

LOCATION INFORMATION

USGS Quadrangle(s): QUINTON **Restrict UTM Data?**

Center UTM Coordinates (for less than 10 acres): NAD 18/4154212/304175/2

NAD	ZONE	EAST	NORTH
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Boundary UTM Coordinates (for 10 acres or more): NAD 18/4154212/304175/9999

NAD	ZONE	EAST	NORTH
	18	4154212	304175

Physiographic Province: Piedmont

Drainage:

1

SITE CONDITION/SURVEY DESCRIPTION

Site 485 feet by 270 feet **Acreage:** 2.10

Survey Strategy: Informant
 Subsurface Testing
 Surface Testing

Site Condition: Unknown Portion of Site Destroyed
 Subsurface Integrity

Threats to Resource: Transportation Expansion

Survey Description:

This survey was conducted by Randy Owen at an unknown time. Site form began after Owen's death. No record of size dimensions or strategy was left. Site was most likely destroyed by the construction of I-64.

[2011 Dovetail] Shovel testing occurred at 75 foot intervals in all testable portions of this site location that also fell within the established Bottoms Bridge survey area. The survey area was tested with one transect running along the base of road grading. Shovel testing within the approximate site location included 13 STPs of which five shovel tests produced artifacts. Additionally, a surface collection within the site boundaries was conducted within the power line swath. This was due to recent clearing of this swath and uprooted trees that displaced subsurface contents onto the surface.

NAD 1983

CURRENT LAND USE

Land Use:	Example:	Dates of Use:
Comments/Remarks:		

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes **Specimens Depository:** DHR

Assemblage Description:

1 Halifax type quartzite point, 1 quartzite biface, 6 middle woodland body sherds and 1 rim sherd.

[2011 Dovetail] A total of 23 artifacts was recovered from 6 shovel tests excavated within the site and two surface collection locations, all prehistoric. The assemblage includes 14 lithics which included nine flakes, four fire cracked rock (FCR) fragments, and one Levanna quartzite projectile point base (1,300–650 B.P.–). Lithic material is predominantly composed of quartzite but also includes chert and quartz. Various stages of lithic reduction are represented in this collection. The assemblage also includes seven pottery fragments of various ware types. These include one Pope’s Creek (2,500–1,700 B.P.–), one Thin, plain Late Woodland sherd (700–300 B.P.–), one Townsend Series (1,050–400

B.P.–), two Mockley (1,800–1,100 B.P.–), and two Prince Georges (2,500–1,800 B.P.–). STP E8 produced the highest percentage of artifacts recovered (n= 6) which included all but one prehistoric pottery fragment. Additionally, river lithics (one quartzite flake and one

Aspect:	Nearest Water Source:	Chickahominy River
Specimens Reported? No	Distance to Water(in feet):	2,100
Elevation (in feet): 50.00	Site Soils:	Altavista
Assemblage Description--Reported: 6-270	Adjacent Soils:	Augusta

Landform: floodplain

Field Notes Reported? Yes Depository: Dovetail CRG

REPORTS, DEPOSITORY AND REFERENCES

Report (s) ? No **Depository:**
DHR Library Reference Number:
Reference for reports and publications:

Report (s) ? Yes **Depository:** Dovetail/DHR
DHR Library Reference Number:
Reference for reports and publications:

Gonzalez, Marco A. and Michael L. Carmody
 A PHASE I ARCHAEOLOGICAL SURVEY OF SELECTED AREAS WITHIN THE INTERSTATE 64 CORRIDOR PENINSULA
 STUDY FROM INTERSTATE 664 IN HAMPTON TO INTERSTATE 95 IN RICHMOND, VIRGINIA

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Depository	Type of Photos	Photo Date
Yes	Dovetail	Digital	2011/04/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase I/Reconnaissance	Date: 9999/99/99
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Organization and Person:

Organization: **First:** Randy **Last:** Owen
Sponsor Organization:
DHR Project Review File No:

CRM Event Notes or Comments:

This site form was filed after Owen's death.

Cultural Resource Management Event: Survey:Phase I/Reconnaissance	Date: 2011/04/99
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Organization and Person:

Organization: Dovetail CRG **First:** Michael **Last:** Carmody
Sponsor Organization:
DHR Project Review File No: 2008-1573

CRM Event Notes or Comments:

[2011 Dovetail] On behalf of McCormick Taylor, Inc., Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase I archaeological survey within three sections of the Interstate 64 (I-64) Corridor Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites potentially qualifying for preservation in place.

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Informant

Physiographic Province: Coastal Plain
Aspect:
Elevation (in feet): 50.00
Slope: 0-2%
Landform: other

Drainage: James River
Nearest Water Source: Chickahominy River
Distance to Water(in feet): 100
Site Soils:
Adjacent Soils:

SITE CONDITION/SURVEY DESCRIPTION

Site 1,750 feet by 1,750 feet **Acreage:** 41.80

Survey Strategy: Informant
 Subsurface Testing

Site Condition: Unknown Portion of Site Destroyed
 Subsurface Integrity

Threats to Resource: Transportation Expansion

Survey Description:

Site described by informant as borrow pit for I-64 construction producing Indian artifacts with pottery, pipes and projectile points. Lower was a paleontological site producing whale skeletal materials.

[2011 Dovetail] Shovel testing at 75 foot intervals occurred in all testable portions of this site location that also fell within the established Bottoms Bridge survey area. This site was tested with 2 transects running along the north and south edges of the existing I-64 road grading and disturbance. Shovel testing within this site included 60 STPs, of which 18 shovel tests produced artifacts contributing to the site.

NAD 1983

CURRENT LAND USE

Land Use: **Example:** **Dates of Use:**
Comments/Remarks:

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes **Specimens Depository:** DHR

Assemblage Description:

Owen Collection: 2 worked quartz flakes, 4 large quartzite flakes, fragmented quartz point with serrated blade, Kirk corner point, Bare Island point, Halifax point, Morrow Mountain point, soapstone sherd, crushed quartz net marked sherd, pebble tempered body and base sherds, cord marked sand tempered sherd, shell tempered cordmarked sherd, fabric marked particle sherd.

[2011 Dovetail] A total of 44 artifacts was recovered from the 18 positive shovel tests excavated within the site. The assemblage was entirely composed of prehistoric artifacts which includes one FCR, one angular debris fragment, 23 secondary flakes, 13 tertiary flakes, and six prehistoric pottery fragments. The quantity of secondary and tertiary flakes this collection represents mid- to late-stage lithic reduction activities. The six pottery fragments recovered within the site boundaries includes three Varina pottery fragments (1,050–400 B.P.±) (Photo 17) and 3 untyped sand tempered pottery fragments. No historic cultural material was recovered from this site during this survey.

Specimens Reported? No

Assemblage Description--Reported:

See survey description.

Field Notes Reported? Yes Depository: DHR, Richmond/Dovetail

REPORTS, DEPOSITORY AND REFERENCES

Report (s) ? Yes Depository: DHR/ Dovetail

DHR Library Reference Number:

Reference for reports and publications:

Gonzalez, Marco A. and Michael L. Carmody: A Phase I Archaeological survey of selected areas within the Interstate 64 corridor PENINSULA STUDY from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Depository	Type of Photos	Photo Date
Yes	Dovetail	Digital	2011/04/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase I/Reconnaissance	Date: 1983/10/99
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Organization and Person:

Organization: First: VDOT-L. E. Browning Last:

Sponsor Organization:

DHR Project Review File No:

CRM Event Notes or Comments:

Cultural Resource Management Event: Survey:Phase I/Reconnaissance	Date: 9999/99/99
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Organization and Person:

Organization: First: Randy Last: Owen

Sponsor Organization:

DHR Project Review File No:

CRM Event Notes or Comments:

Cultural Resource Management Event: Survey:Phase I/Reconnaissance	Date: 2011/04/99
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Organization and Person:

Organization: Dovetail CRG First: Michael Last: Carmody

Sponsor Organization:

DHR Project Review File No: 2008-1573

CRM Event Notes or Comments:

[2011 Dovetail] On behalf of McCormick Taylor, Inc., Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase I archaeological survey within three sections of the Interstate 64 (I-64) Corridor Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites potentially qualifying for preservation in place.

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

City/County: New Kent

Draft

Individual Category Codes:

Informant

Honorif: **First:** Randy

Last: Owen

Suffix:

Title:

Company/

Agency:

Address:

City:

State:

Zip:

Phone/Ext:

Notes:

Ownership Type: Public - State

Government Agency: Virginia Department of Transportation

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR ID#: 44NK0281

DHR Site Number: 44NK0281 Other DHR Number:
Resource Name:
Temporary Designation: 44NK0281
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation Temporal Designation
Euro-American 19th Century: 3rd quarter
Native American Woodland

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Domestic Example: Lithic scatter

Comments/Remarks:
[2011 Dovetail] Site 44NK0281 is a small multicomponent site consisting of a prehistoric lithic scatter with a Woodland Period (3,200 B.P.–400 B.P.) temporal affiliation and a minor Civil War battlefield component.

Thematic Context: Military/Defense Example: Other

Comments/Remarks:
[2011 Dovetail] One bullet was recovered during metal detection. This was the only artifact that could be conclusively linked to the Civil War.

LOCATION INFORMATION

USGS Quadrangle(s): QUINTON Restrict UTM Data? No

Center UTM Coordinates (for less than 10 acres): NAD 18/4154547/305461/2

NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD ZONE EAST NORTH

Physiographic Province: Coastal Plain Drainage: James River
Aspect: Nearest Water Source: Chickahominy River
Elevation (in feet): 50.00 Distance to Water(in feet): 600
Slope: 2-6% Site Soils: Kinston Silt Loam
Adjacent Soils: Tomotley Loam
Landform: other

SITE CONDITION/SURVEY DESCRIPTION

Site 185 feet by 66 feet

Acreage: 0.20

Survey Strategy: Subsurface Testing
Metal Detection

Site Condition: Subsurface Integrity

Threats to Resource: Transportation Expansion

Survey Description:

[2011 Dovetail] The survey area was tested with one transect running along the base of road grading. Shovel testing was conducted at 75 foot intervals within this site included eight STPs of which four shovel tests produced artifacts. The survey revealed that the soils across the site are deep, with the average shovel test depth being 19.4 inches (49.3 cm) and the deepest being 28 inches. A metal detector sweep was also conducted in this area.

NAD 1983

CURRENT LAND USE

Land Use:	Example:	Dates of Use:
Comments/Remarks:		

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes Specimens Depository: Dovetail/DHR

Assemblage Description:

[2011 Dovetail] A total of 65 artifacts was recovered from 8 shovel tests excavated within the site. Five STPs produced artifacts within the site boundaries. The assemblage is predominantly prehistoric (97 percent) which includes 2 FCR fragments, one utilized flake, two angular debris fragments, one primary flake, 31 secondary flakes, 25 tertiary flakes, and one untyped sand-tempered prehistoric pottery fragment. While various stages of lithic reduction are represented in this collection there is an emphasis on the mid- to late-stage lithic reduction indicating a protracted use of the site rather than an expedient procurement location. Two historic artifacts were also recovered from shovel tests. STP D3 produced a brick fragment and one fired, lead .58 caliber bullet typical of the armaments used during engagements of the Civil War. This bullet was a popular ammunition load during the American Civil War generally utilized by the mass-produced Springfield Musket.

Specimens Reported? No

Assemblage Description--Reported:

Field Notes Reported? Yes Depository: Dovetail CRG

REPORTS, DEPOSITORY AND REFERENCES

Report (s)? Yes Depository: DHR/Dovetail

DHR Library Reference Number:**Reference for reports and publications:**

Gonzalez, Marco A. and Michael L. Carmody: A Phase I Archaeological survey of selected areas within the Interstate 64 Peninsula study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Depository	Type of Photos	Photo Date
Yes	Dovetail	Digital	2011/04/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase I/Reconnaissance	Date: 2011/03/99
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Organization and Person:

Organization: Dovetail **First:** Michael **Last:** Carmody

Sponsor Organization:

DHR Project Review File No: 2008-1573

CRM Event Notes or Comments:

[2011 Dovetail] On behalf of McCormick Taylor, Inc., Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase I archaeological survey within three sections of the Interstate 64 (I-64) Corridor Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites potentially qualifying for preservation in place.

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Honorif: **First:** **Last:**

Suffix:

Title:

Company/

Agency:

Address:

City: **State:** **Zip:**

Phone/Ext:

Notes:

Ownership Type: Public - State

Government Agency: Virginia Department of Transportation

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR ID#: 44NK0282

DHR Site Number: 44NK0282

Other DHR Number:

Resource Name:

Temporary Designation: 44NK9999

Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation

Indeterminate
Native American
Native American

Temporal Designation

19th Century
Late Woodland
Middle Woodland

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Domestic Example: Camp, temporary
Comments/Remarks:

Thematic Context: Other Example: Trash scatter
Comments/Remarks:

LOCATION INFORMATION

USGS Quadrangle(s):
QUINTON

Restrict UTM Data? No

Center UTM Coordinates (for less than 10 acres): NAD 18/4154515/305853/2

NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD ZONE EAST NORTH

Physiographic Province:	Coastal Plain	Drainage:	James River
Aspect:	Facing northwest	Nearest Water Source:	Chickahominy River
Elevation (in feet):	50.00	Distance to Water(in feet):	100
Slope:	2-6%	Site Soils:	Altavista fine sandy loam
		Adjacent Soils:	Tomotley loam

Landform:
terrace

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions:	675 feet by 375 feet	Acreage:	2.90
Survey Strategy:	Subsurface Testing		

Site Condition:
Subsurface Integrity

Threats to Resource:
Transportation Expansion

Survey Description:

[2011 Dovetail] The survey area was tested with five transects running along the edges of existing road grading and disturbance. Shovel testing was conducted at 75 foot intervals. Twenty-nine shovel tests were excavated within the site, of which 23 produced artifacts.

CURRENT LAND USE

Land Use: Transportatio	Example:	Road	Dates of Use:
	2011/06/99		

Comments/Remarks:
Portion of site is located within the I-64 highway corridor or within the road easement.

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes Specimens Depository: DHR

Assemblage Description:

[2011 Dovetail] A total of 76 artifacts was recovered from 29 shovel tests excavated within the site. A total 23 STPs produced artifacts within the site boundaries. The assemblage was primarily composed of prehistoric artifacts (93 percent) which include one FCR fragment, one scraper/tool, one angular debris fragment, one stage four biface, one primary flake, 33 secondary flakes, 23 tertiary flakes, and 10 prehistoric pottery fragments. Based on the large quantity of secondary and tertiary flakes this collection represents mid- to late-stage lithic reduction activities. The assemblage also includes 12 pottery fragments of various ware types. These include two Potomac Creek (700–300 B.P.), two Sullivan (1,000–400 B.P.), two Prince Georges (2,500–1,450 B.P.), and four untyped pottery fragments. The assemblage recovered at this site appears to represent a large temporary camp. The temporal affiliation for this site ranges from the Middle to the Late Woodland Period.

A total of five historic artifacts were also recovered from shovel tests. This assemblage includes two handmade brick fragments, one green wine bottle shard, and two unidentified nail fragments. Artifacts recovered in this part of the assemblage probably date from the nineteenth and twentieth centuries.

Specimens Reported? No
Assemblage Description--Reported:

Field Notes Reported? Yes Depository: Dovetail CRG

REPORTS, DEPOSITORY AND REFERENCES

Report (s) ? Yes Depository: DHR

DHR Library Reference Number:

Reference for reports and publications:

2011. Gonzalez, Marco A., Carthon Davis, III, and Michael L. Carmody

A PHASE I ARCHAEOLOGICAL SURVEY OF SELECTED AREAS WITHIN THE INTERSTATE 64 PENINSULA STUDY FROM

INTERSTATE 664 IN HAMPTON TO INTERSTATE 95 IN RICHMOND, VIRGINIA

DHR# 2008-1573

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation? Depository Type of Photos
Photo Date

Yes Dovetail Digital 2011/04/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase
I/Reconnaissance **Date:** 2011/04/99

Organization and Person:

Organization: Dovetail CRG **First:** Michael **Last:** Carmody

Sponsor Organization:

DHR Project Review File No: 2008-1573

CRM Event Notes or Comments:

[2011 Dovetail] On behalf of McCormick Taylor, Inc., Dovetail Cultural Resource Group I, Inc. conducted a Phase I archaeological survey within three sections of the Interstate 64 Peninsula Study in March 2011. These sections were determined to have a high potential for sensitive resources or sites potentially qualifying for preservation in place.

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Honorif: **First:** **Last:**

Suffix:

Title:

Company/

Agency:

Address:

City: **Phone/Ext:** **State:** **Zip:**

Notes:

Ownership Type:

Public - State

Government Agency:

Virginia Department of Transportation

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR ID#: 44NK0283

DHR Site Number: 44NK0283

Other DHR Number:

Resource Name:

Temporary Designation: 44NK9997

Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation

Indeterminate

Indeterminate

Native American

Native American

Temporal Designation

18th Century: 4th quarter

19th Century

Late Woodland

Middle Woodland

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context:
Comments/Remarks:

Other Example: Trash scatter

Thematic Context:
Comments/Remarks:

Domestic Example: Camp, temporary

LOCATION INFORMATION

USGS Quadrangle(s):
QUINTON

Restrict UTM Data? No

Center UTM Coordinates (for less than 10 acres): NAD 18/4154483/305897/2

NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD ZONE EAST NORTH

Physiographic Province:	Coastal Plain	Drainage:	James River
Aspect:	Facing southeast	Nearest Water Source:	Chickahominy River
Elevation (in feet):	50.00	Distance to Water(in feet):	100
Slope:	2-6%	Site Soils:	Altavista fine sandy loam
		Adjacent Soils:	Tomotley loam

Landform:
terrace

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions:	450 feet by 300 feet	Acreage:	2.40
Survey Strategy:	Subsurface Testing		

Site Condition:
Subsurface Integrity

Threats to Resource:
Transportation Expansion

Survey Description:

[2011 Dovetail] The survey area was tested with three transects running along the edges of existing road grading and disturbance. Shovel testing conducted at 75 foot intervals within this site included 20 STPs, of which 12 produced artifacts.

NAD 1983

CURRENT LAND USE

Land Use:	Transportatio	Example:	Road	Dates of Use:	
					2011/06/99

Comments/Remarks:
Portion of site is located within the I-64 highway corridor or within the road easement.

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Specimens Depository:

Assemblage Description:

The assemblage was primarily composed of historic artifacts (70 percent). The 12 historic artifacts recovered from the site include one clear glass bottle fragment, one creamware sherd, one ginger bottle fragment, three cut nails, one wrought nail (pre-1800), one wrought spike, one unidentified metal fragment, and one wire nail fragment (1890 to present). Artifacts recovered in this part of the assemblage date from the late-eighteenth or early nineteenth century to the present.

In addition, three secondary flakes and two sherds were recovered. The ceramic assemblage consisted of one Varina (1050–400 B.P.) sherd and two sherds that most closely resemble Sullivan (1000–400 B.P.) ware.

**Specimens Reported?
Assemblage Description--Reported:**

Field Notes Reported? Yes Depository: Dovetail CRG

REPORTS, DEPOSITORY AND REFERENCES

Report (s) ? Yes Depository: VDHR

DHR Library Reference Number:

Reference for reports and publications:

Marco A. González, Carthon Davis III, and Michael L. Carmody
2011 Archaeological Assessment of the Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond,
Virginia.
DHR # 2008-1573

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Photo Date	Depository	Type of Photos
Yes		Dovetail	Digital
			2011/04/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase
I/Reconnaissance **Date:** 2011/99/99

Organization and Person:
Organization: Dovetail **First:** **Last:**
Sponsor Organization:
DHR Project Review File No: DHR # 2008-1573
CRM Event Notes or Comments:

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Honorif: **First:** **Last:**
Suffix:
Title:
Company/
Agency:
Address:

City: **Phone/Ext:** **State:** **Zip:**

Notes:

Ownership Type:
Public - State

Government Agency:
Virginia Department of Transportation

**INTENSIVE ARCHITECTURAL
EVALUATION OF CEDAR KNOLL (043-0078)/
INTERSTATE 64 PENINSULA STUDY FROM
INTERSTATE 664 IN HAMPTON TO
INTERSTATE 95 IN RICHMOND, VIRGINIA**

**DHR # 2008-1573
VDOT # 0064-M11-002,P101; UPC No. 92212**

by
Sean P. Maroney
Principal Investigator

Prepared for
Virginia Department of Transportation (VDOT)
and
McCormick Taylor, Inc.

Prepared by
DOVETAIL
CULTURAL RESOURCE GROUP

October 2011

**Intensive Architectural Evaluation of
Cedar Knoll (043-0078)/Interstate 64 Peninsula Study
From Interstate 664 In Hampton To Interstate 95 In
Richmond, Virginia**

**DHR # 2008-1573
VDOT # 0064-M11-002,P101; UPC No. 92212**

by

Sean P. Maroney
Principal Investigator

Prepared for

McCormick Taylor, Inc.
North Shore Commons A
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Glen Allen, Virginia 23060

On behalf of

Virginia Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, Virginia 23219

Prepared by

Dovetail Cultural Resource Group I, Inc.
300 Central Road, Suite 200
Fredericksburg, Virginia 22401

Dovetail Job # 11-001

October 2011

ABSTRACT

Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted Phase II architectural studies associated with the Interstate 64 (I-64) Peninsula Study area. The survey was performed on behalf of the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc., as part of a Draft Environmental Impact Statement (DEIS) prepared by VDOT. The project is being completed by VDOT as State Project No. 0064-M11-002,P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573.

The I-64 Peninsula Study area encompasses a 75-mile section surrounding the existing I-64 Highway corridor, which begins at the intersection of I-64 and Interstate 95 in Richmond and continues east to the intersection of I-64 and Interstate 664 in Hampton. The project, completed between August and September 2011, included investigations on one architectural property in Henrico County, Virginia. The Cedar Knoll property (DHR ID No. 043-0078), located at 3280 Old Williamsburg Road, was constructed circa 1816. Between 1826 and 1834, prominent local landholder, Major Byrd George, operated a plantation on the tract supported by enslaved African Americans. Oral history also maintains that the property was utilized as a field hospital and campsite by Union soldiers following the 1862 Battle of Savage Station, though no definitive historical evidence confirming this claim has been found to date. The primary resource is a one-and-a-half story, wood-frame dwelling designed in the vernacular Federal style with a central hall plan, dormered, side-gable roof, and a raised English basement. Changes to the property include the deconstruction of two historic outbuildings (a stable and a secondary dwelling) and the addition of a modern, circa 1970s home on the adjacent, subdivided lot. The house has also undergone several alterations, including the construction of a two-story, wood frame addition and a one-story, open-sided porch on the east side of the building. Despite these few changes, the dwelling remains in generally good condition with its original rectangular, central hall plan largely intact. Much of the historic exterior materials (e.g., weatherboard siding, slate roof, brick masonry foundation, and exterior-end chimneys) and sections of the interior's original wall and ceiling finishes, and historic pine flooring, still survive.

As the Cedar Knoll primary dwelling still exhibits many important attributes and characteristics reflective of its original construction period and vernacular Federal-style design, it is recommended eligible for listing on the NRHP under Criterion C. The Cedar Knoll property is also recommended eligible under Criterion A for its association with the plantation-based economy that developed in this part of Henrico County during late-1700s and early-1800s. During this period, many of the Sandston area's large agricultural tracts were characterized architecturally by a particular type and style of farmstead dwelling—a one-and-a-half or two-story, single-pile wood-frame home with a central hall plan, exterior-end chimneys, and dormered side-gable roofs—many of which have been lost over time. The site is not recommended eligible for associations with Civil War-era events due to a lack of sufficient documentary evidence in support of claims made through existing oral history testimony.

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INTRODUCTION

Dovetail Cultural Resource Group I, Inc. (Dovetail) conducted a Phase II architectural evaluation study associated with proposed improvements to the Interstate 64 (I-64) Peninsula study area (Figure 1). The assessment was performed on behalf of the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc. (McCormick Taylor) as part of a Draft Environmental Impact Statement (DEIS) prepared by VDOT. The project is being completed as VDOT State Project No. 0064-M11-002, P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573.

The I-64 Peninsula Study area encompasses a 75-mile section within the existing I-64 Highway corridor (Figure 1). The study corridor begins at the intersection of I-64 with Interstate 95 (I-95) in Richmond and continues east to the intersection of I-64 and Interstate 664 (I-664) in Hampton. Because of the Federal Highway Administration (FHWA) involvement, the undertaking is required to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA). This investigation satisfies, in part, the requirement to identify potentially affected historic properties set forth in 36CFR800.4.

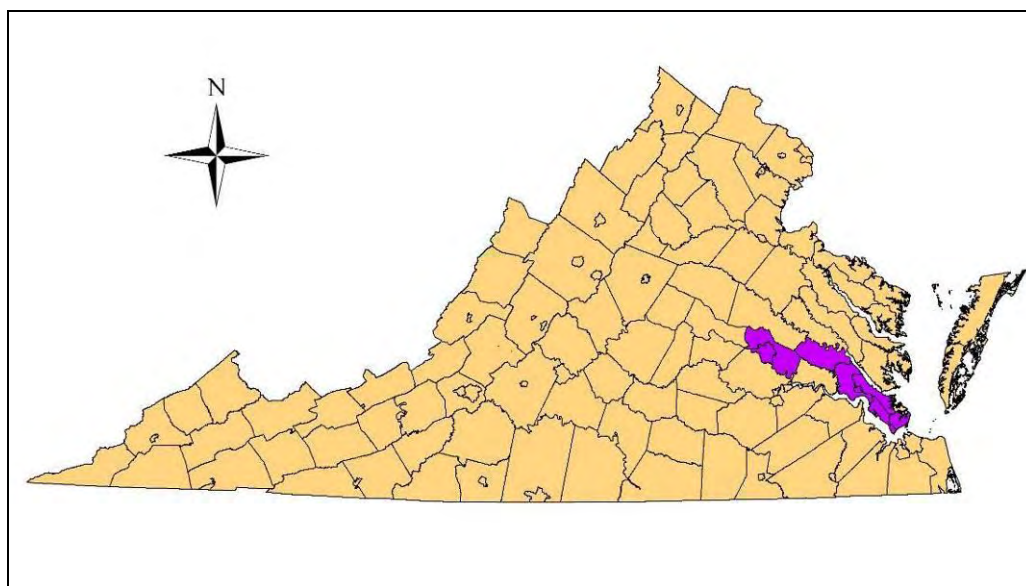


Figure 1: Map of Virginia with Counties and Cities within the I-64 Peninsula Study Highlighted.

The current study builds on architectural investigations commenced by VDOT architectural historians in May 2011. As part of the VDOT's study concerning future capacity needs and potential improvements along a section of the I-64 Corridor extending from the City of Richmond eastward to the City of Hampton at the Route I-64 interchange, VDOT architectural historians surveyed architectural resources within the

project's area of potential effects (APE) defined as the vicinity where alterations to feeling and setting may occur.

A total of 94 newly identified architectural resources and 44 previously recorded properties were surveyed. The latter group included two historic districts, ten battlefields, two cemeteries, and 28 individual residential and commercial buildings. Four of these had been previously listed on the National Register of Historic Places (NRHP) and another nine had been previously determined eligible or potentially eligible for listing on the NRHP. Based on the results of that effort, the VDOT recommended that none of the 94 newly identified architectural resources were either individually eligible for the NRHP or constitute contributing resources to a historic district. Of the 44 previously recorded properties, it was determined that 16 had been demolished since last surveyed, and another 12 were recommended not eligible for the NRHP due to compromised integrity and/or commonality of architectural style. It was further recommended that none of the four previously listed NRHP properties or the nine that had been previously determined eligible or potentially eligible for the NRHP would be directly impacted by the proposed project. Two previously recorded architectural resources—Cedar Knoll (DHR No. 043-0078) and House, 4430 Cedar Point Lane (DHR No. 047-5141)—were initially recommended for Phase II/Intensive examination to determine their eligibility for the NRHP under Criterion C for architecture as well as Criteria A, B, and/or D. The DHR concurred with these recommendations in a letter dated July 1, 2011 (see Appendix C, p. 55).

Based on the Phase I study, Dovetail completed an intensive-level investigation of Cedar Knoll in August and September 2011. Work was conducted by Sean P. Maroney, Principal Investigator. Mr. Maroney meets the Secretary of the Interior standards for Historian and Architectural Historian. The goals of the work were to: one, examine the history of the property through research of deeds, maps, and other archival sources; two, investigate the interior and exterior of the resource to determine the methodology and chronology of building construction; three, document the parcel through photographs and updated Data Sharing System forms; and four, make recommendations on the eligibility of the property for inclusion on the NRHP.

PROJECT METHODOLOGY

The goal of the project was to collate detailed information on the contextual, occupational, and architectural history of Cedar Knoll property and compile a narrative summary of the findings. To complete the research goal, Dovetail examined records at numerous repositories in the Henrico County area and on the World Wide Web. Agencies and repositories that were visited during the work included the Henrico County Circuit Court, the Henrico County Library and the Henrico County Historical Society. Because a plethora of archival documents are now available on-line, extensive travel was not required to complete the research. Online resources included the Library of Congress in Washington D.C., the Library of Virginia in Richmond, the DHR, and several other historical research web pages. Documents gathered during all phases of this work included deeds, plats, maps, photographs, narratives, and oral histories.

Once the research was completed, Dovetail conducted an intensive architectural survey of the existing house and surrounding landscape. The main house and architectural outbuildings were visually inspected for various architectural elements and evaluated for historic significance and physical integrity on both the exterior and interior of the buildings. The entire property was documented through photographs, written notes, and maps. Black and white photographs were taken of the architectural resources to document the primary elevations, oblique angles, and general setting. Plan maps of the property showing the location of all buildings and landscape elements were completed, and plan drawings of the interior configuration were made. NRHP property boundary recommendations were determined by current land tax parcel information, modified by the historical research.

SURVEY RESULTS

The House at 3280 Old Williamsburg Road is located in northeastern Henrico County, Virginia, approximately nine miles southeast of the City of Richmond. The parcel is more particularly situated along the north side of Old Williamsburg Road between Route I-64 and the Norfolk Southern Railroad corridor on the north, East Williamsburg Road (Route 60) on the south, and the I-295 Bypass on the west (Figure 2, p. 5). A paved drive extends from the north side of Old Williamsburg Road along the east side of the main house, ending in a small parking area along the front (south) side of the barn in the rear. The primary dwelling is set back approximately 45 feet from the road in a large open yard of manicured grass dotted by several standing trees. Planted shrubs line brick pathways extending from the road to, and around the east side of the main house, and from the house to the well and the barn to the north (Figure 2).

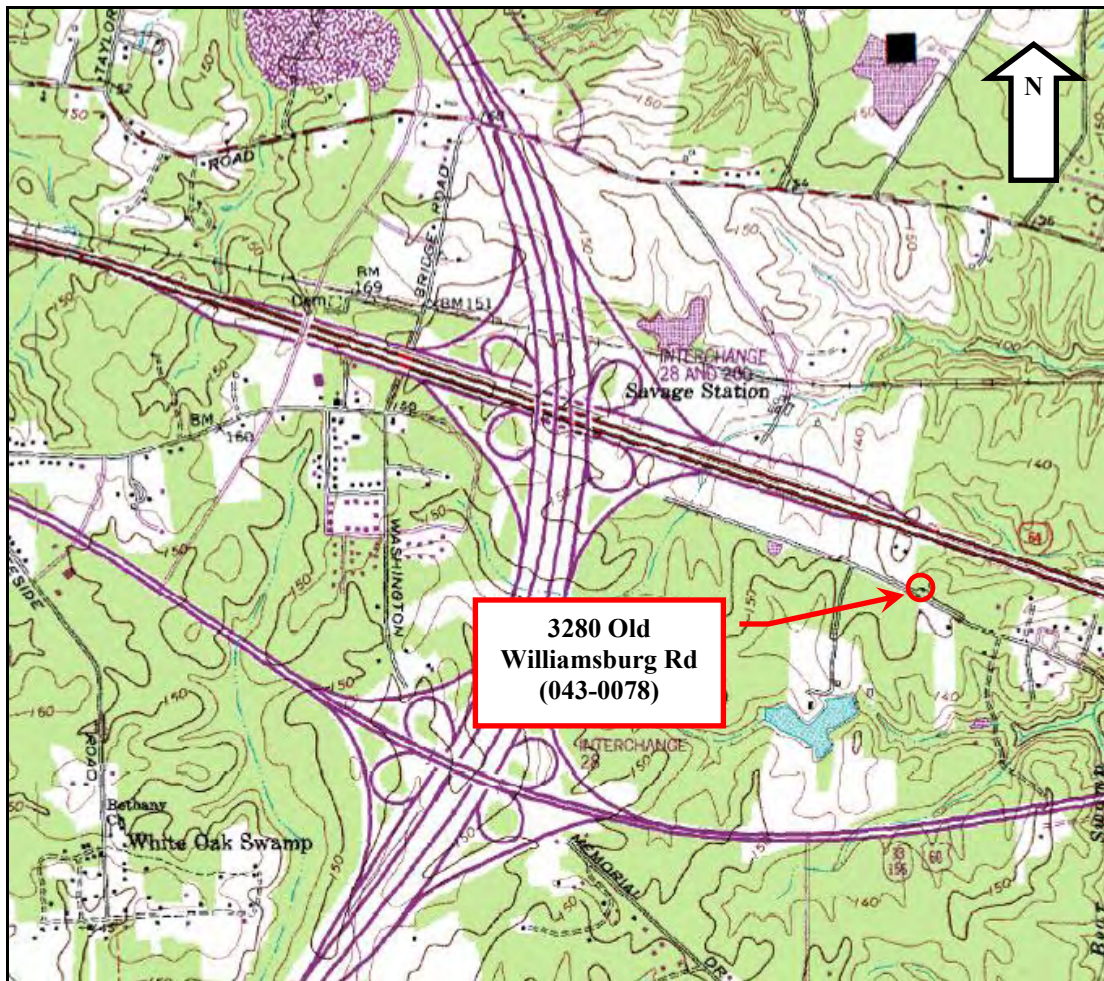


Figure 2: Location of Project Area (Cedar Knoll; 3280 Old Williamsburg Road) as Shown on the Seven Pines, Virginia 7.5-minute Topographic Quadrangle Map (USGS 1994).

Historic Context

This section begins with a brief overview of the historical development of Henrico County, Virginia, with particular emphasis on the current project area's general vicinity, followed by a more specific review of the occupational history and physical evolution of the Cedar Knoll property (3280 Old Williamsburg Road).

Historical Overview of the Sandston Area, Henrico County, Virginia

Through most of the eighteenth and nineteenth centuries, the Sandston area of Henrico County persisted as a largely rural and undeveloped landscape characterized by a mix of scattered small- and medium-sized farms and dense woods.

The Old Williamsburg Road and the Norfolk Southern Railroad line (formerly the Richmond and York River Railroad), situated to the north and south of the current project area, respectively, were both important east-west transportation routes through the Virginia Peninsula and Henrico County during the eighteenth and nineteenth centuries. The Old Williamsburg Road originally served as the main stage road between the region's two main Colonial-era settlements, Williamsburg and Richmond.

In 1814–1815, three military posts—Camps Carter, Holly Springs, and Bottoms' Bridge—were established near the City of Richmond to help defend against possible incursions by British forces during the War of 1812. One of these, Camp Carter, was situated along the Old Williamsburg Road near its present-day intersection with Route 60 (E. Williamsburg Road), roughly two miles west of Bottoms Bridge and in close proximity to the Cedar Knoll property (Figure 3, p. 7). In September of 1814, roughly 2000 soldiers commanded by Brigadier General John H. Cocke erected wooden huts using timber from adjoining properties along a gridded network of streets. They remained at the camp through the winter until finally vacating the site in February of 1815 (Smith 2009). Though over 70 separate engagements between British and American forces took place in the Commonwealth during the course of the War, Camp Carter saw no substantive action (VDHR 2010).

The Richmond and York River Railroad Company (present-day Norfolk-Southern Railroad) was chartered in 1853. The enterprise was subsequently reorganized several times; as the Richmond and York River and Atlantic Steam Navigation and General Transportation Company in 1860, then as the Richmond, York River, and Chesapeake Railroad Company in 1872, and later as the Southern Railway Company in 1894 (Library of Virginia [LOV] 2011c).

During the Civil War, the Richmond and York River Railroad and the Old Williamsburg Road also played key roles in the transportation of troops and supplies, and, as a consequence, were the setting for a number of engagements.

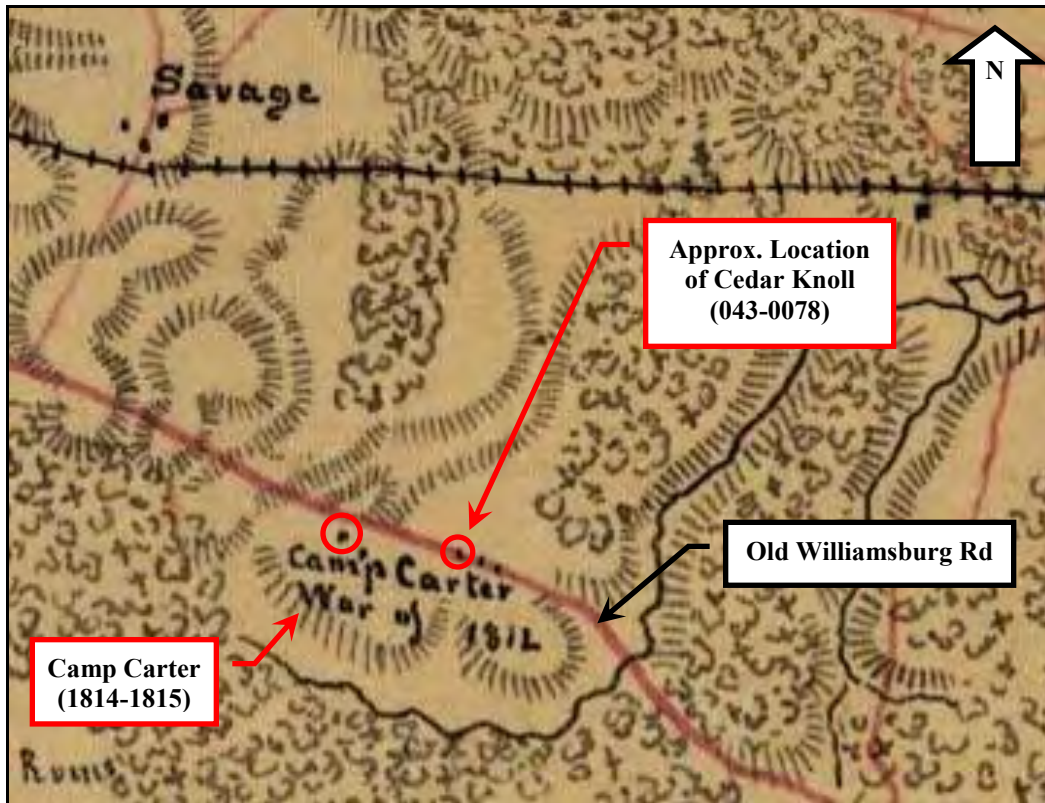


Figure 3: 1862 Map of Henrico County, Virginia Showing the Locations of Camp Carter and the Cedar Knoll Property (Abbot 1862).

During the Union Army’s Peninsula Campaign conducted between March and September of 1862, the area in and around the small community of Seven Pines (present-day Sandston) was the site of intense fighting related to a larger series of successive engagements known as the Seven Days’ Battles.

The fourth of these Seven Days’ Battles took place in late June of 1862 near the site of Savage’s Station on the Richmond and York River Railroad, very near the current project area. On the 29th of June, Union troops commanded by Major General Edwin Sumner retreating eastward along the rail line and Old Williamsburg Road, were attacked near Savage’s Station by three Confederate brigades under the command of General John Magruder. Though the outcome of the engagement proved inconclusive, it left approximately 1,400 Union and Confederate soldiers dead and another 2,500 wounded. The Union wounded, who were left behind in a large field hospital and supply depot that encompassed Savage’s Station and portions of several adjoining properties, were subsequently captured by Confederate forces (Civil War Academy.com 2011; Lawfer 2010; Civil War Sites Advisory Commission 2002).

Following the War, many of the area’s large antebellum plantation tracts were gradually subdivided into smaller and smaller farmstead properties and sold to newly arriving settlers. This pattern continued through the end of the nineteenth century.

During World War I, over 200 new Bungalow-style homes were erected on a 600-acre tract near the small community of Seven Pines to house soldiers returning from the War. The name Sandston emerged several years later, in 1921, when an investment group headed by Oliver J. Sands, president of the Richmond and Fairfield Railway, which operated an electric streetcar line from Richmond to Seven Pines, purchased the development. The existing homes were sold and new construction began. The community experienced another surge in growth during the World War II-era thanks in large part to the establishment of the Richmond Army Air Base (present-day site of the Richmond International Airport) (Lardner/Klein Landscape Architects, P.C., et al. 2002:3).

History of the Cedar Knoll Historic Property (3280 Old Williamsburg Road)

The land encompassing the present-day parcel located at 3280 Old Williamsburg Road, known colloquially as Cedar Knoll, was likely originally part of a larger 242.5-acre tract granted by Beverley Randolph, the Governor of the Commonwealth of Virginia, to William Carter (1741–1807) in 1789. As described in the recorded land grant, the property was bounded as follows: "Begg. &c. on the Main run of Chickahominy swamp; thence &c. in Moores branch" (Land Office Grants No. 20, 1788-1789:13; cf. LOV 2011b). It was one of several tracts acquired by Carter throughout Virginia.

William Carter was born in Henrico County, Virginia, circa 1741. He married Elizabeth (Betsy) Hobson (-1828) in 1794 and had seven children, including a son named Mathew H. Carter (-pre-1828). Following William's death in 1807, as directed in his last will and testament, his substantial landholdings in Henrico County, situated near Chickahominy Swamp, were subdivided into seven lots and devised to his seven children. Son, Matthew Carter, received lot number seven, located along Boar Swamp (Henrico County Will Book [HCWB] 4:143-149).

In 1816, Matthew, who passed away sometime between 1820 when he is listed in the U.S. Census records as a resident of New Kent County, Virginia, and 1828 when he was described as 'deceased' in the last will and testament of his mother, Elizabeth Carter (HCWB 7:218–219), sold 88.0 acres situated near Boar Swamp to Major Byrd George for \$600.00 (Henrico County Deed Book [HCDB] 12:437). According to the deed, the conveyance, which reportedly included "land, premises, and appurtenances," was bordered by properties belonging to George Savage and John Carter (orphans of William Carter, dec.) on the west, and those of Thomas C. Alexander, acquired from another of William Carter's heirs, Charles G. Carter (HCDB 12:437). Though unclear from historic land and tax records, the property's existing primary dwelling was likely constructed sometime between 1807, when Mathew Carter inherited the land, and 1816, when it was purchased by George.

According to the same 1820 U.S. Census, Byrd George (1768–1836) was living with his family of six on a farm in Henrico County, supported by a labor force of 40 slaves.

Ten years later, George acquired an additional 75.0-acre tract from William Carter son and heir, John G. Carter, along with "all the houses, buildings and improvements"

thereon for \$225.00. The parcel adjoined the 88.0-acre property purchased from Matthew Carter in 1816 on the west (HCDB 12:437). The resulting tract, totaling 163.0-acres, stretched from Old Williamsburg Road on the south to a branch of Boar Swamp on the north, and was bounded by lands belonging to the estate of George Savage (dec.) to the north, Winston Harwood to the east, and Mrs. Alexander, widow of Thomas C. Alexander (dec.), to the south (HCDB 28:377).

Interestingly, as revealed in the 1830 U.S. Census, though George owned the land and kept as many as 24 slaves on the property, he himself did not reside on the farm, but rather in Richmond (1830 U.S. Census). This pattern of absentee slave ownership grew more prevalent in Southern states over time, particularly in the years leading up to the Civil War. Operations were likely managed by an overseer—possibly one of the 24 enslaved African Americans owned by Byrd.

Byrd George passed away in 1836, and was buried in a small plot just to the east of the present-day Cedar Knoll property (VDHR 2011). Roughly ten years later, in the mid-1840s, his son, William O. George, sold two subdivided portions of his father's landholdings to Achilles Eacho, including an 8.5-acre parcel "with premises and appurtenances" on the south side of Williamsburg Road in 1844 (HCDB 48:116), and a 42-acre section for \$168.00 in 1848 (HCDB 52:381). The latter, depicted in a plat map attached to the deed (Figure 4, p. 10), fronted approximately 572 feet (8.68 chains) along the north side of Williamsburg Road and was bordered by lands owned by George M. Savage on the west, France Y. Parker on the east, and by the north branch of Boar Swamp on the north.

Oral history maintains that the Cedar Knoll Farm was utilized as a hospital and camping ground by Union troops following the *Battle of Seven Pines* engagement, fought during the Civil War-era Seven Days Battle, which took place during the Peninsular campaign in the summer of 1862 (Garner 1937). The two Civil War-era maps depicted in Figure 5 and Figure 6 (p. 11) below show the general locations of troop movements on June 29, 1862, during the Battle of Savage's Station. The Cedar Knoll property, identified as "Watkins" property in Figure 5 (p. 11), was situated very close to the action—certainly within range of Confederate artillery—and was likely impacted by the fighting and its aftermath. This location had also previously been the site of limited fighting on May 24, 1862, when Union troops attempted to force the retreat of Confederate forces along Old Williamsburg Road towards Seven Pines (Civil War Academy.com 2011; Krick 2011). Despite the close proximity of the Cedar Knoll property to these events however, no historical data definitively confirming or refuting the oral history testimony has been found to date.

The "Watkins" identified on the 1864 map shown in Figure 5 (p. 11) refers to Philip Watkins (1791–1868), who had married Eliza Kidd in 1856, following the death of her husband, Benjamin Kidd (Phelps 2011). The latter had acquired 54.0 acres of the Cedar Knoll farm from Achilles S. Eacho in 1853 (HCDB 62:82). Civil War-era Confederate claims records indicate that in November of 1863, a Philip Watkins, described as a resident of Richmond, Virginia, at the time, sold 1800 pounds of hay to a Confederate cavalry regiment (Krick 2011).

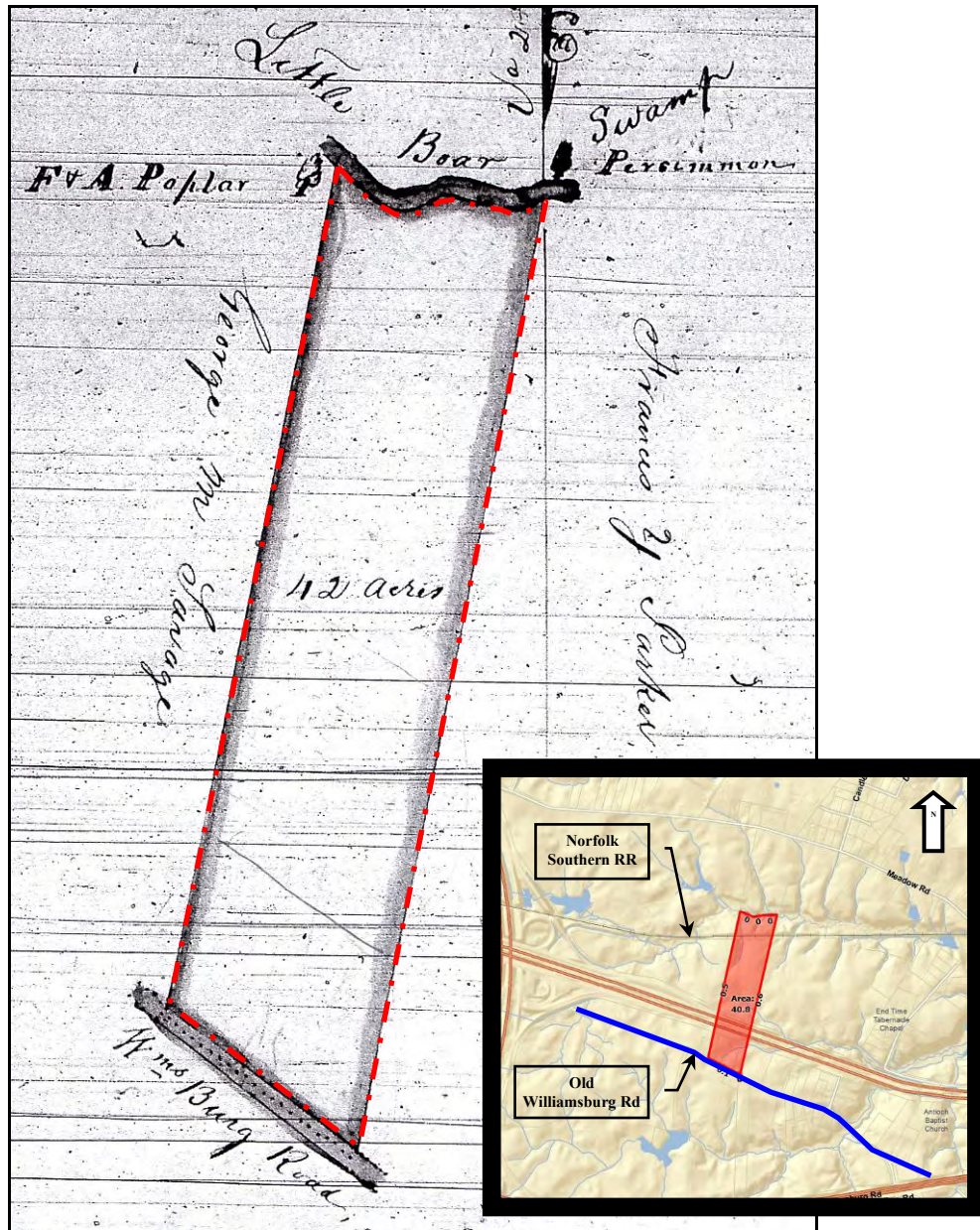


Figure 4: Plat of 42 acres by Thomas M. Ladd, C.E., at the Request of William O. George for Achilles Eacho, Dated 2/12/1846 (HCDB 52:381).

In 1900, as noted in U.S. Census records, Frank S. Hess, described as a 48 year old farmer, and his wife, Edna R. Hess, were living on the property with their daughter, Edna G. Hess Garthright, and her husband, Charles Garthright. The latter may have occupied the one-story wood-frame secondary dwelling that once stood several hundred feet northeast of the main house (See Photos 15-17, pp. 24-25). Recurring references to “farmer” and “farm laborer” under “occupation” for their immediate neighbors reveal the still-largely rural character of the surrounding landscape at the time.

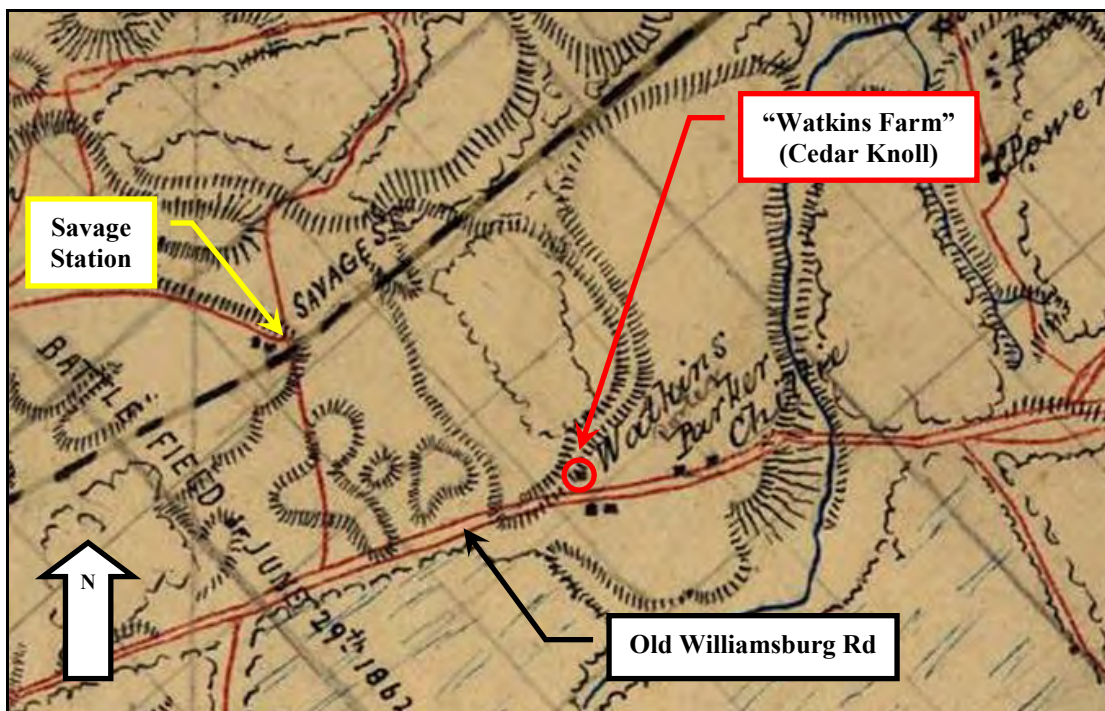


Figure 5: 1864 Map of Henrico County, Virginia Showing Fortifications Around Richmond, North and East of the James River (Anonymous 1864; cf. LOC 2011).

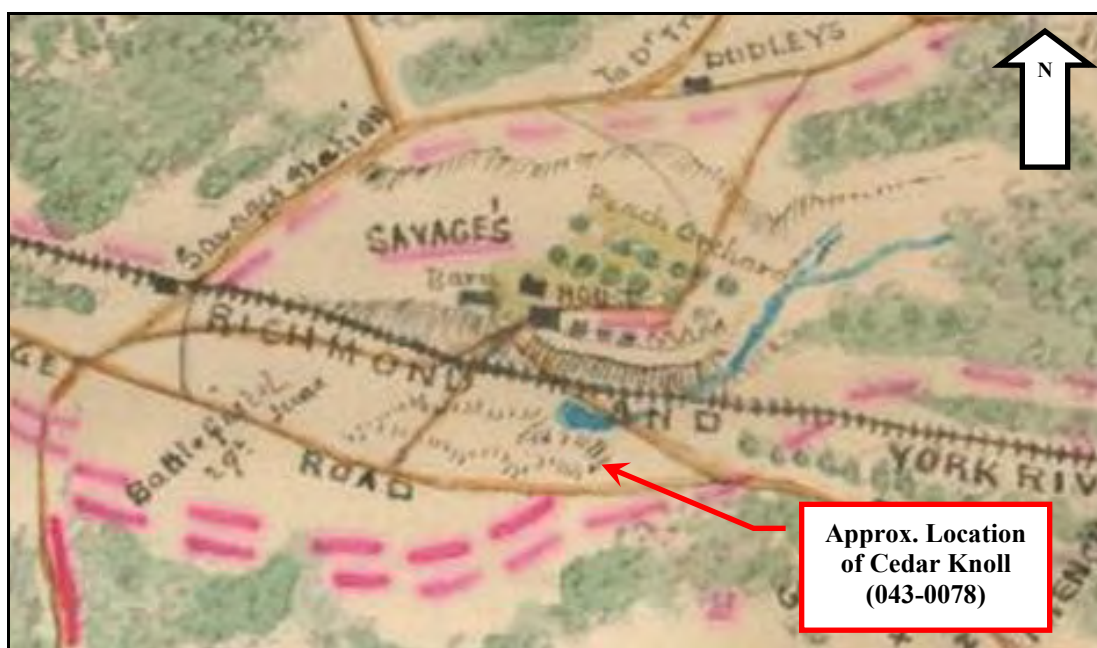


Figure 6: Map shewing [sic] retreat of Union Army from Savage's Station to White Oak Swamp, Va.: the position of Army after crossing morning of 30th June 1862, 7 a.m. (Snedden 1861–1865).

In 1936, the 51.0-acre Cedar Knoll property was further subdivided by then owners, Edna R. and Frank F. Hess, and sold in pieces beginning with an approximate 21.0-acre parcel to Buck Black (See HCDB 264C:73), and a 30.0-acre portion to Edward R. Garthright (HCDB 264C:73). A short time later, Garthright subdivided and sold a 5.0-acre section, containing the circa 1816 dwelling and outbuildings, to Bessie C. Bass and her husband, Aubrey S. Bass for \$1,500.00 (HCDB 264B:259). A plat map of the parcel recorded with the deed showed the property's boundaries and general location of extant buildings (Figure [Group] 7, p. 12).

The 5.0-acre lot was further subdivided in the 1970s by then-owners, W. Parry Wright, Jr. and Lillian W. Wright, with the sale of 0.23 acres in 1976 to the Commonwealth of Virginia for the construction of the Route 295 Bypass (HCDB 1716:841), and a 1.63-acre portion to their son, Robert P. Wright (HCDB 1732:965). A year later, a new two-story brick masonry home was constructed on the latter parcel (Figure [Group] 7, p. 12).

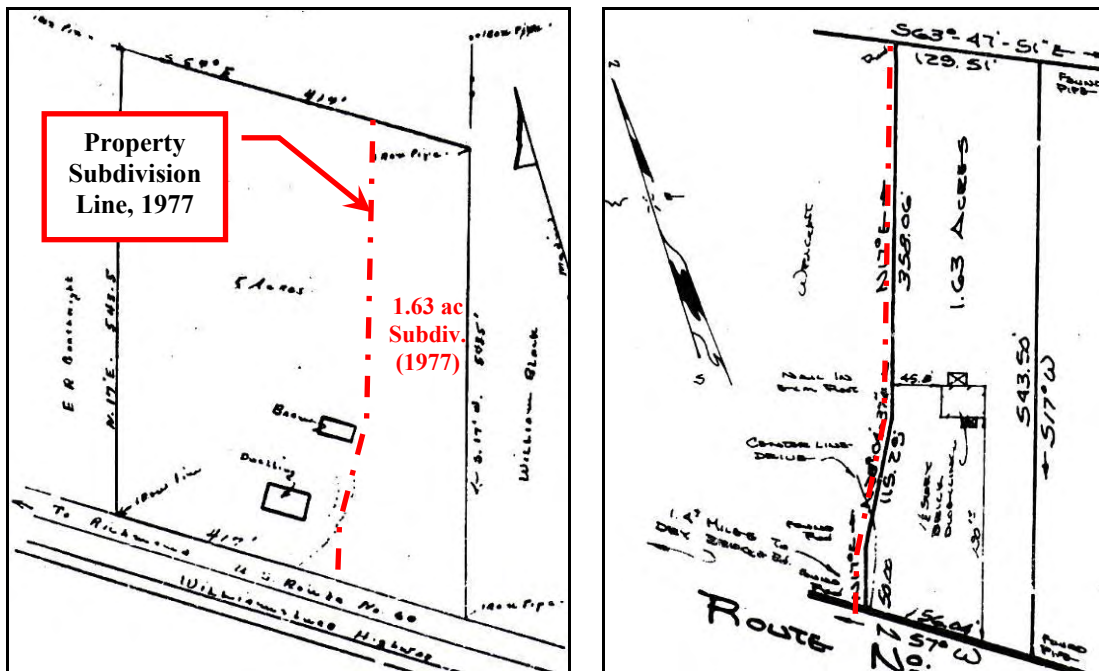


Figure [Group] 7: [LEFT] Map of 5.0 Acres of Land in Fairfield District, Henrico County, VA. Surveyed for Conveyance from E. R. Garthright to Mrs. Bessie C. Bass in 1936 (HCDB 264B:260); [RIGHT] Plat Map of 1.63-Acre Subdivided Parcel Conveyed to Robert P. and Margaret F. Wright in 1977 (HCDB 1732:965).

Architectural Description

The historic dwelling known colloquially as Cedar Knoll is located at 3280 Old Williamsburg Road, roughly three and one-third miles (5.3 km) east of the town of Sandston, Henrico County, Virginia. The property's primary dwelling is set back approximately 45 feet (13.5 meters) from the north side of the road on a largely open yard of manicured grass marked by clusters of mature trees and surrounded by dense woods to the north, west, and east. Large trees and a row of planted shrubs line a brick walkway leading from the road to the home's main entrance. The brick path divides here, curving around each side of the building. The east branch continues around to the back, ending at a section of concrete walkway that runs along the dwelling's rear elevation. Brick pathways also extend eastward from the house to a well and cold storage cellar located near the driveway, and in a northeasterly direction to the wood-frame barn in the rear yard. A modern two-story brick home (built 1978) also stands on the eastern subdivided portion of the historic property, northeast of the Cedar Knoll main house.

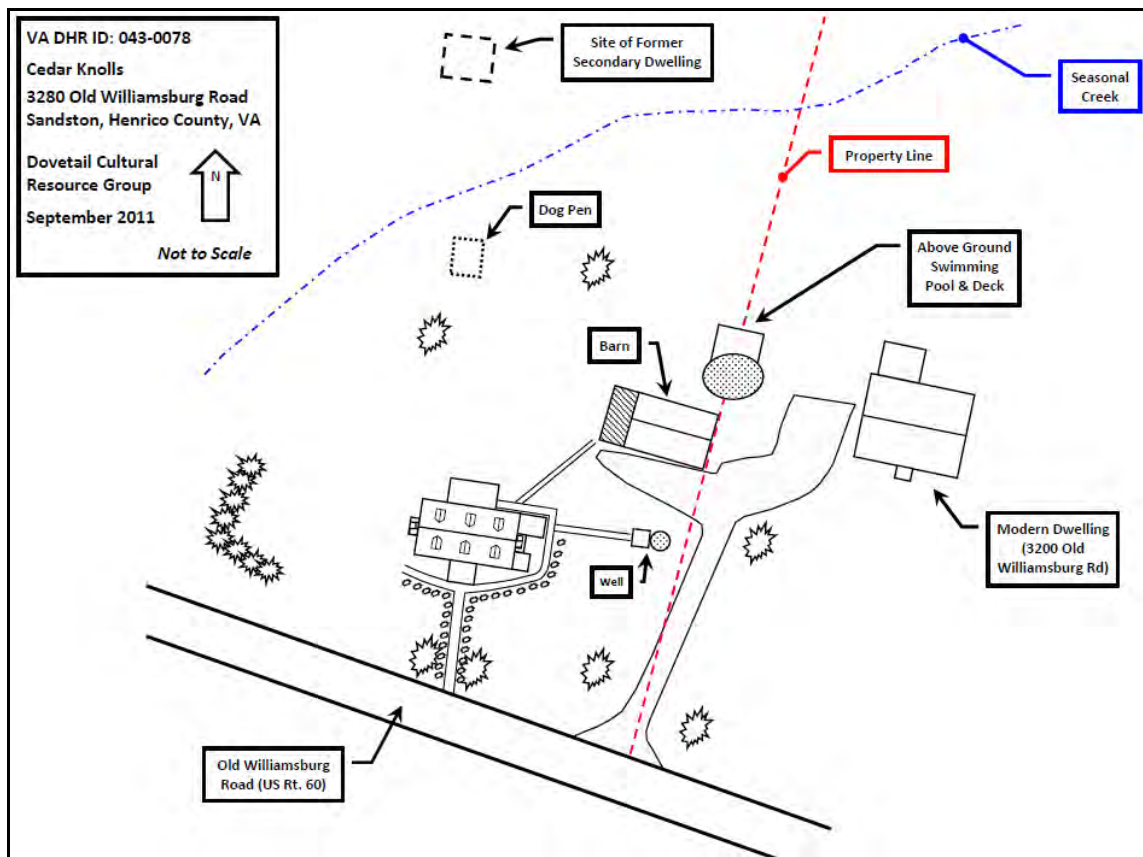


Figure 8: Site Plan Showing General Layout of Present-Day Cedar Knoll Property.

The property's primary resource is a one-and-a-half story, four-bay dwelling constructed circa 1816. The rectangular central-hall plan is oriented with its long axis running east-west and the primary elevation oriented to the south at a slight angle from that of the Old Williamsburg Road's current alignment (See Photos 1-6, pp. 15-17).

The raised brick masonry foundation, set in a seven-to-one (7:1) American bond, houses an English basement. The building's wood frame is clad in weatherboard siding and topped by a moderately pitched side-gable roof sheathed in slate shingles. A set of three symmetrically-arranged gabled dormers are visible along both the front (south) and rear (north). An exterior-end, corbelled brick chimney laid in a seven-to-one (7:1) American bond extends up the center of the building's east and west elevations. The eastern chimney has been partially enclosed by a one-story, two-bay, open-sided porch addition, raised on brick piers and topped by a shed roof supported by square wood posts. The screened-in porch on the rear elevation is one-story and likewise capped by a shed roof.

The original main section of the building is roughly 20 feet by 36 feet in dimension. The modern brick masonry foundation underlying the east-side addition is set in a six-to-one (6-to-1) common bond.

The main entrance is marked by a single-leaf, wooden door with two recessed panels at bottom and multiple lights at top, positioned at the center of the primary (south) façade, directly above a basement-level entrance. The latter is accessed by a flight of brick steps leading to a brick stoop and wooden door. The framing for a wooden stoop raised on, and supported by, square brick columns is visible abutting the first floor entrance, but the front porch risers, stoop floorboards, and the shed roof have been recently removed by the owner due to deteriorating structural integrity. There are plans to rebuild the porch to match its historic configuration and materials. The building's other secondary access points include another basement-level entrance on the rear (north) elevation marked by a short descending flight of brick steps with simple metal railing, leading to a brick-paved stoop and a four-paneled wooden door pierced at top by two fixed glass panes. Two other entrances are also visible, including one at the south end of the east-side porch addition, accessed by a flight of wooden risers, and a single door entry at the east end of the two-story side addition's rear façade.

Existing windows consist primarily of three-over-three (3/3) and one-over-one (1/1) units along the basement level protected by storm windows, six-over-six (6/6) double-hung wood sash units on the first floor elevations—including three along both the primary (south) and rear (north) façades, and two on the west facade. There is also a four-over-four (4/4) double-hung sash window on the east side of the first floor's main entry door on the south elevation. Windows in the east-side addition are four-over-four (4/4) double-hung. The three symmetrically-arranged gabled dormers on the front (south) and rear (north) elevations feature six-over-six (6/6) double-hung wood sash windows, cornice returns, and clapboard siding.



Photo 1: Southeast Oblique Overview of Cedar Knoll Property Showing Main House, Driveway and Barn (Dovetail, Sep. 2011).



Photo 2: Southeast Oblique Overview of Cedar Knoll Property Showing Main House [At Left], Driveway and Modern Brick Home Situated on East-Adjoining Parcel (Dovetail, Sep. 2011).



Photo 3: Primary (South) Elevation of Main House (Dovetail, Sep. 2011).



Photo 4: Northeast Oblique View of the Primary Dwelling (Dovetail, Sep. 2011).



Photo [GROUP] 5: Primary Dwelling's East [LEFT] and West [RIGHT] Elevations (Dovetail, Sep. 2011).



Photo [GROUP] 6: Secondary Entrances [CLOCKWISE FROM TOP-LEFT]: Front (South) Basement-Level, Rear (North) Basement-Level, East-side Porch, and Rear (North) Entry to East-Side Two-Story Addition (Dovetail, Sep. 2011).

The building's interior comprises three floors containing seven rooms in the original main block and an additional two spaces, including a first floor bathroom and a second floor closet, in the two-story, one-bay side addition (Figure 9-Figure 11, pp. 18-19). The raised English basement houses a modernized kitchen and open-plan dining and breakfast nook space, and a west-end sitting room (Photos 7-8, p. 20). There is also a small closet accessed through the dining area's north wall. On the first floor, a central hall/foyer divides a west-end living room from an east-end bedroom (Photos 9-10, p. 21). The building's main entrance is positioned at the south end of the central hall and a rear door, which opens into the screened-in porch, is visible at the north end. A door in the northeast corner of the east-end bedroom provides access to a modern bathroom located in the side addition and a second door situated near the south end of the east wall provides access to the exterior side porch. There is a fireplace centered on both the east and west walls of this level. The fireplace in the east-end bedroom (formerly a living room/parlor) has a brick hearth and an ornately carved wooden mantel, reportedly brought to the property in 1936 by then-owner, Aubrey S. Bass, from his home in Cumberland County (Photo 11, p. 22) (Garner 1937). The upper floor comprises a central hallway, bathroom, and two bedrooms (Photo 12, p. 22). Interior environmental control is maintained through a combination of floor-mounted radiators and window-mounted air conditioning units.

The original horse hair plaster wall and ceiling finishes in the first floor living room have been removed and replaced with sheetrock over the original lathing. The first and second story spaces retain their historic pine flooring and the batten doors to the two upstairs bedrooms are also original.

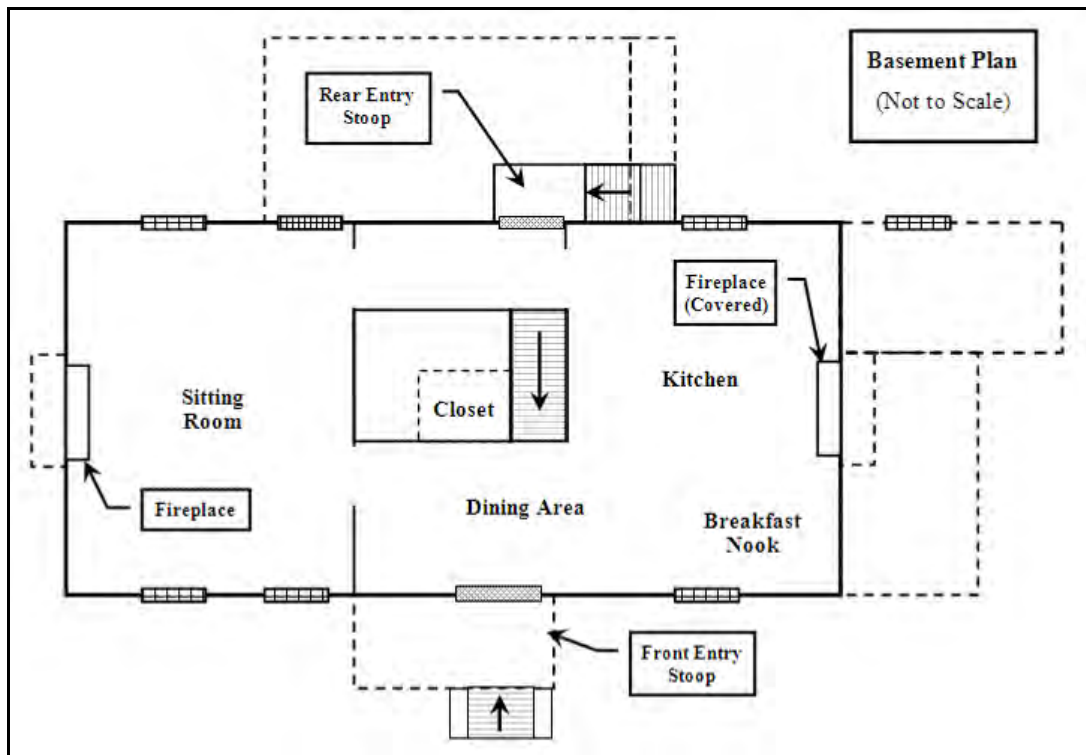


Figure 9: Basement-Level Interior Plan of Cedar Knoll Main House.

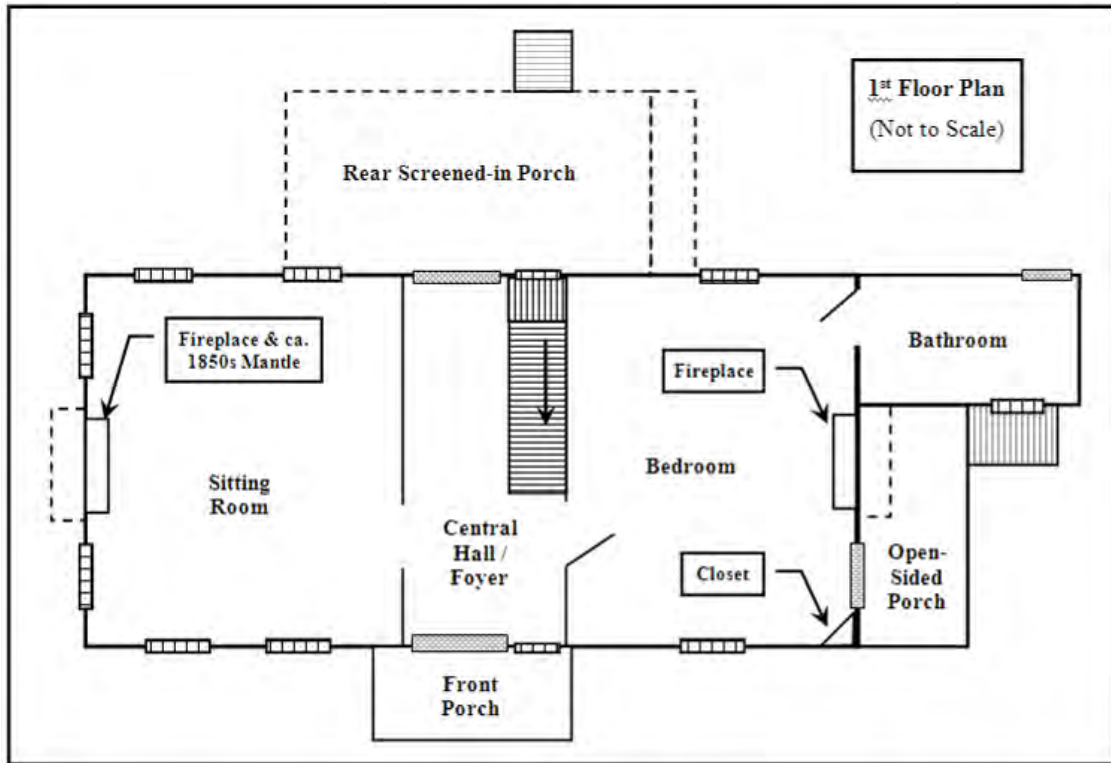


Figure 10: First Floor Interior Plan of Cedar Knoll Main House.

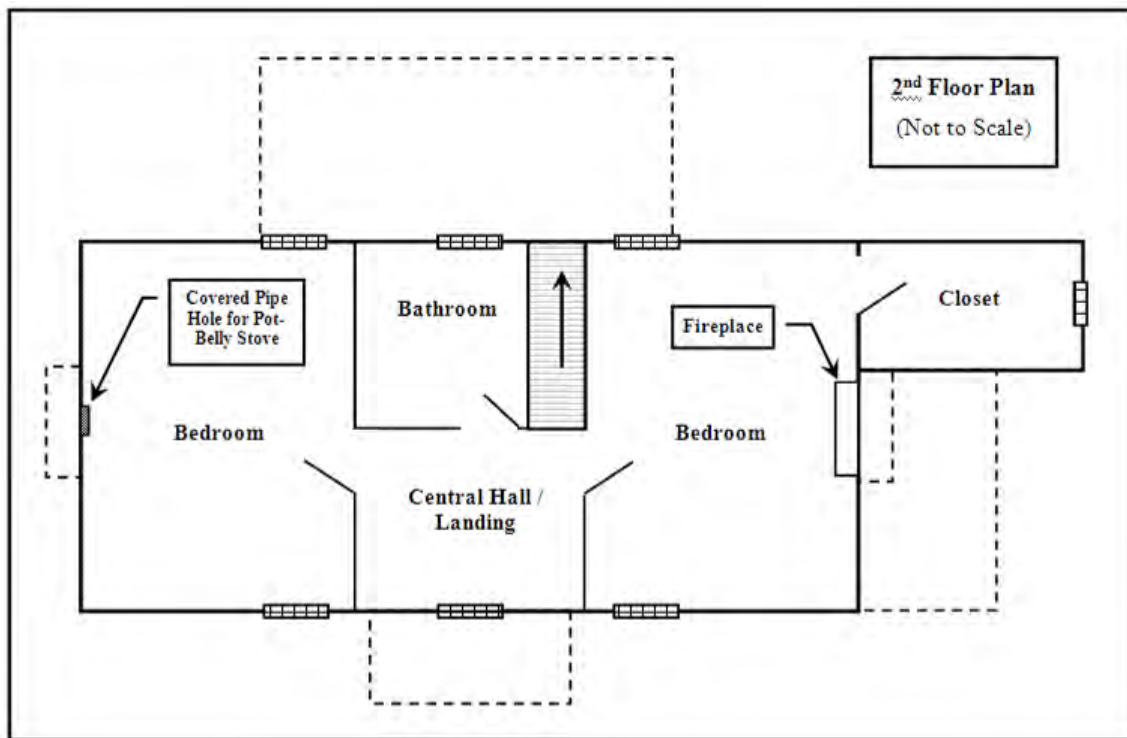


Figure 11: Top Floor Interior Plan of Cedar Knoll Main House.



Photo [Group] 7: [LEFT] Basement-Level Kitchen, Looking N; [RIGHT] View of Covered-Over Fireplace in East Wall of Kitchen (Dovetail, Sep. 2011).



Photo 8: West-End Living Room in Basement, Looking Southwest (Dovetail 2011).



Photo [GROUP] 9: [LEFT] View Along Central Hall Towards Main Entrance on First Floor; [RIGHT] View Down Stairwell to Basement Level (Dovetail, Sep. 2011).



Photo 10: West-End Living Room on First Floor, Looking NW (Dovetail, Sep. 2011).



Photo 11: Carved Wooden Fire Place Mantel in East-End Bedroom (Formally a Living Room) of First Floor (Edrie Wright nd).



Photo [GROUP] 12: [LEFT] View Towards West-End Bedroom from Hallway on Second Floor; [RIGHT] View of East-End Bedroom on Second Floor (Dovetail, Sep. 2011). NOTE: Door in upper-left corner opens into a closet in the two-story side addition.

Secondary resources on the Cedar Knoll property include a two-story wood-frame barn clad in vertical plank siding and topped by a side gable roof sheathed in standing seam metal. A one-story, shed-roofed addition is visible on the building's west elevation

(Photo 13, p. 23). A brick-lined well and a brick masonry cold storage cellar lie just east of the main house, near the west side of the driveway (Photo 14, p. 23). The property also once contained a wood-frame stable behind the barn, which was removed in the mid-twentieth century, and a one-story wood-frame secondary dwelling located in the wooded area behind the main house and yard, near the northwest corner of the currently configured lot (Photos 15-17, p. 24-25).



Photo [GROUP] 13: Southwest Oblique [LEFT] and Southeast Oblique [RIGHT] Views of Wood-frame Barn (Dovetail, Sep. 2011).



Photo 14: Overview of Brick Well and Cold Storage Cellar East of Main House, Looking West (Dovetail, Sep. 2011).

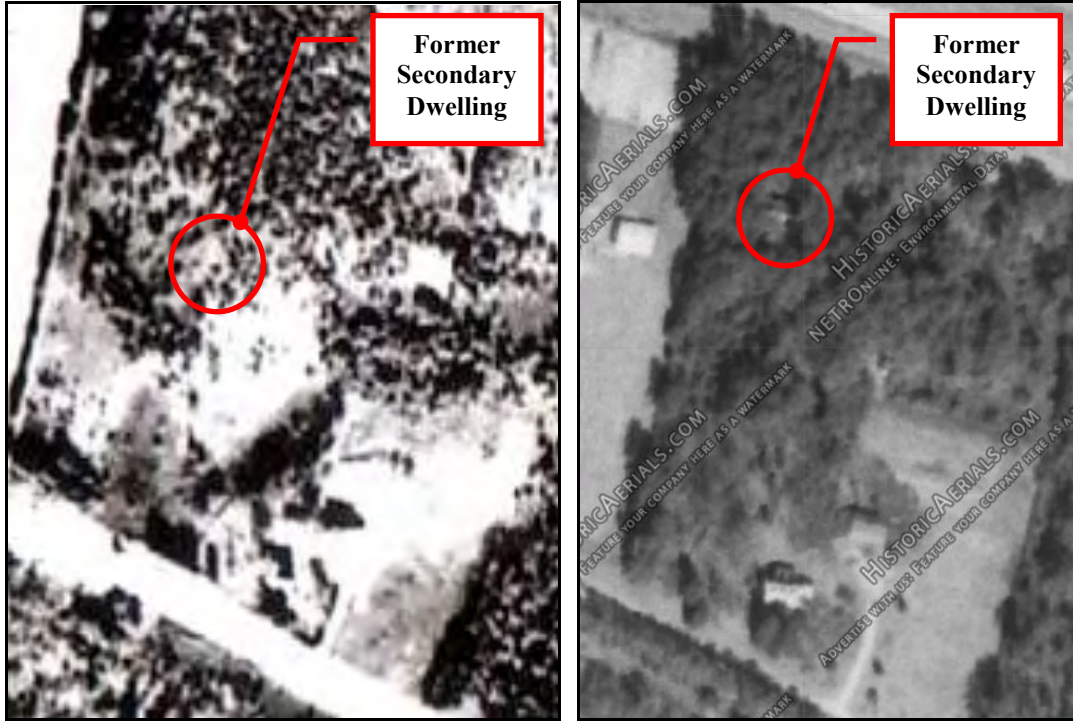


Photo [GROUP] 15: Comparative Aerial Views of the Cedar Knoll Property in 1936 [LEFT] and 1968 [RIGHT] (HistoricAerials.com, accessed on 9/20/2011).



Photo 16: Overview of Site of Deconstructed Secondary Dwelling, Looking South-Southeast (Dovetail, Sep. 2011).



Photo [GROUP] 17: Slate Roofing Tiles [LEFT] and Cistern [RIGHT] Associated with Deconstructed Secondary Dwelling Near North End of Property (Dovetail, Sep. 2011).

Analysis of Cedar Knoll at 3280 Old Williamsburg Road (043-0078)

Though the Cedar Knoll property has undergone a number of changes over time, the site's original primary dwelling, a circa 1816, one-and-a-half-story, four-bay, single-pile, wood-frame building designed in the vernacular Federal style with central hall plan and a raised English basement, remains largely intact and in overall good condition. So, too, does the historic two-story, wood frame barn situated just northeast of the dwelling.

The main dwelling still retains much of its historic fabric and key structural elements, including, among other things, its original weatherboard siding, dormers, and exterior-end brick chimneys. Although the interior has been modified somewhat over the years through deterioration, repair work, and/or modernization, the spatial layout of the building's original central hall and parlor plan is readily visible, and much of the original pine flooring, fireplace surrounds, and other historic materials and architectural details also survive.

The Cedar Knoll dwelling is recommended eligible for individual listing on the NRHP under Criterion C for architecture. It still retains many distinctive attributes of a vernacular Federal style domestic architecture that manifested in this part of Henrico County during the late-eighteenth and early-nineteenth centuries (Photo [Group] 18, p. 26) and key characteristics reflective of its original design and period of construction.



Photo [GROUP] 18: 1930s Photographs of Two Early Nineteenth Century Homes in Current Project Area's Vicinity: the circa 1830 Old Hess Home [LEFT] (Evans 1936) and the circa 1830 Whiteside [RIGHT] (Garner 1937).

The period of significance recommended for the Cedar Knoll property dates from its original construction, circa 1816, through 1840s when the first subdivisions of the former 160.0-plus acre plantation tract occurred. Should additional historical evidence come to light in support of oral history testimony affirming the property's use as a campground and temporary field hospital during the Civil War-era Battle of Savage Station (June 1862), then consideration could be given to extending the period of significance to the 1860s.

The original fifty-plus acre Cedar Knoll property of the early eighteenth-century has been significantly reduced in size over time through repeated subdivisions and as a result of several transportation improvement projects, including the construction of the railroad in the mid-1900s and two major roadways—Route I-64 and the Route 295 Bypass—in the twentieth century. The recommended boundaries of the NRHP-eligible portion of the Cedar Knoll property, as shown on the map depicted in Figure 12 below (p. 27), coincide with the surrounding parcel's current legally delineated lot lines and encompass the only remaining section of the once-larger plantation tract that still retains the historic character and feeling of its period of significance. As suggested in *National Register Bulletin No. 21: Defining Boundaries for National Register Properties* (Seifert et al., 1997), the indicated boundaries contain the surviving historic built elements—main house, wood-frame barn, well/cistern—and associated setting, including intact sections of the historic rear- and west-side yard spaces, the narrow creek branch extending diagonally in a southwesterly direction through the property, and a portion of the parcel's historically wooded sector lying north of the creek. The recommended boundaries exclude the east-adjointing subdivided parcel, containing the modern brick masonry dwelling.

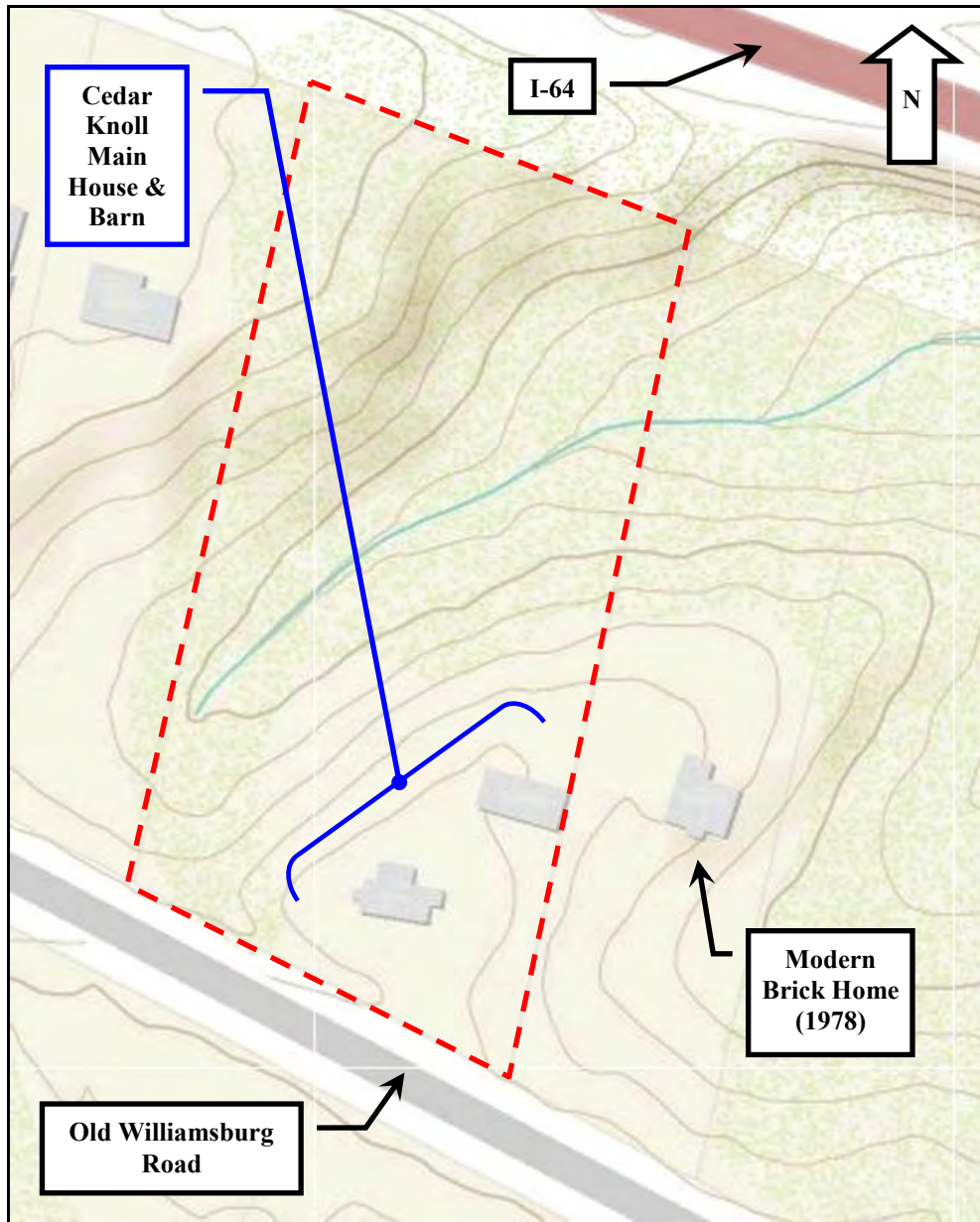


Figure 12: Map Showing Recommended Boundaries of NRHP-Eligible Portion of the Cedar Knoll Historic Property (DHR ID: 043-0078) as Shown on a Henrico County Tax Parcel/Topographic Map (Henrico County [VA] Interactive GIS Website 2011).

SUMMARY AND RECOMMENDATIONS

Dovetail conducted Phase II architectural studies associated with the I-64 Peninsula Study area. The survey was performed on behalf of the VDOT and Taylor, Inc., as part of a Draft Environmental Impact Statement (DEIS) prepared by VDOT. The project is being completed by VDOT as State Project No. 0064-M11-002,P101; UPC No. 92212 and DHR File #2008-1573.

The I-64 Peninsula Study area encompasses a 75-mile (120.7-km) section along the existing I-64 Highway corridor. The study corridor begins at the intersection of I-64 and Interstate 95 in Richmond and continues east to the intersection of I-64 and Interstate 664 in Hampton. Because of the FHWA involvement, the undertaking is required to comply with Section 106 of the NHPA, as amended and with Section 4(f) of the DOT Act of 1966. VDOT and McCormick Taylor are completing a DEIS on the project, in compliance with the NEPA.

The project, completed between August and September 2011, included investigations on one architectural property in Henrico County, Virginia. The goals of the work were to: one, examine the history of the property through research of deeds, maps, and other archival sources; two, investigate the interior and exterior of the resource to determine the methodology and chronology of building construction; three, document the parcel through photographs and updated Data Sharing System forms; and four, make recommendations on the eligibility of the property for inclusion on the NRHP.

The Cedar Knoll historic property (DHR ID: 043-0078) located at 3280 Old Williamsburg Road was constructed circa 1816. The property was owned by a prominent local landholder, Major Byrd George (1768–1836) between 1826 and 1834, who operated it as a plantation supported by enslaved African Americans. A number of changes have been made to the property, including the deconstruction of two known historic outbuildings (one stable and one secondary dwelling), the addition of a modern, circa 1970s home on the adjacent subdivided lot and an aboveground pool. The primary resource is a one-and-a-half story, wood-frame dwelling designed in the vernacular Federal style with a central hall plan, dormered side-gable roof, and a raised English basement. The house has also undergone several alterations, including a mid-1900s two-story, one-bay wood frame addition and a one-story, two-bay, open-sided porch on the east side of the building, and a one-story, screened-in porch on the rear (north) elevation. The front porch was also removed recently due to deterioration and structural failure, but the owners plan to replace it with a new porch closely approximating the appearance and materials of the original. Despite these changes and several repair issues, the dwelling remains in generally good condition and its original central hall plan remains largely intact. Much of the historic exterior materials, including the weatherboard siding, slate roof, brick masonry foundation, and exterior-end chimneys, also survive. On the interior, though certain alterations have been made, including the removal of the original horse-hair plaster wall and ceiling finishes in several rooms, the reconfiguration of the basement-level kitchen area through modernization, and the replacement of the basement flooring with poured concrete, a fair amount of original wall and ceiling finishes, historic

pine flooring, fireplace surrounds, and other features still survive in other parts of the house. Though oral history maintains that the property was utilized as a field hospital and campsite by Union soldiers following the 1862 Battle of Savage Station, no definitive historical data confirming or refuting this claim has been found to date.

The Cedar Knoll dwelling still retains many important vernacular Federal style attributes and exhibits key characteristics reflective of its original design and period of construction. As such, this resource is recommended eligible for listing on the NRHP under Criterion C for architecture.

Table 1: Recommended Eligibility of Resources.

Number	Address	Name	Style / Attributes	NRHP Recommendations
043-0078	3280 Old Williamsburg Road	Cedar Knoll	Vernacular Federal	Eligible, Criterion C

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APPENDIX A: CHAIN OF TITLE

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
LIST OF HEIRS	3517	177	8/14/2003	2003	Robert Pankey Wright	Neale P. Life Int. with remainder to Robert Pankey Wright, Carol Wright Groome, and Neale Patterson Wright	3.13	8-14-2003... List of Heirs, Wright, Neale P. Life Int. with remainder to Robert Pankey Wright, 1/5 Int., Carol Wright Groome 2/5 Int. and Neale Patterson Wright 2/5/ Int....
GIFT	3443	355	5/5/2003	2003	Robert P. Wright, Carol Wright Groome, and Neale P. Wright	Neale P. Wright [2nd Part]; R. P. Wright, Carol Wright Groome, and Neale P. Wright [3rd Part]	5.00	5.0-acre parcel located in Fairfield District, Henrico County, VA, on north side of Williamsburg Road, now known as U.S. Route 60; Adjoined on the east by land belonging to William Black; 417 feet of frontage along Rt. 60; 5-5-03--DB 3443:355 (Gift)--Previous agreement as tenants in common with 1/5 remainder interest held by Robert P. Wright, 2/5 remainder interest held by Carol Wright Groome, and a 2/5 remainder interest and life interest held by Neale P. Wright (heirs of W. Parry Wright, dec.)
QUIT CLAIM DEED	3426	1084	2/4/2003	2003	Kimberly W. D. Harding and Alice Louise Dammeyer-Priebe (Heirs of Allen Kent Wright, dec. 1977)	Neale P. Wright (Life Interest)	3.13	The heirs of Allen Kent Wright (died 2/15/1977 in Shelby Co., TN; son of W. Parry Wright, Jr. (died a widower and intestate 1/6/1995) and Lillian W. Inez Wright (died 8/4/1989)) quitclaims all of their interest in the property to Neale Patterson Wright

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
DEED	1732	963	10/24/1977	1977	W. Parry Wright, Jr. and Lillian W. Wright (wife)	Robert P. Wright and Margaret F. Wright (wife)	1.63	1.63 acres (adjoining main Cedar Knoll parcel section); Grantors reserved ingress / egress easement over road marked drive on a plat by F. T. Seargant, Certified Surveyor, Sandston, VA, File No. 6445 (HCDB 1732:963-965*); Robert P. Wright and M. F. Wright built a new brick masonry home on the 1.63-acre lot in 1978 (#3300 Old Williamsburg Road; Sandston, VA 23150) (2,387 finished square feet) (SOURCE: Parcel ID: 843-713-5975; Henrico County, Virginia Online GIS, accessed on 9/5/2011).
PLAT	1732	963	10/12/1977	1977	W. Parry Wright, Jr. and Lillian W. Wright (wife)	Robert P. Wright and Margaret F. Wright (wife)	1.63	Survey & Map Showing Improvements Thereon of 1.63 Acres in Henrico County, Virginia, dated 10/12/1977, by F. T. Seargant, Certified Surveyor, Sandston, VA, File No. 6445 (HCDB 1732:963-965*)
DBS	1716	841	10/26/1976	1976	W. Parry Wright, Jr. and Lillian W. Wright (wife)	Commonwealth of Virginia	0.23	Parcel sold for \$1,085.00; Lying on the south (right) side of the existing Route 64 eastbound land and survey baseline and adjacent to the south property line of J.T. Westbrook and Constance Mary Westbrook from the lands of Howard E. Bowyer to the lands of Rosa C. Mimms; Conveyed to Commonwealth of VA for construction of Route 295 Bypass; Plan Maps -- Sheets 5G & 5H of the plans for Route 295, State Highway Project 0095-043-105, RW203; State Highway Plat Book No. 6, pg. 118-119

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
DBS	1092	281	11/20/1961	1961	W. Parry Wright, Jr. and Lillian W. Wright (wife)	Commonwealth of Virginia	0.009	0.009-acre parcel conveyed for \$25.00 lying on the southwest side of the eastbound centerline lane of the proposed Route 64; Plan Map -- Sheet No. 15 of the Plans for Route 64, State Highway Project 0064-043-002-RW201; State Highway Plat Book 3:111; Conveyed to Commonwealth of VA for construction of I-64
DBS	536	348	11/22/1950	1950	Frederick L. Shelor, Jr. and Mary S. Shelor (wife)	W. Parry Wright, Jr. and Lillian W. [Inez] Wright (wife)	5.00	5-acre parcel along with dwelling and other improvements sold for \$10.00; Parcel located on north side of Williamsburg Road (now U.S. Route 60); W. Parry Wright, Jr. and Lillian W. [Inez] Wright, his wife, are described in the deed as "tenants by the entireties with right of survivorship as at common law"
DOT	N/A	N/A	1/3/1950	1950	Frederick L. Shelor, Jr. and Mary S. Shelor (wife)	John H. Randolph and James H. Barnett, Jr., Trustees	5.00	Conveyed a deed of trust on the Cedar Knoll property to secure loan of \$5,000.00 plus interest
DBS	495	175	12/28/1949	1949	Bessie C. Bass and Aubrey S. Bass	Frederick L. Shelor, Jr. and Mary S. Shelor (wife)	5.00	
ROW EASMNT	N/A	N/A	12/8/1937	1937	Aubrey S. Bass and Bessie C. Bass (wife)	VEPCO	N/A	For \$1.00, grantor conveys a right of way and easement to construct, operate, and maintain poles and lines for electricity along course. Plat shows easement along part of frontage of cap. property on Williamsburg Road

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
DBS	264B	259	8/1/1936	1936	Edward R. Garthright (widower)	Bessie C. Bass (wife of Aubrey S. Bass)	5.00	5.0-acre parcel conveyed for \$1,500.00; Located on U.S. Route 60 (Old Williamsburg Road); Adjoined on the east by the land of William Black; PLAT of parcel attached to deed (HCDB 264B:260*); Map of 5.0 Acres of Land in Fairfield District, Henrico County, VA. Surveyed for Conveyance from E. R. Garthright to Mrs. Bessie C. Bass, by W. W. LaPrade & Bros., Civil Engineers & Surveyors, Richmond, VA (HCDB 264B:259-260*)
PLAT	264B	259	6/30/1936	1936	E. R. Garthright	Bessie C. Bass	5.00	Map of 5.0 Acres of Land in Fairfield District, Henrico County, VA. Surveyed for conveyance from E. R. Garthright to Mrs. Bessie C. Bass, by W. W. LaPrade & Bros., Civil Engineers & Surveyors, Richmond, VA (HCDB 264B:259-260*)
DBS	264C	73	5/7/1936	1936	Edna R. Hess (widow of Frank Hess) and Ruth L. Garthright (unmarried; granddaughter of Edna R. Hess)	Edward R. Garthright	30.00	30-acre parcel sold for \$1.00; Being part of the same tract of land conveyed to Edna R. Hess and Frank F. Hess by deed from Fannie S. Coles in 1892 (HCDB 138A:272; 2/4/1892); Bounded on the north by the Richmond & York River Railroad, on the east by land formerly belonging to Edna R. Hess & Frank F. Hess, now belonging to Buck Black (of Quinton, VA), on the south by the Old Williamsburg Road, now known as Pocahontas Trail, and on the west by the land of Barney Briel

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
DEED	N/A	N/A	00/00/1936	1936	Edna R. Hess and Frank F. Hess	Buck Black (of Quinton, VA)	21.00	NOTE: This conveyance is inferred from information recorded a deed dated 5/7/1936 conveying 30.00 acres from Edna R. Hess and Frank F. Hess to Edward R. Garthright (HCDB 264C:73)
DBS	138A	272	6/22/1936	1936	Miss Fannie S. Coles (an unmarried woman of Richmond)	Edna R. Hess (wife of Frederick F. Hess, resident of City of Newton, NJ)	51.00	51.00 acres +/- sold for \$711.00 along with buildings, improvements, etc.
DEED	N/A	N/A	11/21/1928	1928	Edna R. Hess (widow), Edna F. Garthright and G. R. Garthright (husband)	Commonwealth of Virginia	N/A	Deed conveyed a strip of land for widening and improvements of Route 39
DEED	N/A	N/A	1/18/1927	1927	Edna R. Hess (widow of Frank F. Hess, dec.)	Ruth L. Garthright (granddaughter of Edna R. Hess)	51.00	Deed grants Ruth L. Garthright an equal part interest in the Cedar Knoll property
DEED	N/A	N/A	12/13/1923	1923	Edna R. Hess and Frank F. Hess	Commonwealth of Virginia	3.34	Conveyed a strip of land to be used in straightening the road between Bottoms Bridge and Seven Pines

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
LEASE	N/A	N/A	1/18/1917	1917	Edna R. Hess and Frederick F. Hess	R. G. Craig	N/A	Lease for purpose of mining and operating for oil and gas, and laying pipe lines, and of building tank stations and structures thereon, to take care of said products. Lease term of 1 year to renew itself automatically each year if oil or gas or both are found and to exist as long as oil and gas are produced from said land
DOT	129A	35	12/21/1889	1889	Miss Fannie S. Coles	R. B. Chaffin, Trustee	51.00	Deed of trust conveyed on the 51.0 acres to secure \$746.64 debt owed by grantor to Edna R. Hess and Frank F. Hess, of Richmond, VA; DOT released 2/4/1892 (HC Release DB 7:328)
DBS	129A	34	12/21/1889	1889	Edna R. Hess and Frederick F. Hess	Miss Fannie S. Coles (of Richmond)	51.00	51.0 acres +/- sold for \$1,000.00 along with buildings and other improvements, etc.; Bounded on the north by the Richmond & York River RR, on the south by the estate of Mitchell and Joseph Allen, on the east by [illegible], and on the west by the land of George M. Savage's estate
DBS	115	294	4/1/1885	1885	David J. Mountain and Mary Ann Mountain (wife), of the City of Andover, MASS.	Edna R. Hess (wife of Frederick F. Hess)	51.00	51.0 acres +/- sold for \$900.00 together with all buildings, improvements, right of ways, and appurtenances, located on the south side of the Richmond & York River RR, on the south by the estate of Mitchell and Joseph Allen, on the east by [illegible], and on the west by the land of George M. Savage's estate

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
DOT	108	390	4/10/1882	1882	David J. Mountain	H. S. Staples, Trustee	51.00	51.00 acres +/- conveyed to trustee to secure debt of \$560.00 owed by grantor to William T. Moody of Richmond; DOT released on 5/30/1885 (HC Release DB 1:193); This DOT made with condition that Moody would keep land's improvements properly insured
DEED	108	389	12/21/1869	1869	William T. Moody and Henrietta C. Moody (wife)	David J. Mountain	51.00	
DBS	86	246	12/21/1869	1869	William G. Carter	William F. Moody	51.00	51.00 acres +/- sold for \$525.00 along with buildings, improvements, etc.
DBS	85	412	4/12/1869	1869	R. T. Thompson and Adelaide Kidd Thompson (wife) and Eliza Watkins, widow of Philip Watkins was formerly Eliza Kidd, widow of Benjamin Kidd	William G. Carter	51.00	51.00 acres +/- conveyed for \$550.00 along with buildings, improvements, and appurtenances; Parcel located in the lower end of Henrico County, near Meadow Station on the Richmond & York River Railroad; Bounded by lands of George M. Savage's estate on the west, Joseph and Mitchell Allen property (south), the R&YR RR, and others; Being all the part of the tract conveyed to Benjamin Kidd by Achilles L. Eacho and wife 3/23/1853 (HCDB 52:82)
DBS	62	82	3/26/1853	1853	Achilles L. Eacho and Lucy Ann Baker Eacho (wife)	Benjamin T. Kidd	54.00	54.0 acres +/- sold for \$1,500.00; Bounded by lands of George M. Savage, Jones Allen (dec.), and others

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
RELEASE	62	81	3/26/1853	1853	Wm Jon Allen	Achilles Eacho (2nd Part); Christian Allen (3rd Part)	44.00	44.0 acres +/- conveyed by deed of trust dated 11/12/1849 from Achilles Eacho to Wm. Jon Allen for \$220.00 - for the benefit of Christian Allen; Parcel adjoined lands of George M. Savage and others; This deed released that previous DOT and the 44.0 acres back to Achilles Eacho
DBS	52	380	2/25/1848	1848	William O. George	Achilles S. Eacho	42.00	Parcel sold for \$168.00; Located approximately 9 miles below the City of Richmond, on the north side of the Main Stage Road [to Williamsburg]; Boundaries described as: Beginning on south side of north branch of boar swamp at the corner of George M. Savage, running down meanders of swamp to a Persimmon tree, the corner of Frances Y. Parker, from thence along Parker's line to Williamsburg Stage Road, thence up said road Northwest 60.5 deg., 8.68 chains to George M. Savage's corner, thence with Savage's line to the beginning at the swamp; PLAT MAP attached to deed (HCDB 52:381)
PLAT	52	381	2/12/1846	1846	William O. George (Son and heir of Byrd George, dec.)	Achilles S. Eacho	42.00	Plat of 42 acres by Thomas M. Ladd, C.E., at request of William O. George for Achilles Eacho, dated 2/12/1846 (HCDB 52:380-381*)

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
DBS	48	116	9/2/1844	1844	William O. George (Son and heir of Byrd George, dec.)	Achilles S. Eacho	8.50	8.5-acre parcel sold for \$42.50; Located on the south side of the main or stage road leading from the City of Richmond; Bounded on the north and northeast by the Stage Road, on the west by George M. Savage's land, and the south by the land of James Allen; Portion of the land conveyed to Major Byrd George by John Carter, Jr. and Mathew H. Carter by deeds dating 1826 and 1816, respectively; Slip of land conveyed with premises and appurtenances
DBS	28	377	5/1/1826	1826	John Carter, Jr.	Byrd George	75.00	75.0 acres conveyed for \$225.00 along with "all the houses, buildings and improvements" (HCDB 28:377; 5/1/1826); Parcel located on the south side of the north branch of Boar Swamp, and lying on the stage road leading from Richmond to Williamsburg; Property adjoined by the lands of George Savage (dec.) on the north, Winston Harwood on the east, Mrs. Alexander on the south, and Byrd George (from Mathew H. Carter, HCDB 12:437; 4/5/1816)
DBS	12	437	4/5/1816	1816	Mathew H. Carter and Mary Carter (wife), of New Kent County, VA	Byrd George	88.00	88.0 acre tract conveyed for \$600.00, lying in Henrico County, near boar swamp; Bounded on the west by Thomas C. Alexander, George Savage, and John Carter (orphans of William Carter, dec.), and land of Thomas C. Alexander, formerly belonging to Charles G. Carter; Being the land allotted to Mathew Carter in division of his late father's estate (William Carter, dec.); Conveyance described as land, premises, and appurtenances

INSTR. TYPE	BK	PG	DATE	YEAR	GRANTOR	GRANTEE	AC	NOTES / COMMENTS
GRANT	N/A	N/A	1/21/1789	1789	Beverley Randolph, Esquire, Governor of the Commonwealth of Virginia	William Carter	242.50	Land grant of 242 1/2 acres; "Begg. &c. on the Main run of Chickahominy swamp; thence &c. in Moores branch" [<i>Source</i> : Land Office Grants No. 20, 1788-1789, p. 13 (Reel 86); Library of Virginia Online Catalog, accessed on 9/9/2011]; William Carter was the father of Mathew H. Carter and a portion of this tract was devised to Mathew Carter following William Carter's death.

APPENDIX B: DSS FORMS

**Virginia Department of Historic Resources
Intensive Level Survey**

DHR ID#: 043-0078

Other DHR ID#:

Resource Information

Resource Name(s): Cedar Knoll {Historic}

Date of Construction: ca 1816

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Henrico

Magisterial District:

Town/Village/Hamlet: Sandston

Tax Parcel: 8437134081

Zip Code: 23150

Address(s): Route 60 {Current}
3280 Old Williamsburg Road {Current}

USGS Quadrangle Name: SEVEN PINES

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
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UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Private

Government Agency Owner:

Acreage: 5.00

Surrounding area: Rural

Open to Public: No

Site Description:

1937: Located 9.5 miles east of Richmond on Route 60, 15 yards north of the highway. Five acres of land in Fairfield Magisterial District, and being south east part of a tract of originally 42 acres. This old home sits sedately back about 15 yards from the highway in a beautiful grove of cedar trees.

April 2011: Cedar Knoll is located to the south of I-64 and fronts Old Williamsburg Road. The dwellings sits on a level, cleared lot. A circular driveway is visible along the front of the dwelling. The walkway to the front door and the perimeter of the dwelling is lined with boxwoods.

September 2011: The historic dwelling known colloquially as Cedar Knoll is located at 3280 Old Williamsburg Road, roughly three and one-third miles (5.3 km) east of the town of Sandston, Henrico County, Virginia. The parcel is more particularly situated along the north side of Old Williamsburg Road between Route I-64 and the Norfolk Southern Railroad corridor on the north, East Williamsburg Road (Route 60) on the south, and the I-295 Bypass on the west. A paved drive extends from the north side of Old Williamsburg Road along the east side of the main house, ending in a small parking area along the front (south) side of the barn in the rear. The property's primary dwelling is set back approximately 45 feet (13.5 meters) from the north side of the road on a largely open yard of manicured grass marked by clusters of mature trees and surrounded by dense woods to the north, west, and east. Large trees and a row of planted shrubs line a brick walkway leading from the road to the home's main entrance. The brick path divides here, curving around each side of the building. The east branch continues around to the back, ending at a section of concrete walkway that runs along the dwelling's rear elevation. Brick pathways also extend eastward from the house to a well and cold storage cellar located near the driveway, and in a northeasterly direction to the wood-frame barn in the rear yard. A modern two-story brick home (built 1978) also stands on the eastern subdivided portion of

National Register Eligibility Status

Resource has not been evaluated.*

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

**Virginia Department of Historic Resources
Intensive Level Survey**

DHR ID#: 043-0078

Other DHR ID#:

the historic property, northeast of the Cedar Knolls main house.

Secondary Resource Summary:

April 2011: A barn is located to the northeast of the dwelling.

September 2011: Secondary resources on the Cedar Knolls property include a two-story wood-frame barn just northeast of the main dwelling, and a brick-lined well and a brick masonry cold storage cellar east of the main house, near the west side of the driveway. The parcel also contains an above-ground pool and adjoining wooden deck on the north side of the barn.

Individual Resource

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Single Dwelling	Contributing
1	Barn	Contributing

Individual Resource Detail Information

<u>Resource Type:</u>	Barn	<u>Primary Resource?</u>	No
<u>Date of Construction:</u>	ca 1900 {Site Visit}	<u>Accessed?</u>	Yes
<u>Architectural Style:</u>	No Discernable Style	<u>Number of Stories:</u>	2.0
<u>Form:</u>		<u>Condition:</u>	Good
<u>Interior Plan Type:</u>	Open	<u>Threats to Resource:</u>	None Known

April 2011: This is a two-story, frame barn clad in vertical boards and capped with a gable roof covered with standing-seam metal.

September 2011: This is a two-story wood-frame barn clad in vertical plank siding and topped by a side gable roof sheathed in standing seam metal. A one-story, shed-roofed addition is visible on the building's west elevation.

Individual Resource Detail Information

<u>Resource Type:</u>	Single Dwelling	<u>Primary Resource?</u>	Yes
<u>Date of Construction:</u>	ca 1816 {Site Visit/Written Data}	<u>Accessed?</u>	Yes
<u>Architectural Style:</u>	Colonial	<u>Number of Stories:</u>	1.5
<u>Form:</u>		<u>Condition:</u>	Good
<u>Interior Plan Type:</u>	Central Passage, Single Pile	<u>Threats to Resource:</u>	None Known

1937: Built in 1816, the present owner is taking unusual interest in restoring this old hom to its former state of beauty. See WPA survey for additional details.

1975: This dwelling is built on a center hall plan, over an English basement of 3-course American bond. A 20th century addition has been put on the east side of the house which conforms fairly well to the original lines of the dwelling. Mantels appear to be original. Batten doors on top floor. The roofline may have been altered. Built circa 1800, the house is in good condition, but needs some repairs, which the owner says he has been unable to make due to lack of funds.

April 2011: Cedar Knoll is a one-and-a-half story, frame dwelling clad in weatherboard on a raised brick basement. The wood windows are 6/6 and 1/1, double-hung sash. Three gable dormers pierce the roofline on both the facade and rear elevations. The porch facing Old Williamsburg Road has been removed. The single-leaf, wood door has two recessed panels and multiple lights. There is a one-story, two-bay wood porch on the east elevation with square wood posts and is capped by a shed roof. The porch on the rear elevation is one-story and is screened in, also capped with a shed roof. There are two, exterior-end, stepped brick chimneys laid in 7-course American Bond. The gable roof is covered with slat shingles.

Additions/Alterations: There is a two-story, frame addition on the northeast corner of the dwelling.

September 2011: EXTERIOR: The property's primary resource is a one-and-a-half story, four-bay dwelling constructed circa 1816.

Virginia Department of Historic Resources

Intensive Level Survey

DHR ID#: 043-0078

Other DHR ID#:

The rectangular central-hall plan is oriented with its long axis running east-west and the primary elevation oriented to the south at a slight angle from that of the Old Williamsburg Road's current alignment. The raised brick masonry foundation, set in a seven-to-one (7:1) American bond, houses an English basement. The building's wood frame is clad in weatherboard siding and topped by a moderately-pitched side gable roof sheathed in slate shingles. A set of three symmetrically-arranged gabled dormers are visible along both the front (south) and rear (north). An exterior-end, corbelled brick chimney laid in a seven-to-one (7:1) American bond extends up the center of the building's east and west elevations. The eastern chimney has been partially enclosed by a one-story, two-bay, open-sided porch addition, raised on brick piers and topped by a shed roof supported by square wood posts. The screened-in porch on the rear elevation is one-story and likewise capped by a shed roof. The original main section of the building is roughly 20 feet by 36 feet in dimension. The modern brick masonry foundation underlying the east-side addition is set in a six-to-one (6-to-1) common bond. The main entrance is marked by a single-leaf, wooden door with two recessed panels at bottom and multiple lights at top, positioned at the center of the primary (south) façade, directly above a basement-level entrance. The latter is accessed by a flight of brick steps leading to a brick stoop and wooden door. The framing for a wooden stoop raised on, and supported by, square brick columns is visible abutting the first floor entrance, but the front porch risers, stoop floorboards, and the shed roof have been recently removed by the owner due to deteriorating structural integrity. There are plans to rebuild the porch to match its historic configuration and materials. The building's other secondary access points include another basement-level entrance on the rear (north) elevation marked by a short descending flight of brick steps with simple metal railing, leading to a brick-paved stoop and a four-paneled wooden door pierced at top by two fixed glass panes. Two other entrances are also visible, including one at the south end of the east-side porch addition, accessed by a flight of wooden risers, and a single door entry at the east end of the two-story side addition's rear façade. Existing windows consist primarily of three-over-three (3/3) and one-over-one (1/1) units along the basement level protected by storm windows, six-over-six (6/6) double-hung wood sash units on the first floor elevations—including three along both the primary (south) and rear (north) façades, and two on the west facade. There is also a four-over-four (4/4) double-hung sash window on the east side of the first floor's main entry door on the south elevation. Windows in the east-side addition are four-over-four (4/4) double-hung. The three symmetrically-arranged gabled dormers on the front (south) and rear (north) elevations feature six-over-six (6/6) double-hung wood sash windows, cornice returns, and clapboard siding.

INTERIOR: The building's interior comprises three floors containing seven rooms in the original main block and an additional two spaces, including a first floor bathroom and a second floor closet, in the two-story, one-bay side addition. The raised English basement houses a modernized kitchen and open-plan dining and breakfast nook space, and a west-end sitting room. There is also a small closet accessed through the dining area's north wall. On the first floor, a central hall/foyer divides a west-end living room from an east-end bedroom. The building's main entrance is positioned at the south end of the central hall and a rear door, which opens into the screened-in porch, is visible at the north end. A door in the northeast corner of the east-end bedroom provides access to a modern bathroom located in the side addition and a second door situated near the south end of the east wall provides access to the exterior side porch. There is a fireplace centered on both the east and west walls of this level. The fireplace in the east-end bedroom (formerly a living room/parlor) has a brick hearth and an ornately carved wooden mantel, reportedly brought to the property in 1936 by the owner, Aubrey S. Bass, from his home in Cumberland County (Garner 1937). The upper floor comprises a central hallway, bathroom, and two bedrooms. Interior environmental control is maintained through a combination of floor-mounted radiators and window-mounted air conditioning units. The original horse hair plaster wall and ceiling finishes in the first floor living room have been removed and replaced with sheetrock over the original lathing. The first and second story spaces retain their historic pine flooring and the batten doors to the two upstairs bedrooms are also original.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Gable, Front	Slate	Roof - Shingle
Foundation	Foundation - Solid/Continuous	Brick	Foundation - Bond, American
Roof	Roof - Gambrel	Vinyl	other
Windows	Windows - Sash, Double-Hung	Wood	Windows - 6/6
Structural System	Structural System - Frame	Wood	Structural System - Weatherboard
Chimneys	Chimneys - Exterior side	Brick	Chimneys, Cap, Corbeled
other	Other	Wood	Other
Windows	Windows - Sash, Double-Hung	Wood	Windows - 3/3
Windows	Windows - Sash, Double-Hung	Wood	Windows - 4/4
Windows	Windows - Sash, Double-Hung	Wood	Windows - 4/4
Porch	Porch - 1-story, 2-bay	Wood	Porch - Post, Square

**Virginia Department of Historic Resources
Intensive Level Survey**

DHR ID#: 043-0078

Other DHR ID#:

Historic Time Period(s): M- Early National Period (1790-1829)

Historic Context(s): Architecture/Landscape
Domestic
Subsistence/Agriculture

Significance Statement

1937: Used as a hospital and camping grounds during the War Between The States. It is also the tradition that the brick used in constructing the chimneys and foundation were manufactured on the home grounds.

1975: Since the early 19th century, this place has evidently been in many different hands (see WPA title trace).

April 2011: The VDOT recommends Cedar Knoll for a Phase II/Intensive architectural survey to determine the resource's eligibility for the NRHP under Criterion C for architecture.

September 2011: Though the Cedar Knolls property has undergone a number of changes over time, the site's original primary dwelling, a circa 1816, one-and-a-half-story, four-bay, single-pile, wood-frame building designed in the vernacular Federal style with central hall plan and a raised English basement, remains largely intact. So too, does the historic two-story, wood frame barn situated just northeast of the dwelling. The main dwelling's exterior still exhibits its original weatherboard, dormers, and chimneys, among other components, and the central hall and parlor plan is still readily visible on the interior. Although the inside has been somewhat modified over the years through deterioration and repair work, and/or to accommodate the modernization of certain spaces, the building still retains much of its original flooring, fireplace surrounds, and original spatial layout. It survives as one of a fast-diminishing group of similarly-designed farm dwellings (i.e., vernacular Colonial, one-and-a-half-story, single pile, central hall planned buildings) constructed in this part of Henrico County during the Early National Period (1790–1829). A number of these buildings in the surrounding area have been lost over time, including: the Hess House (DHR ID: 043-0121), which was demolished prior to 1976; the circa 1825 Cedar Hill home (DHR ID: 043-0076), which has been moved from its original location; the circa 1800 Eacho Place Site (DHR ID: 043-0100), demolished circa 1940; and, a circa 1830 two-story frame dwelling formerly situated on the Savage Station Farm and Cemetery site (DHR ID: 043-0288), which was torn down circa 1970. Based on this research, it is suggested that the Cedar Knolls property is eligible for the NRHP under Criterion A for its association with the mid-level plantation-based economy that developed in this part of Henrico County during late-eighteenth and early-nineteenth centuries. This phase was characterized architecturally by a certain type and style of farmstead dwelling—a one-and-a-half or two-story, single-pile wood-frame home with a central hall plan, exterior-end chimneys, and dormered side-gable roofs—that proliferated on a number of Sandston area plantation tracts at this time. Today, nearly all of those former plantation properties have been subdivided and their historic built complexes, including this described group of similarly designed farm dwellings, have been lost. The Cedar Knolls dwelling still exhibits many important vernacular Federal style attributes and retains characteristics that reflect its original construction period and design. As such, it is suggested that the resource is eligible under Criterion C as one of a few still-extant examples of a particular architectural design trend that emerged in this sector of Henrico County in association with the development of a local plantation-based economy during the late-eighteenth and early-nineteenth centuries. The period of significance recommended for the Cedar Knolls property dates from its original construction, circa 1816, through 1840s when the first subdivisions of the former 160.0-plus acre plantation tract occurred. Should additional historical evidence come to light in support of oral history testimony affirming the property's use as a campground and temporary field hospital during the Civil War-era Battle of Savage Station (June 1862), then consideration could be given to extending the period of significance to the 1860s.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria: A- Associated with Broad Patterns of History
C- Distinctive Characteristics of Architecture/Construction

Period of Significance: circa 1816 - 1840s

Level of Significance: regional

**Virginia Department of Historic Resources
Intensive Level Survey**

DHR ID#: 043-0078

Other DHR ID#:

<i>NR Areas of Significance:</i>	Agriculture			
	Architecture			
<i>Property Retains Integrity of:</i>	1)Association	Yes	5)Material	Yes
	2)Design	Yes	6)Setting	Yes
	3)Feeling	Yes	7)Workmanship	Yes
	4)Location	Yes		

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	B&W	VDOT	July 2010	S. Clarke
3460	35 mm B&W	DHR	December 1975	J. O'Dell
	35mm B&W		July 1992	S. Smead
	B&W 35mm		September 01, 2011	S. Maroney

Bibliographic Documentation

Reference #: 1

Bibliographic Record Type: Report

Author: Sean Maroney

DHR CRM Report Number:

Notes: Maroney, Sean. (2011). ~~Intensive Architectural Evaluation of Cedar Knoll (043-0078)/Interstate 64 Peninsula Study From Interstate 664 In Hampton To Interstate 95 In Richmond, Virginia (VDHR # 2008-1573; VDOT # 0064-M11-002,P101; UPC No. 92212).~~ Report prepared for McCormick Taylor, Inc., Glen Allen, Virginia, by Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:WPA Virginia Historical Inventory

Date of CRM Event: July 27, 1937

CRM Person: Benjamin G. Garner, Jr.

VDHR Project ID # Associated with Event: HEN-10

CRM Event Notes or Comments:

Cedar Knolls - no photograph

CRM Event # 2,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: December 1975

CRM Person: Jeffrey O'Dell

CRM Event Notes or Comments:

CRM Event # 3,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: July 2010

CRM Person: Sarah Clarke

VDHR Project ID # Associated with Event: 2008-1573

CRM Event Notes or Comments:

VDOT Project No.: 0064-M11-002, P101

UPC: 92212

I-64 Corridor Study

**Virginia Department of Historic Resources
Intensive Level Survey**

DHR ID#: 043-0078

Other DHR ID#:

CRM Event # 4,
Cultural Resource Management Event: Survey:Windshield
Date of CRM Event: 1992
CRM Person: Susan Smead
CRM Event Notes or Comments:

CRM Event # 5,
Cultural Resource Management Event: DHR Staff: Potentially Eligible
Date of CRM Event: February 26, 2001
CRM Person: Cara Metz
VDHR Project ID # Associated with Event: 2001-0158
CRM Event Notes or Comments:

CRM Event # 6,
Cultural Resource Management Event: DHR Staff: Potentially Eligible
Date of CRM Event: July 01, 2011
CRM Person: Marc Holma
VDHR Project ID # Associated with Event: 2008-1573
CRM Event Notes or Comments:

CRM Event # 7,
Cultural Resource Management Event: Survey:Phase II/Intensive
Date of CRM Event: September 01, 2011
CRM Person: Dovetail CRG
VDHR Project ID # Associated with Event: 2008-1573
CRM Event Notes or Comments:

Maroney, Sean. (2011). "Intensive Architectural Evaluation of Cedar Knoll (043-0078)/Interstate 64 Peninsula Study From Interstate 664 In Hampton To Interstate 95 In Richmond, Virginia (VDHR # 2008-1573; VDOT # 0064-M11-002,P101; UPC No. 92212)." Report prepared for McCormick Taylor, Inc., Glen Allen, Virginia, by Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Bridge Information

Cemetery Information

Ownership


**APPENDIX C: JULY 1, 2011 DEPARTMENT OF HISTORIC
RESOURCES LETTER OF CONCURRENCE**

The Virginia Department of Historic Resources (VDHR) concurs with the Virginia Department of Transportation (VDOT) that:

1. The Area of Potential Effects (APE) for architecture is the vicinity where alterations to feeling and setting may occur and includes those properties that are currently visible from I-64 or those from which I-64 is visible.
2. Cedar Knoll (VDHR No. 043-0078) and House, 4430 Cedar Point Lane (VDHR No. 047-5141) require a Phase II/Intensive Survey to determine the eligibility of the resource.
3. None of the newly identified architectural resources for this project are individually eligible, nor are they a contributing resource to a historic district, for the NRHP under Criteria A, B, C, or D.
4. The Antioch Baptist Church (VDHR No. 043-0051), Batkins Farm (VDHR No. 063-0210), Commercial Building, 10 E. Baker Street (VDHR No. 127-0804), Double House, 2 E. Baker Street (VDHR No. 127-0805), House, 9505 Old Stage Road (VDHR No. 047-5158), House, 4392 Rochambeau Drive (VDHR No. 047-5152), House, 1321 Lightfoot Road (VDHR No. 099-5108), Cherry Hill (VDHR No. 099-5005) and House, 1445 Pennimen Road (VDHR No. 099-5103) are not individually eligible, nor are they a contributing resource to a historic district, for the NRHP under Criteria A, B, C, or D.
- ~~5. The southern portion of the Garnett and Golding's Farm Battlefield (VDHR No. 043-5273) along the I-64 corridor lacks integrity of setting, feeling and association and does not contribute to the overall significance of the Garnett and Golding's Farm Battlefield; and for the purpose of this project, this portion of the Garnett and Golding's Farm Battlefield, that part that abuts the I-64 corridor, is not eligible for the NRHP.~~
- ~~6. The portions of the core and study areas of the Battle of Williamsburg Battlefield (VDHR No. 099-5282) that sit to the west of I-64 are not eligible for the NRHP because these particular portions of the battlefield have diminished integrity of setting, feeling, and association and do not contribute to the overall significance of the Battle of Williamsburg Battlefield.~~
- ~~7. Portions of the core and study areas of the Battle of Yorktown Battlefield (VDHR No. 099-5283) that are contiguous to the I-64 corridor are not eligible for the NRHP because these portions of the core and study areas have diminished integrity of setting, feeling, and association and do not contribute to the overall significance of the Battle of Yorktown Battlefield.~~

Mr. Marc Holma
May 13, 2011
Page Twelve

For VDOT Project No. 0064-M11-002, P101; UPC: 92212; VDHR File No. 2008-1573.


Kathleen S. Kilpatrick
Director, Virginia Department of Historic Resources
State Historic Preservation Officer

1 July 11
Date

2008-1573

DHR will withhold comment regarding the NHP eligibility of the battlefields until such time as the consulting parties have the opportunity to comment.

**ARCHAEOLOGICAL POTENTIAL
ASSESSMENT OF THE INTERSTATE 64
PENINSULA STUDY FROM INTERSTATE 664
IN HAMPTON TO INTERSTATE 95 IN
RICHMOND, VIRGINIA**

**DHR # 2008-1573
VDOT # 0064-M11-002,P101; UPC No. 92212**

DRAFT

By

**Mike Klein,
Marco A. González
and
Michael L. Carmody**

Prepared for

**Virginia Department of Transportation
and
McCormick Taylor, Inc.**

Prepared by

DOVETAIL
CULTURAL RESOURCE GROUP

March 2012

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**ARCHAEOLOGICAL POTENTIAL ASSESSMENT
OF THE INTERSTATE 64 PENINSULA STUDY
FROM INTERSTATE 664 IN HAMPTON TO
INTERSTATE 95 IN RICHMOND, VIRGINIA**

**DHR # 2008-1573
VDOT # 0064-M11-002,P101; UPC No. 92212**

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On behalf of

Virginia Department of Transportation

Prepared by

Dovetail Cultural Resource Group I, Inc.

300 Central Road, Suite 200
Fredericksburg, Virginia 22401

Dovetail Job # 11-001
March 2012

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ABSTRACT

Dovetail Cultural Resource Group, Inc. conducted an archaeological assessment for the proposed improvements within the Interstate 64 (I-64) Peninsula Study Area. The assessment was performed on behalf of the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc. as part of a Draft Environmental Impact Statement prepared by VDOT. This work was completed between June of 2011 and February of 2012 and included a discussion of previously identified and potential archaeological resources within the Cities of Richmond, Newport News and Hampton, and Henrico, New Kent, James City, and York Counties, Virginia. The project is being completed by VDOT as State Project No. 0064-M11-002, P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573.

The I-64 Peninsula Study Area encompasses a 75-mile (120.7-km) section within the existing I-64 Highway corridor. The study area begins at the intersection of I-64 and Interstate 95 (I-95) in Richmond and continues east to the intersection of I-64 and Interstate 664 (I-664) in Hampton. This assessment was conducted to identify disturbances in the I-64 Peninsula Study Area that may impact the potential existence of intact subsurface archaeological deposits, to identify areas where archaeological resources may be present, and to evaluate the potential presence of archaeological sites that may warrant consideration for preservation in place.

The assessment included a review of previously identified resources, previously surveyed areas, settlement patterns characteristic of precontact and historic archaeological sites, historic maps, as-built maps, aerial maps, United States Geological Survey (USGS) topographic maps, and vehicular and limited pedestrian survey. The assessment identified: areas where no further work is recommended; areas where archaeological field testing is recommended; and areas where additional field reconnaissance is recommended to determine if archaeological field testing is required. No subsurface testing is recommended: 1) in previously surveyed areas where currently acceptable methods were used and no potentially eligible sites were identified; 2) in disturbed areas; 3) where existing fill will not be disturbed; and 4) on steep slopes and in wetlands. The report includes representative photographs and examples of as-built maps and aerial photographs of the I-64 Peninsula Study Area.

The DHR files identify 19 previously recorded archaeological sites and 30 previously recorded historic architectural properties within the current I-64 Peninsula Study Area. Site 44YO0050 (099-0039), a Civil War earthwork, may warrant consideration for preservation in place. It appears likely that other previously recorded and potential archaeological resources located in the I-64 Peninsula Study Area will be of value chiefly for the contribution to knowledge of the past that may be gained through excavation.

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INTRODUCTION

Dovetail Cultural Resource Group, Inc. (Dovetail) conducted an archaeological assessment for the proposed improvements within the Interstate 64 (I-64) Peninsula Study Area (Figure 1, p. 3). The assessment was performed on behalf of the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc. as part of a Draft Environmental Impact Statement (DEIS) prepared by VDOT. This work included an assessment of the condition of the study area and a discussion of archaeological resources within the I-64 Peninsula Study Area. The project is being completed as VDOT State Project No. 0064-M11-002, P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573.

Project Summary

The I-64 Peninsula Study Area encompasses a 75-mile (120.7-km) section within the existing I-64 Highway corridor. The study area begins at the intersection of I-64 and Interstate 95 (I-95) in Richmond and continues east to the intersection of I-64 and Interstate 664 (I-664) in Hampton. Because of Federal Highway Administration (FHWA) involvement, the undertaking is required to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA). This investigation satisfies, in part, the requirement to identify potentially affected historic properties set forth in 36FR800.4 and the DHR guidelines (2011).

In compliance with Section 106 of the NHPA (36 CFR 800), the archaeological assessment of the I-64 Peninsula Study Area was conducted between June of 2011 and February of 2012. Section 106 mandates that federal agencies take into account the effects of undertakings on historic resources. This assessment was conducted to identify disturbances in the I-64 Peninsula Study Area that may impact the potential existence of intact subsurface archaeological deposits, to identify disturbance to existing archaeological resources, to identify areas in which previously unrecorded archaeological resources may be present, and to evaluate the potential presence of archaeological sites that may warrant consideration for preservation in place.

Area of Potential Effect and Assessment Description

The area of potential effect (APE) for archaeology for the study corridor is based on the following assumptions associated with the I-64 Peninsula Study:

- All mainline studies will be contained within 100 feet (30.5 m) of the existing pavement.
- The study corridor begins at the intersection of I-64 with I-95 in Richmond and continues east to the intersection of I-64 and I-664 in Hampton, Virginia.

The APE may be refined as the project progresses.

The current assessment includes a review of known resources that may be impacted based on location within the established parameters of the APE. The assessment used a Geographic

Information System-based (GIS) analysis to assess the location of existing and potential archaeological resources that may be valued chiefly for their information potential or that have other associated values that would warrant consideration for preservation of the site in place. The assessment is based on review of: 1) the current condition of the study area based on a review of as-built maps (Figure 2, p. 5), aerial photographs of the study area taken by VDOT during the 1970s (Figure 3, p. 7), vehicular and limited pedestrian inspection of the study area, and the results of previously conducted archaeological surveys (Chapter 2); and 2) information on past cultural practices, archaeological settlement studies pertinent to the region, cartographic sources, and known cultural resources and existing records at the DHR (Chapter 3). The assessment identified: areas where no further work is recommended; areas where archaeological field testing is recommended; and areas where additional field reconnaissance is recommended to determine if archaeological field testing is required. The report includes representative photographs and examples of as-built maps and aerial photographs of the I-64 Peninsula Study Area.

The assessment indicates that the I-64 Peninsula Study Area may intersect archaeological resources at several points throughout the corridor. Therefore, the probability that currently unidentified archaeological resources exist within the study area is high. Nevertheless, with the possible exception of site 44YO0050, also recorded as architectural resource 099-0039, potentially significant, previously identified and potential archaeological resources within the I-64 Peninsula Study Area appear likely to be important chiefly because of what can be learned by data recovery (Appendix A, Sheet 30).

Project work was conducted by Dovetail archaeologists Mike Klein, Marco González, and Michael Carmody (Principal Investigator). Both Dr. Klein and Mr. Carmody meet or exceed the standards established for Archaeologist by the Secretary of the Interior.

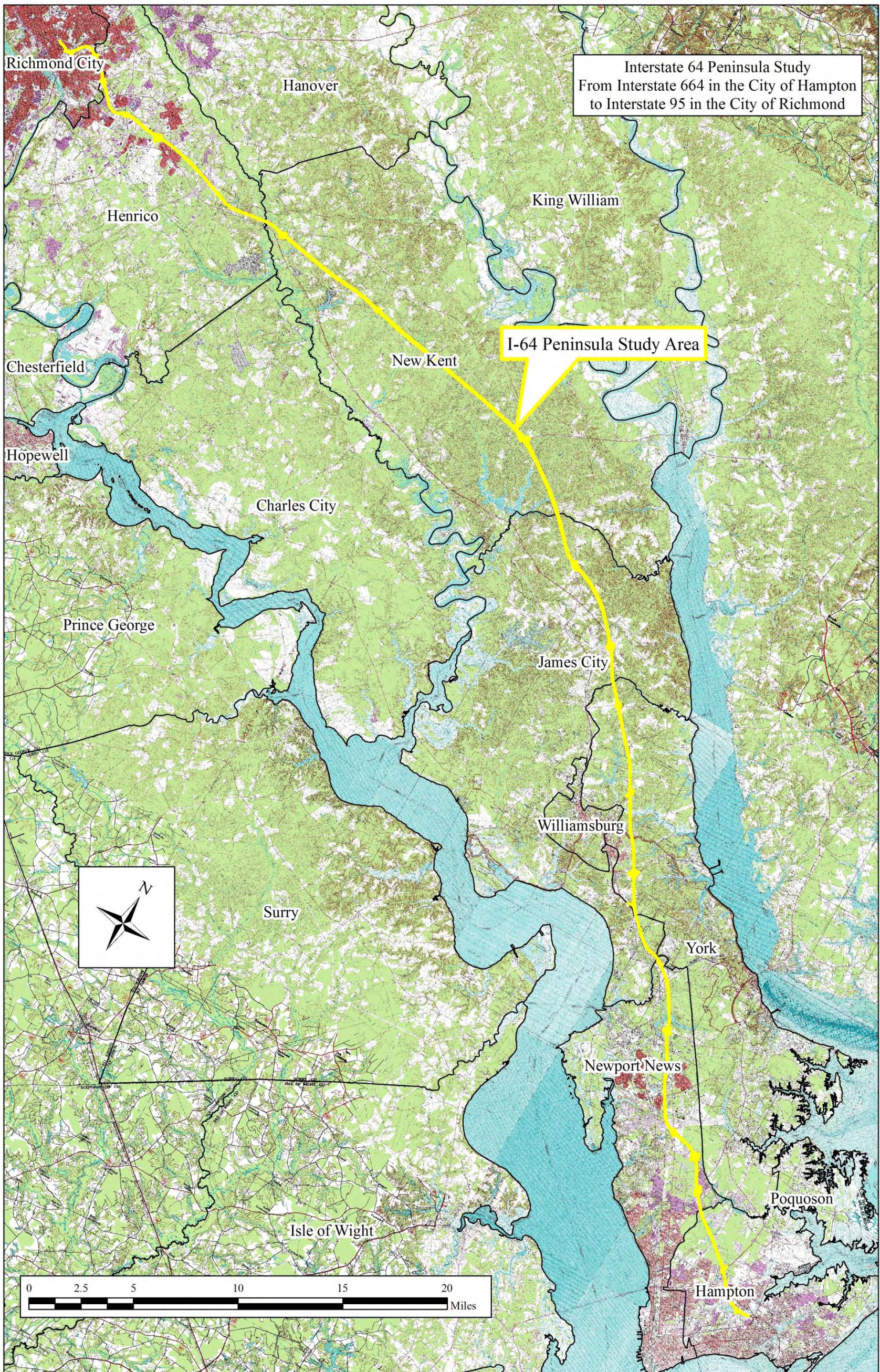


Figure 1: Map of the I-64 Peninsula Study Area (United States Geologic Service [USGS] 1994).

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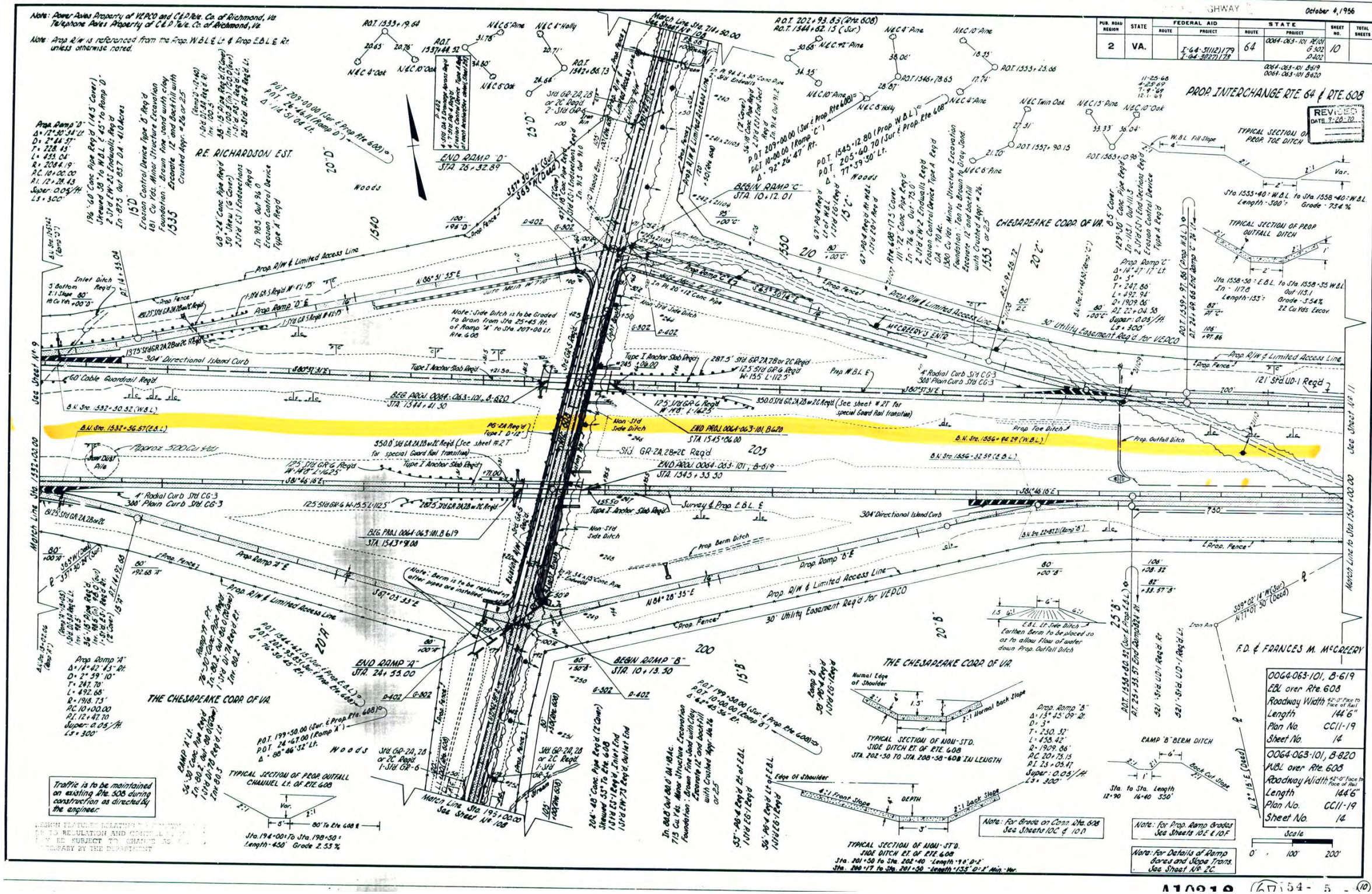


Figure 2: As-Built Map of the I-64 Peninsula Study Area Near Exit 214. The Long Dashes Depict Fill Areas, the Short Dashes Cut Areas.

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Figure 3: Aerial Photograph Showing the Gravel Mines West of Masonic Lane in Henrico County.

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ARCHAEOLOGICAL POTENTIAL OF THE STUDY AREA

A GIS-based condition assessment of the study area was developed to identify areas with the potential to contain significant archaeological resources and to identify resources likely valued chiefly for their information potential or having other values that would warrant consideration for preservation in place. Research included an assessment of the current condition of the I-64 Peninsula Study Area based on: 1) a general description and a review of the archaeological potential of the natural environment within the study area; 2) an assessment of the existing condition of the study area based on as-built maps and aerial photographs taken by VDOT during the 1970s and the results of vehicular and limited pedestrian reconnaissance within the study area; and 3) the results of previously conducted archaeological surveys and previously identified archaeological sites within the study area recorded in the DHR archives. The assessment identified: areas where no further work is recommended; areas where archaeological field testing is recommended; and areas where additional field reconnaissance is recommended to determine if archaeological field testing is required. In addition, Site 44YO0050, also designated architectural resource 099-0039, may warrant consideration for preservation in place (Appendix A, Sheet 30). Nevertheless, the results of the assessment suggest that other previously identified and potential archaeological resources within the I-64 Peninsula Study Area likely will be valued chiefly because of what can be learned by data recovery.

The Natural Environment

The study corridor begins near the Fall Line, a low escarpment where the sedimentary rocks of the Coastal Plain meet the metamorphic rocks of the Piedmont, and extends across the inner and outer Coastal Plain to the Chesapeake Bay. The Coastal Plain is a terraced landscape that steps down to the coast and to the major rivers (College of William and Mary 2011). The study corridor ends north of the James River in Hampton Roads, but crosses the Chickahominy River at Bottoms Bridge and the dammed headwaters of the Warwick River in Newport News. A dendritic network of creeks and small streams rise near the center of the landform and flow south and north to the James and York Rivers, producing a dissected landscape of ridges, steep slopes, and floodplains in the study area. Humans have reconfigured significant portions of the landscapes in the study area. Appendix A contains maps of the I-64 Peninsula Study Area that illustrate the existing condition of the study area.

Weathered sediments, initially deposited well before the arrival of humans in Eastern North America, blanket the Coastal Plain uplands. Geoarchaeological analysis of the soils surrounding the Bethel Reservoir, which straddles the boundary between the Cities of Hampton and Newport News and York County, documented soil horizons typical of the Lower Peninsula. Topsoil (A horizon) and eluviated layers (E-BE soil horizons) that capped ancient subsoil (Bt horizons), characteristic of soil profiles observed throughout the region, were documented. “The relatively strong expression and extensive depth of B-horizon development,” Hayes (2008:B–5) observed, “attests to the advanced age of host landforms.” Similar depositional environments limit potential archaeological resources to near-surface contexts within the range of shovel testing throughout much of the I-64 Peninsula Study Area. Nevertheless, cultural features potentially remain intact below the topsoil, and in some settings erosion and landscaping may bury historic surfaces and features.

Steep slopes typically separate the uplands from the bottomland along the region's streams. Civil War huts and living and working areas for ironworkers cut into ridge slopes have been identified in eastern Virginia (e.g., Balicki 2006; Sanford 1993). Nevertheless, most precontact and historic occupations occurred on level to gently sloping landforms. Moreover, as slopes become increasingly steep, erosion dramatically decreases the potential preservation of archaeological sites unless unusual conditions favor preservation.

Narrow floodplains line the upper reaches of streams throughout most of the study area. In narrow stream bottoms, mills and dams represent the most common types of archaeological resources. Broader floodplains occur along the Chickahominy River, Boar Swamp, Rumley Marsh, Diascond Creek, Beaverdam Creek, Wahrani Swamp, Queen Creek, and Newmarket Creek. Dams have inundated the floodplains along Shiminoe Creek and the Warren River in the study area. Archaeological survey near the Chickahominy River has documented the existence of precontact and historic occupation on the floodplain. The smaller, marshy floodplains of the remaining creeks, marshes, and swamps appear less suited for even moderate-term occupation. Nevertheless, small landforms slightly elevated above the surrounding marshland, but below the scale of topographic mapping, could support short-term camps and specialized activities. No such landforms, however, were observed during the vehicular and pedestrian reconnaissance, but pedestrian survey did not specifically focus on marshy bottomlands along the streams.

Geoarchaeological investigations at sites 44HN0202 and 44HN0204, on the Chickahominy River floodplain, provide insight into the evolution of the landforms along the Chickahominy, the major river within the study area (Blanton et al. 1994; Pullens et al. 2006). The terrace stratigraphy investigated at sites 44HN0202 and 44HN0204 sealed "unique soil-sediment 'packages' that preserve information on the environments occupied for much of the Holocene of the inner Coastal Plain of central Virginia" (Blanton et al. 1994:49). The potential for discovering stratified deposits containing archaeological resources, therefore, peaks on the floodplain of the Chickahominy River.

Existing Condition of the Study Area

As-built maps depict the I-64 Peninsula Corridor as constructed during the late 1950s, the 1960s, and the 1970s (Kozel 2007). As-built maps showing cut and fill lines were available for Sheets 12 to 27 (Appendix A). For areas west of Sheet 12 and east of Sheet 20, cut and fill locations were estimated from notes taken during vehicular and pedestrian survey of the study area (see Appendix A, Index Sheet). In general, uplands adjacent to the highway have been graded, while soil has been added to low-lying areas to create a stable span over the low ground (Photo 1 and Photo 2, p. 14). Comparison of the as-built plans with topographic maps, aerial photographs, and the results of vehicular and pedestrian survey aided the identification of graded, filled, and otherwise disturbed sections of the I-64 Peninsula Corridor.

During the 1970s, VDOT photographed the I-64 corridor between Richmond and Hampton Roads from the air. The VDOT aerial photographs depict gravel pits and other disturbance within and near the study area. Used in concert with the survey data and current maps, the 1970s photographs aid in the evaluation of the alterations to the study area that affect the potential presence of archaeological resources.

Vehicular reconnaissance survey involved examination of the entire corridor from a moving vehicle. To the extent possible, the high-traffic urban areas at the eastern and western ends of the corridor were examined after 9 A.M. and before 3 P.M. to avoid rush-hour traffic. Existing conditions, landscape features, and notes were recorded on topographic maps and aerial photographs of the I-64 Peninsula Corridor.

Limited pedestrian survey was conducted: 1) where the existing condition could not be determined from the vehicular survey; 2) within a sample of areas that could be safely accessed without crossing private property; and 3) within the core of previously recorded, potentially eligible Civil War battlefields. Pedestrian survey consisted of visual inspection of the landscape within and adjacent to the study area while walking the existing VDOT right-of-way. Notes were recorded on the topographic and aerial maps, including the location of landscape features in relation to the study area. No shovel testing or other ground disturbance was undertaken during the current assessment, though exposed ground surfaces were examined for evidence of cultural activity when encountered.

Uplands tended to be graded down to the road level, while fill generally appeared near stream crossings and other bridges. At the eastern end of the study area, due to the low elevation and generally flat terrain, the existing highway was constructed on fill to promote drainage and limit flooding. In addition, drainage ditches and sound barriers disturb large stretches of the corridor in Hampton and Newport News. Relatively large wetlands occur at the eastern end of the study area, particularly along Newmarket Creek. Exit ramps bounded by sloping fill deposits rise above the surrounding landforms, often leaving an undisturbed core at the center of interchanges throughout the I-64 Peninsula Study Area (Photo 3, p. 15).

Wide medians incorporate broad remnants of the surrounding landscape (Photo 4, p. 15). In contrast, narrow medians leave, at best, disturbed remnants of the former landforms that preserve little information. Medians less than 75-feet (22.9-m) wide appear unlikely to preserve interpretable archaeological contexts in most situations.

Where the entire median has not been graded, drainage ditches line both sides of the eastbound and westbound lanes of the interstate. The ditches disturb a minimum of 10-15 feet (3.0-4.6 m) along the roadside, meaning 20-30 feet (6.1-9.1 m) of most medians has been disturbed. If a remnant ridge top remains intact within the median, graded slopes rise above the ditch and roadway. The grading leaves less than 45 feet (13.7 m) of testable land atop the rounded ridges in narrow medians. Shovel testing along the narrow crest of the undisturbed remnant landforms within medians less than 75-feet (22.9-m) wide would not discover interpretable archaeological remains in most cases.

No previously identified archaeological sites occur within medians less than 80 feet (24.4 m) wide in the I-64 Peninsula Study Area. González and Carmody (2011) tested the median at Bottoms Bridge and near Route 609, and recovered artifacts from the median on sites 44NK0282 and 44NK0283 near Bottoms Bridge and recorded intact soil profiles near Route 609 (Appendix A, Sheets 9 and 13). In addition, the intact section of Civil War-era Redoubt 9, site 44YO0051, was located in the median near Williamsburg (Moore and Lewes 2009; Appendix A, Sheet 30). The narrowest median of the three, at Bottoms Bridge, was between 80 and 100 feet (24.4-30.5 m) wide; the median near Route 609 was more than 150 feet (45.7 m) wide, while site

44YO0051 occurred within a 100- to 120-foot (30.5–36.6 m) wide median. Similarly, survey of the median of I-95 in Stafford County discovered no sites in areas less than 125 feet (38.1 m) wide (Buchanan et al. 2007). Few, if any, testable medians exist west of the Chickahominy River, and very little of the median east of Exit 243 in James City and York Counties appears intact (Appendix A, Sheets 1–9, 31–43).

At the eastern end of the study area, where drainage is a major problem and the probability that the landscape is roughly level is greatest, virtually all of the smaller medians have been graded to a central drain. Wide drainage ditches and sound barriers line the exterior of I-64 near residential neighborhoods in Hampton and Newport News. Grading, ditch excavation, and the installation of sound barriers have disturbed long stretches of the study area bounding I-64 in east of Route 173/Denbigh Boulevard (Appendix A, Sheets 37–43).

Steep grades and fill bound I-64 in the western half of the study area, where ridges rise high above the roadway and bridges cross deep ravines. In most cases, grading of even the tallest ridges has left undisturbed areas atop the ridges. Shovel testing the undisturbed portion of the landforms along the exterior of the roadways, even those as narrow as 10 feet wide, may discover interpretable, potentially significant archaeological remains that extend outside the study area. Nevertheless, the probability that the portion of archaeological sites within the study area will be significant likely decreases along with the size of the undisturbed portion of the study area.

Previous Archaeological Surveys

Twenty-one archaeological surveys include portions of the I-64 Peninsula Study Area (Table 1; Figure 4–Figure 6, pp.25–29). All but two included shovel testing. In addition to discussing the results of previous surveys and previously recorded and potential archaeological sites, the assessment identified disturbed areas where archaeological testing would be unproductive.

Table 1: Archaeological Surveys of Portions of the I-64 Peninsula Study Area.

Portion of the I-64 Peninsula Study Area	Results	Potentially Eligible Sites	Reference
Bottoms Bridge Vicinity, Henrico and New Kent Counties	Archaeological Sites: 6	44HE1063, 44NK0100, 44NK0281, 44NK0282	González and Carmody 2011
Route 609 Vicinity	Intact Soils	None	González and Carmody 2011
Newport News Reservoir Vicinity	Disturbed	None	González and Carmody 2011
Stonewall Jackson Bridge, Richmond	Pedestrian Survey Only	Not Evaluated	Mouer 1989
I-295, Hanover and Henrico Counties	Primarily Pedestrian Survey	Not Evaluated	Lindberg 1975
Exit 195, Henrico County	Archaeological Sites: 1	None	Botwick and Pendleton 1995
Bottoms Bridge Vicinity, Henrico County	Intact Soils	None in Study Area	Brady et al. 2004

Portion of the I-64 Peninsula Study Area	Results	Potentially Eligible Sites	Reference
I-64 Improvements, Henrico and New Kent Counties	Archaeological Sites: 1	None	Jeter 2002
Exit 205 Vicinity, New Kent County	Isolated Finds	None	Magoon and Pitts 2005
Grove Exit, James City and York Counties	Disturbed	None	Cheek and Zatz 1986
Grove Exit Vicinity	Disturbed	None	Markell 1997
Norge Vicinity, James City County	Disturbed	None	Fesler 1993
Route 199 Corridor	Archaeological Sites: 33	None in Study Area	Hunter and Higgins 1985
Pipeline, Eastern James City County	Archaeological Sites: 9	None in Study Area	Simons and Hirrel 1994
Exit 234	Archaeological Sites: 1	Buried or Disturbed	Outlaw 1974
Water Line, Camp Peary, Williamsburg	Disturbed	None	Fesler et al. 1993
Camp Peary	Archaeological Sites: 115	None in Study Area	Sanders et al. 1998
Naval Weapons Station Yorktown	Archaeological Sites: 366	Site 44YO0888; Not Believed Eligible	Sheenan et al. 1999; Underwood et al. 2003
Enfield/Lee Hall	Archaeological Sites: 12	None	Eley et al. 2005
Pipeline and Additional Areas, Newport News and York County	Archaeological Sites: 7	None in Study Area	Hudak et al. 1992
Oyster Point Road, Newport News	None	None	Wamsley 1984
Expressway, Newport News and Hampton	Archaeological Sites: 5	None in Study Area	Browning 1990



Photo 1: View West along the Eastbound Side of I-64 showing the graded slope and ditch near mile 230.



Photo 2: View East Toward Waharini Swamp Showing the Grading and Fill on the Westbound Side of I-64.



Photo 3: View East of the Undisturbed Area within the I-295 Exit Ramp Showing Fence Remnant.



Photo 4: View East across an Undisturbed, Wide Median from the Barnes Road Overpass.



Photo 5: View East from Croaker Road Showing the Drainage Ditches in the Median.



Photo 6: View East along the Broad, Graded Median near Interstate 295.



Photo 7: View along Eastbound Lane of I-64 Showing the Drainage Ditches and Sound Barriers in the Study Area.



Photo 8: View East from the Stony Run Parkway Overpass along the Ridge above a Steep, Graded Slope Down to I-64.

I-64 Peninsula Study Archaeological Surveys

Dovetail conducted a Phase I archaeological survey within three sections of the I-64 Peninsula Study Area in March 2011. The Bottoms Bridge section of the study area spans the Chickahominy River in Henrico and New Kent Counties (Figure 4, p. 25). Wide, flat, marshy floodplains interrupted by low floodplain terraces and higher ridges occur in the corridor. Three new sites (44NK0281, 44NK0282, and 44NK0283) were discovered, and three previously identified sites were relocated (44HE0004, 44HE1063, and 44NK0100) within the area tested by González and Carmody (2011). The DSS files map two locations for site 44HE1063; González and Carmody (2011) recovered artifacts from the eastern location, which includes a portion of the project area. Site 44NK0283 was recommended not eligible for listing in the NRHP. Highway construction had disturbed the portion of site 44HE0004 in the I-64 Peninsula Study Area; consequently, no artifacts were recovered. Sites 44HE0100, 44HE1063, 44NK0281, and 44NK0282, which included Archaic, Woodland, and possibly Civil War-era components, were recommended potentially eligible for listing in the NRHP under Criterion D (González and Carmody 2011; Appendix A, Sheets 8–9).

During the same survey, a 300 x 60 foot (91.4 x 18.3 m) section of the I-64 corridor near the Talleyville exit (Exit 211) was examined (González and Carmody 2011). A patch of *Vinca minor*, commonly known as periwinkle, was observed in the area. Periwinkle is a perennial often found on historic cemeteries. The fieldwork produced ambiguous results, indicating the need for more detailed evaluation if the area will be impacted by the proposed upgrades to I-64 (Figure 4, p. 25).

The I-64 Peninsula Study Area crosses the dammed portion of the Warwick River that forms the Newport News Reservoir, in Newport News, Virginia (Figure 6, p. 29). Earthworks and fortifications associated with the 1862 Battle of Yorktown (099-5283) are present near the reservoir. Metal detector survey throughout the survey area augmented the shovel testing. Disturbance associated with highway construction included deposits of overburden, grading, and the construction of cement culverts and stone-lined drainages near Jones Run. Metal detector survey recovered a single .58 caliber Minnie ball, probably associated with the Civil War activity in the project vicinity, and an amorphous metal fragment (González and Carmody 2011).

Previous Archaeological Surveys in the Study Area

Archaeological surveys conducted in the Henrico County portion of the corridor include two pedestrian surveys. Virginia Commonwealth University's Archaeological Research Center (VCU/ARC) visually inspected the Stonewall Jackson Bridge (5th Street) and adjacent landforms, and conducted background research (Figure 4, p. 25). Although no archaeological material was collected from the study area, located a few hundred feet east of I-64 and north of the junction of I-64 and I-95 in Richmond, the background research identified the former location of a Powder Magazine and an African-American cemetery near the southern end of the study area (Mouer 1989).

Lindberg's (1975) pedestrian and judgmental shovel test pit survey of I-295 included the section of Henrico County from the Chickahominy River to I-64 (Figure 4, p. 25). Although a number

of sites were identified in Henrico County, none occur in the vicinity of the I-64 Peninsula Study Area.

In 1995, Louis Berger & Associates (Berger) conducted Phase I and Phase II historical and archaeological investigations within a 5.5 acre (2.2 ha) section of the Exit 195 of I-64 (Figure 4, p. 25). Earthworks constructed during the Civil War occurred outside the study area near Laburnum Avenue, which meets I-64 at Exit 195. A probable boundary or drainage ditch, tested at the Phase II level to evaluate the possible association with the Civil War, was the lone cultural resource encountered during the fieldwork. The resource was not considered eligible for listing in the NRHP (Botwick and Pendleton 1995).

Cultural Resources Inc. (CRI) systematically shovel tested a pipeline that extended from Charles City County to Hanover County (Figure 4, p. 25). The survey corridor passed through the I-64 Peninsula Study Area near Bottoms Bridge and site 44HE1063 (Appendix A, Sheet 8). No resources were identified within the I-64 Peninsula Study Area during the survey (Brady et al. 2004).

A Phase I cultural resource survey for the Patriot's Landing Development examined a 210-acre (84-ha) parcel that extended south from I-64 to terraces overlooking the marshy floodplain of the Chickahominy River (Figure 4, p. 25). Excavation of 1,672 shovel tests recovered only 17 artifacts, resulting in the identification of 11 archaeological locations. No archaeological sites were identified; the locations were not eligible for listing in the NRHP (Magoon and Pitts 2005). The extent of overlap between the Patriot's Landing study area and the current study area is unclear, though most of the former was south of the I-64 Peninsula Study Area.

Phase I archaeological survey of the proposed improvements to the Exit 205 in New Kent County identified site 44NK0235, a late-nineteenth through early-twentieth century farmstead (Figure 4, p. 25; Appendix A, Sheet 8). Four artifacts were recovered from two shovel tests. Site 44NK0235 has been determined, not eligible for listing in the NRHP based on low artifact density and evidence for disturbance (Jeter 2002).

Eight surveys examined portions of the I-64 Peninsula Study Area within James City and York Counties. A 7.2-mile (11.59-km) pipeline right-of-way surveyed by the James River Institute for Archaeology (JRIA) in 1993 included a section of the I-64 Peninsula Study Area northeast of Norge, in James City County (Figure 5, p. 27). Road construction had disturbed the area. As a consequence, no archaeological sites were identified during the archaeological fieldwork (Fesler 1993).

Hunter and Higgins' (1985) survey of the Route 199 corridor, which extended south and east from I-64 near the James City-York County line, identified 33 archaeological sites (Figure 5, p. 27). Diagnostic artifacts indicated activity ranging in age from the Late Archaic through the nineteenth century. Further work was recommended at all of the sites, including nine historic archaeological sites and 24 precontact sites. None of the sites occur within the I-64 Peninsula Study Area corridor.

The DHR conducted a salvage excavation of a brick cellar site to evaluate its association with the map-projected location of a Quaker Meetinghouse (Figure 5, p. 27). One-foot-square (0.30 m²)

test units spaced at five- to ten-foot intervals were excavated across the one-half acre lot to search for the remains of the meetinghouse. In addition to the brick cellar, square and rectangular patterns of postholes, the remains of a kiln, ditches, and other landscape features were identified. Artifacts indicated a circa 1775-1800 date for the site. Construction of I-64 possibly obliterated a portion, if not all, of the survey area (Outlaw 1974). The mapped location of site 44YO0016, however, appears to be buried beneath fill soils. Therefore, significant resources perhaps remain intact within the I-64 Peninsula corridor. Any intact archaeological resources would be eligible primarily for the contribution to knowledge of the past.

Proposed replacement of a water line for Camp Peary led to an archaeological survey that crossed the I-64 Peninsula Study Area west of Route 143 and the main entrance to the base (Fesler et al. 1993). The 6,100-foot (1859.28-m) survey area extended from the York County Water Filtration Plant across Bruton High School's grounds, and followed Route 168 to connect with an existing water line after crossing I-64 (Figure 5, p. 27). Excavation of 67 shovel tests documented disturbance throughout the study area, including the section of I-64 Peninsula Study Area.

Archaeological survey of 850 acres (344 ha) within Camp Peary, in York County, identified 44 archaeological sites (Figure 5, p. 27). Seventy-one previously identified archaeological sites had been recorded. No archaeological sites were discovered within the boundaries of the I-64 Peninsula Study Area (Sanders et al. 1998).

A 19.3-mile (31.1-km) natural gas pipeline that extended from Williamsburg to Hampton crossed the I-64 Peninsula Study Area in James City County, west of the James City County-Newport News boundary (Figure 6, p. 29). Phase I archaeological survey identified nine archaeological sites, including three Civil War entrenchments (44NN0046, 44YO0092, and 44YO0163) and a small family cemetery (44YO0547). None of the resources, however, occurred within the I-64 Peninsula Study Area (Simons and Hirrel 1994).

Two-hundred shovel tests excavated prior to the construction of the Grove Exit on I-64, located northeast of Kingsmill, recovered no artifacts or other archaeological resources. Extensive disturbance was noted throughout the study area (Cheek and Zatz 1986). A second survey near the exit prior to the relocation of a transmission line in 1997 produced similar results (Markell 1997; Figure 6, p. 29).

Near the mouth of the York River, Underwood et al. (2003) conducted archaeological survey of 6,000 acres (2,428 ha) of the Naval Weapons Station Yorktown (NWSY) along the York River in the immediate vicinity of the circa 1600–1622 Kiskiak dispersed settlement. The project area consisted of low-lying floodplains along the York River and two tidal creeks and interior, upland terraces. The intensive shovel test pit survey of a total of 8,515 acres (3,446 ha) by Underwood et al. (2003) and Sheenan et al. (1999) produced a data base consisting of 366 sites dating from the Early Archaic through the twentieth century. A small portion of the surveyed area lies within the study area (Figure 6, p. 29). The I-64 Peninsula Study Area includes one of the sites, 44YO0888, a small scatter of debitage and twentieth-century trash (Appendix A, Sheet 31).

In 2005, the City of Newport News' Division of Museums and Historic Services conducted a Phase I investigation of the Endview Development project area, which included a section along

the south side of the I-64 Peninsula Study Area (Eley et al. 2005; Figure 6, p. 29). This study, completed in advance of proposed construction, consisted of the excavation of shovel tests spaced at 75-foot (22.9 m) intervals across the project area. None of the archaeological sites identified during the survey occur within the study area.

A Phase I survey examined a 7.9-mile (12.71-km) pipeline route that crossed I-64 east of Route 105 and 356 acres of associated land-application areas (Hudak et al. 1992; Figure 6, p.29). The survey recorded seven archaeological sites, one of which occurred within the pipeline route. No resources, however, were identified within the I-64 Peninsula Study Area.

Wamsley (1984) examined a 4,000 foot (1219.20 m) section of Oyster Point Road in Newport News prior to the planned realignment of the road (Figure 6, p. 29). The survey included shovel testing throughout all but the poorly drained portions of the corridor, which crossed the I-64 Peninsula survey area and Brick Kiln Creek at the Newport News-York County boundary. No archaeological resources were identified.

In 1990, Browning and Associates conducted a Phase I survey of the proposed alignment of the East-West expressway in Newport News and Hampton, Virginia (Figure 6, p. 29). While previously identified archaeological resources existed within the proposed roadway alignment, no archaeological resources were identified within the I-64 Peninsula Study Area (Browning 1990).

In sum, previously conducted surveys have examined parcels of various sizes throughout the study area, most of which require no further work. Pedestrian surveys by Mouer (1989) in Richmond and Lindberg (1975) at I-295, however, do not meet current DHR (2011) standards, suggesting that shovel test pit survey may be required in these two areas. Four potentially eligible archaeological sites located near Bottoms Bridge (44HE1063, 44NK0100, 44NK0281, and 44NK0282) occur within the study area (González and Carmody 2011; Appendix A, Sheets 8–9). Site 44YO0051, though not identified during an archaeological survey, was determined eligible for listing in the NRHP under Criteria A and D by the DHR following evaluation by Moore and Lewes (2009; Appendix A, Sheet 30). In addition, the impact of construction and landscaping on site 44YO0016, where structural and landscape features were identified during salvage work by the DHR, remains unclear (Outlaw 1974). Site 44YO0016, an eighteenth-century site containing cultural features, may be potentially eligible for listing in the NRHP if undisturbed features remain intact within the I-64 Peninsula Study Area (Appendix A, Sheet 26). If the proposed project will disturb sites 44HE1063, 44NK0100, 44NK0281, 44NK0282, 44YO0051, and undisturbed portions of 44YO0016, further evaluation of the sites may be warranted.

Archaeological Potential of the Unsurveyed Portions of the Study Area

Archaeological survey has not been conducted in the majority of the I-64 Peninsula Study Area. Appendix A depicts the condition of the study area. Survey of the undisturbed portions of the study area potentially impacted by the proposed project appears warranted. Upland ridges, slopes greater than 15 percent, and floodplains along low-order streams constitute the unsurveyed portion of the study area. Only the level to gently sloping ridges where the majority of known archaeological sites occur may require shovel testing. Metal-detector survey has

become a standard technique within battlefields and military encampments, which occur in Henrico, New Kent, James City, and York Counties and Newport News. Features associated with military camps and mills, moreover, may occur on slopes or narrow floodplains. Visual inspection of undisturbed slopes and floodplains to identify surface features, therefore, may be warranted to determine if subsurface testing may be productive. The relatively large wetlands at the eastern end of the study area, particularly along Newmarket Creek, likely preclude efficient testing.

Undisturbed Areas

Undisturbed areas occur throughout the study area, particularly within and near interchanges. Exit ramps bounded by sloping fill deposits rise above or drop down to the surrounding landforms, generally leaving an undisturbed core at the center of the interchange. Undisturbed areas occur within interchanges throughout most of the I-64 Peninsula Study Area. Significant portions of the medians, particularly where the median exceeds 100 feet (30.5 m) in width, as well as the study area surrounding I-64, remain intact throughout the central portion of the study area. Ditch construction has disturbed the margins of the interstate, and grading has cut the uplands to varying degrees. Nevertheless, ten or more feet (3.1 m) of undisturbed land often exists outside the eastbound and westbound lanes that could be safely tested. Shovel testing the undisturbed portion of the landforms along the exterior of the roadways, even those as narrow as ten feet (3.1 m) wide, may have the potential to discover significant archaeological remains that extend beyond the study area. Shovel testing of undisturbed areas less than ten feet wide (3.1 m), however, is not suggested based on the potential safety issues inherent in working near a graded slope that drops down to I-64.

Disturbed Areas

Wide, undisturbed medians that incorporate broad remnants of the surrounding uplands have the potential for intact soils. In contrast, narrow medians preserve only disturbed remnants of the former landforms that preserve little information. All medians less than 75-feet (22.9-m) wide, therefore, have been considered disturbed. Medians west of I-295 in Henrico County, and much of the median east of the Newport News Reservoir are too narrow to preserve interpretable remains.

Disturbance associated with industrial and residential development and road construction have disturbed extensive stretches of the study area at the eastern end of the I-64 Peninsula Study Area. To the east of the Newport News Reservoir, drainage ditches and sound barriers disturb large stretches of the corridor in Hampton and Newport News, limiting archaeological testing to intermittent portions of the roadside.

Fill exists primarily near stream crossings and other bridge locations, though at the eastern end of the study area I-64 was constructed on fill. Throughout most of the survey area, fill occurs in settings where: 1) the probability of discovering resources within slopes and bottomlands along the narrow, deeply incised drainage is very low; and 2) the fill is very deep and has not covered the entire study area. Testing low-probability areas that have been buried by infilling appears

less productive than visual inspection or testing the undisturbed, adjacent sections of the I-64 Peninsula Study Area.

Condition Undetermined

The condition of several portions of the study area could not be evaluated. Traffic and the absence of areas to pull off the road safely prevented evaluation of the extent of grading and disturbance at the center of the exit ramps in Richmond. The same was true of the area west of Mechanicsville Turnpike, south of I-64, and east of Shockoe Creek. In addition, although excavation of a wide drainage ditch had disturbed a section of the I-64 Peninsula Study Area near Sandy Point Nature Preserve in Hampton, pedestrian inspection of the entire section of the study area that bounds the park was not possible. Therefore, the condition of the western end of the study area adjacent to Sandy Point Nature Preserve remains uncertain.

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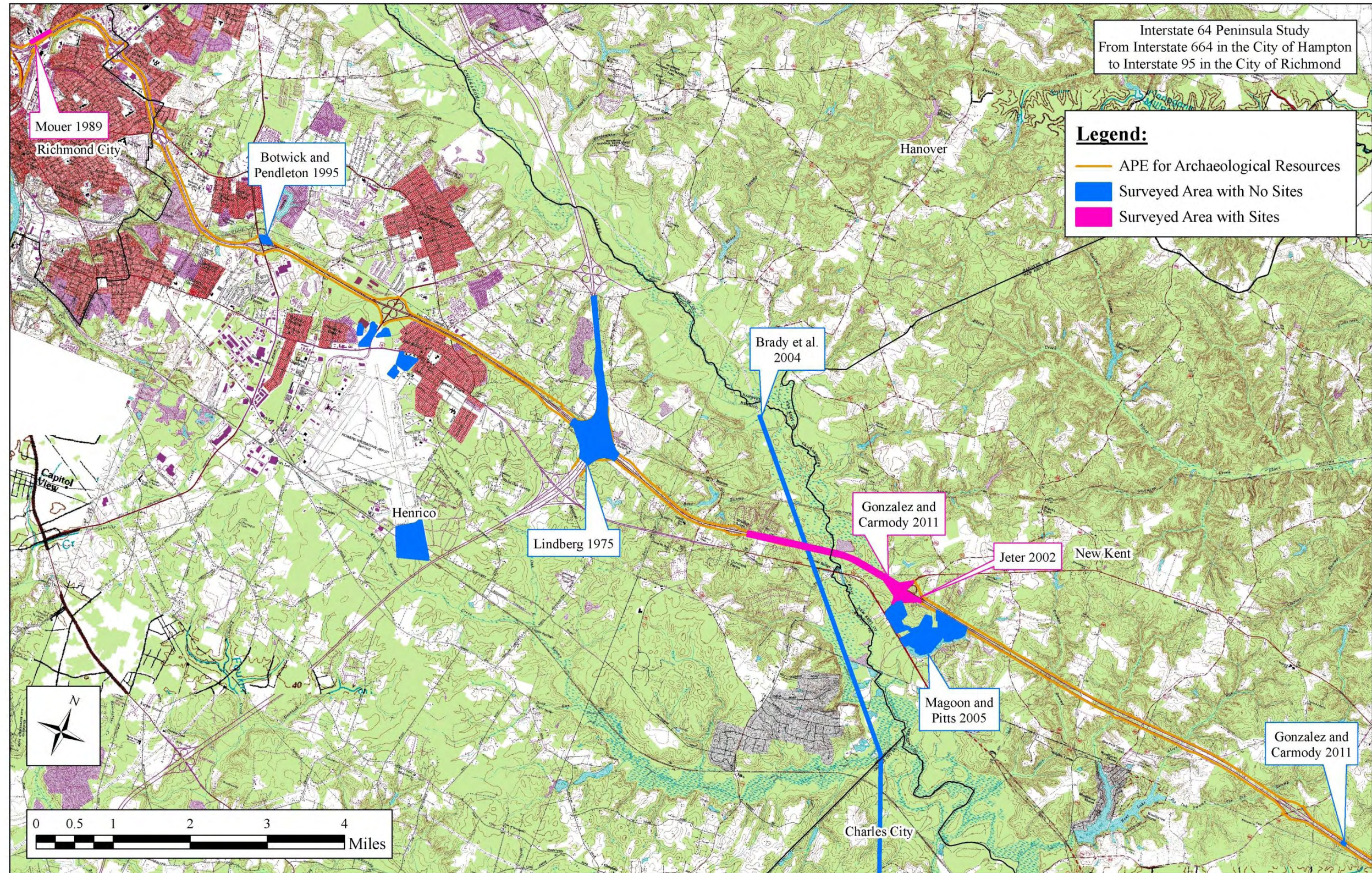


Figure 4: Areas Surveyed in the City of Richmond and Henrico and New Kent Counties (areas in magenta associated with archaeological sites within the I-64 Peninsula Study Area).

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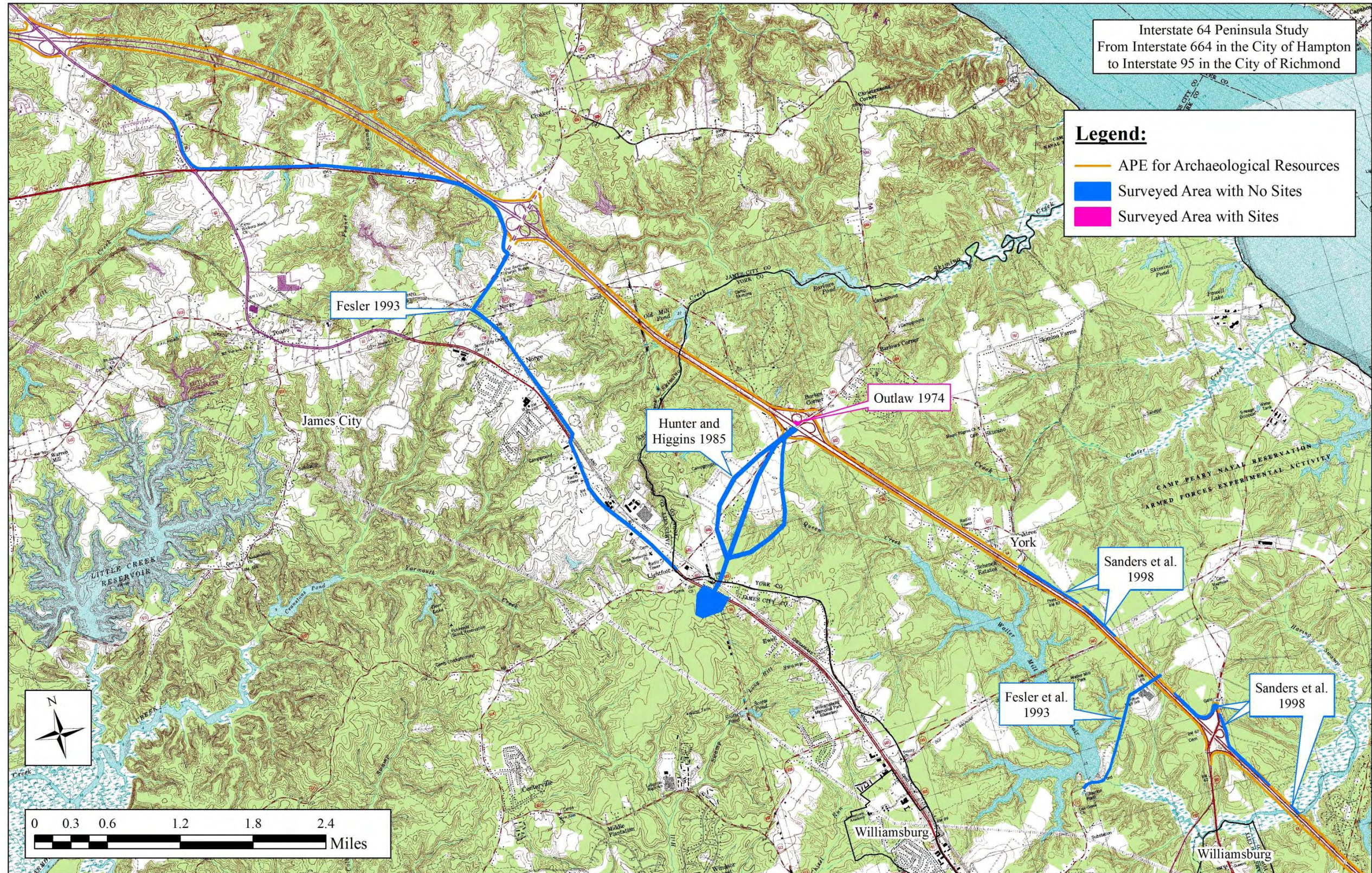


Figure 5: Areas Surveyed in James City and York Counties.

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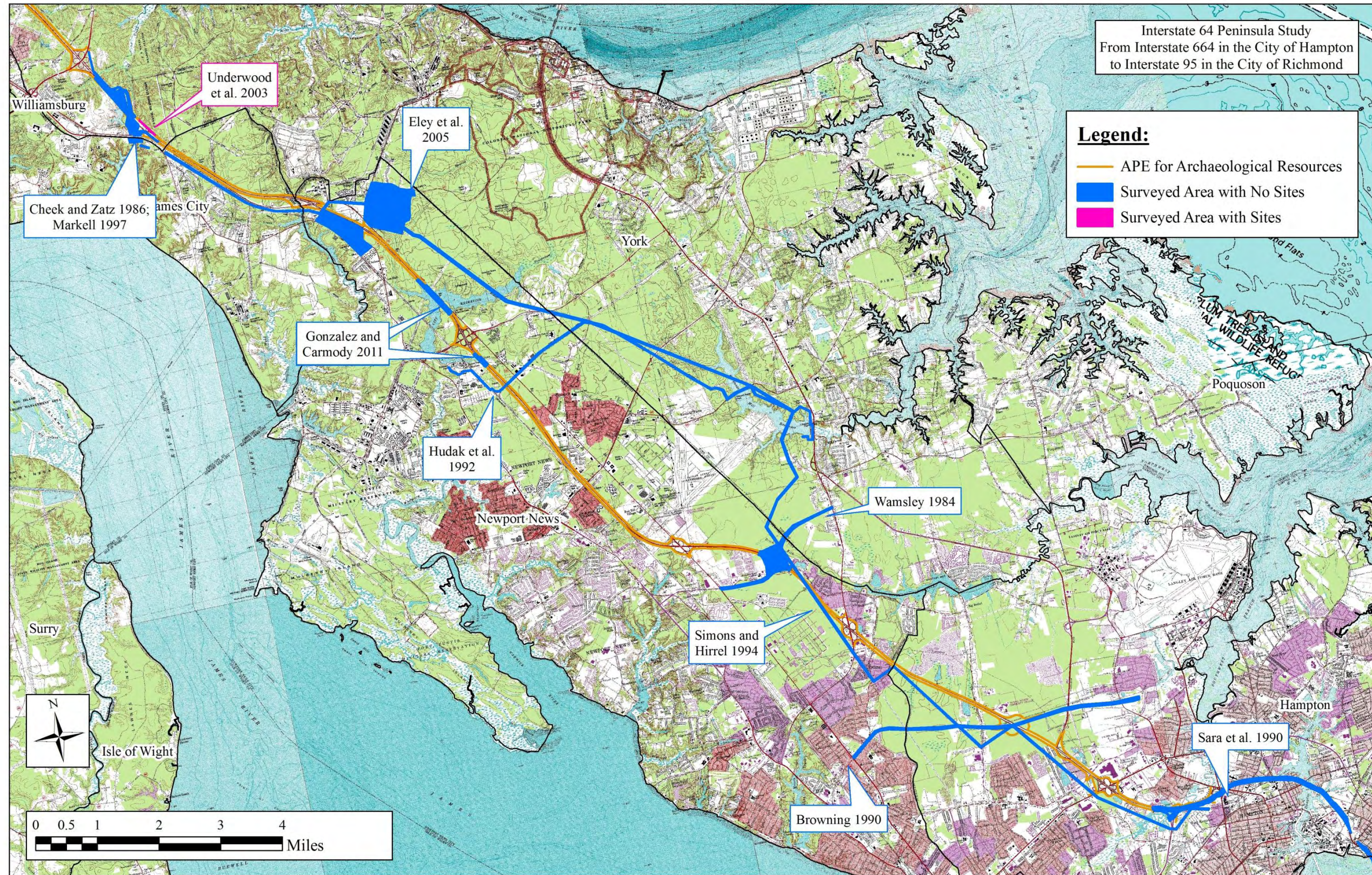


Figure 6: Areas Surveyed in James City and York Counties and the Cities of Newport News and Hampton (areas in magenta associated with archaeological sites in the I-64 Peninsula Study Area).

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BACKGROUND RESEARCH

Background research included a review of historic documents and maps, a search of regional literature, an evaluation of DHR site file maps and records, and an examination of data drawn from systematic surveys of the I-64 Peninsula Study Area. Examination of these data generated expectations about the probable location of archaeological resources within the I-64 corridor.

Archaeological Settlement Models

Archaeological settlement models and previously conducted surveys in the Lower Peninsula and surrounding areas provide a range of environmental attributes that typically characterize landforms with high, moderate, and low probabilities of containing cultural resources. The models imply that soil properties, distance to rivers and smaller tributaries, topography, and the diversity of microenvironments in a particular setting allow evaluation of the probability of encountering archaeological sites within the I-64 Peninsula corridor. Over the eighteenth century, dwellings and many other buildings increasingly clustered near roads. Despite the value of attributes of the natural and built environments for projecting the probable location of archaeological sites, the siting of unique resources like ceremonial sites, mills, and battlefields often responds to functional requirements or events that diverge from the known settlement patterns. Consequently, archaeological resources may occur in areas the models consider to have a low probability for containing archaeological sites.

Precontact and Protohistoric Settlement Models

The archaeological record demonstrates the presence of Native Americans in the James River basin over the past 10,000 years. John Smith's map illustrates a number of settlements, named and unnamed, on the Lower Peninsula. These data, therefore, imply that a very high probability exists for Native American archaeological sites to occur in the vicinity of the I-64 Peninsula Study Area.

Settlement pattern studies in the Middle Atlantic Region commonly rely on a suite of environmental variables to characterize the probable location of archaeological sites. Variables that figure prominently in settlement pattern studies include: aspect; elevation; slope; landform type; soil attributes; distance from a naturally occurring marsh; distance to a water source; rank of the nearest water source; distance to a rank 4 or greater drainage; and distance to a major river (e.g., Hantman 1985; Kellogg 1987; Klein 1995). In addition, evidence of disturbance or alteration of the landscape by natural or cultural processes often forms an implicit portion of evaluations of the expected location of archaeological sites.

Aspect generally refers to the compass direction down slope of a particular setting. Because southern aspects maximize exposure to sunlight, precontact peoples may have favored southern aspects during the winter months. Occupations, however, occurred year round, and archaeological studies elsewhere in Coastal Virginia have found that aspect lacks value for estimating the probable location of archaeological sites (Klein 1995; Klein et al. 1998).

Therefore, aspect probably has very little influence on the probability of encountering archaeological resources within different portions of the study area.

Elevation ranges from near sea level along streams in the eastern portion of the study area to approximately 150 feet (45.72 m) Above Mean Sea Level (AMSL) atop ridges in the western half of the study area. The west-to-east decline in overall elevation suggests that elevation relative to nearby streams represents a more relevant statistic than elevation above sea level. Stream incision creates steep side slopes that plummet to the bottomland in portions of the Lower Peninsula. Consequently, elevation may replicate differences in landform, rather than adding information relevant for predicting the location of archaeological sites.

Slope constitutes an important aspect of descriptions of past settlement patterns. The effects of erosion on side-slopes along the streams potentially destroyed or altered archaeological contexts, particularly steeper, abrupt slopes along deeply incised streambeds. Therefore, even if occupation of side slopes had occurred, the effects of erosion undoubtedly altered or destroyed the remnants of such activity. Slopes greater than 15 percent, therefore, are considered low probability areas.

The upland terrace that constitutes the spine of the Lower Peninsula formed prior to the archaeologically documented arrival of humans in eastern North America during the Pleistocene. Although soil creep or Aeolian processes perhaps impacted the upland portion of the study area, major episodes of colluvial and alluvial deposition likely affected only the low-lying stream margins. Narrow, deeply incised, poorly drained stream bottoms appear unsuited for human occupation, and can be considered low-probability areas. The upland terrace as a whole represents a moderate probability zone, while the broad floodplains near the Chickahominy River possess the highest probability of containing precontact and contact-era archaeological sites.

Soils provide one oft-cited attribute of high-probability areas (e.g., Potter 1993). Wild herbs and grasses exploited by precontact peoples likely flourished in the same environments that favor descendent species like domesticated corn, wheat, and barley, suggesting that soil fertility perhaps exerted a pull on short-term land use. In addition, even occupations unrelated to gathering or hunting probably favored well-drained settings. Finally, soils susceptible to erosion reduce the preservation of material remains of past activities.

The distance from the major rivers and marshes decreases the probability of discovering large villages and dense palimpsests produced by repeated settlement in the same setting over millennia. The Bottoms Bridge area, the only major river crossing in the I-64 Peninsula Study Area, represents the most likely setting for a large precontact village or persistent place in the study area. The terrace margins along the streams, however, perhaps proved slightly more attractive settings for short-term camps because of proximity to potable water. In the Ware Creek survey, Hunter and Kandle (1986:20) recovered the largest, most diverse precontact assemblages from sites that overlooked stream confluences. The location of perennial springs and concentrations of other resources, however, possibly altered the importance of distance from the confluences of small streams.

In sum, previous models and surveys suggest that Native American sites tend to cluster less than 1,000–1,500 feet (304.8–457.2 m) from a significant water source, on moderately well- to well-drained soils found on low-relief landforms. Analysis of previous surveys suggests that Native American sites are associated with soil classes I and II in greater frequencies than would be expected by chance alone (e.g., Potter 1993; Turner 1976). Locations characterized by a diverse array of soils, which correlated with micro-environmental diversity, also appeared conducive to precontact settlement in some studies (Klein et al. 1998). Variation in elevation within an area, in some cases, may decrease the likelihood of settlement. Highly dissected landscapes, which provide only limited areas suited for settlement and impede overland travel, appear less favorable for repeated or long-term occupation.

Of course, the distribution of rare resources and landforms associated with the sacred or otherwise highly valued for cultural reasons affect patterns of settlement and land use. For example, Turner and Opperman (n.d.:10-10–10-11) describe the setting of the seventeenth-century site of Utuamussack, “Their principall Temple,” as unusual and striking:

[O]ne first notes the high orangish colored sandy bluffs where we have projected the location of Uttamussak. Upon climbing these bluffs, the view from this highly elevated position of the adjacent countryside with its remarkable expanse of marshes and the winding Pamunkey River is most striking and atypical of coastal Virginia. The placement of the principal Powhatan temple complex in this striking setting, with its high elevation and dissected terrain imparting both power and isolation, is not likely to have been fortuitous.

Construction and landscaping, moreover, have disturbed significant portions of the I-64 Peninsula Study Area, particularly near the fall line. Therefore, the existing condition of the study area appears as or more important than the projected probability of encountering precontact sites in any given area. Numerous archaeologists have argued for the importance of the fall zone to prehistoric settlement systems, and grading has removed significant portions of ridge tops in and near the fall-zone City of Richmond. Nevertheless, the available data suggest settlement models correctly identify the undisturbed portions of the Bottoms Bridge vicinity as the area most likely to contain significant precontact resources in the study area, and the undisturbed, level to gently sloping portions of ridges remain more likely settings for precontact archaeological sites than steep side slopes and wet bottomlands along the smaller streams.

Historic Settlement Models

Sustained contact between Native Americans and Europeans began with the construction of the English fort at Jamestown in 1607. Smith’s map illustrates several settlements, identified as either “king’s seat” or “ordinary howse,” presumably identifying the residence of a chief or the location of where no chief resided respectively, lining the banks of the major rivers that empty into the Chesapeake Bay. The I-64 Peninsula corridor crosses the Chickahominy River at Bottoms Bridge, the most likely setting for a seventeenth-century Native American settlement in the study area.

The growth of European population during the seventeenth century destroyed the Chesapeake world observed by John Smith (Potter 1993:179–198). To feed the starving colony, John Smith

attempted to disperse the English population throughout the Coastal James River valley as early as 1609. Attacks by the Nansemond and Powhatan forced the English to abandon the earliest settlements (Ragan 2005).

By 1615, a truce had been arranged, and the colonists began to occupy land recently abandoned by the Indians. That same year, John Rolfe sent a tobacco sample to England. The ensuing tobacco boom soon fueled immigration and expansion of colonial settlement. The importance of tobacco in the Anglo-Virginian economy of the seventeenth and eighteenth centuries favored locations characterized by fertile, well-drained soils and gentle slopes. Initially, access to deep water harbors was essential, given the absence of well-developed transportation routes.

Tobacco plants grow best on gentle slopes (2–6 percent) with well-drained, loosely-structured fine sands or sandy loams. Soils strongly influence the taste of the tobacco, with the best flavor imparted by soils derived from siliceous parent materials. Since tobacco plants will not mature properly if the roots are deprived of oxygen (e.g., by flooding), gently sloping soils in the range of 2–6 percent provide the ideal drainage for healthy plants. Thus, the primary considerations in defining areas of archaeological sensitivity for colonial sites were soil type and slope, with an emphasis on well-drained soils with slopes of 10 percent or less. The probability of locating colonial period resources diminishes accordingly on soil types and slopes less conducive to growing tobacco, particularly as distance from the major rivers increases (Lukezic 1990).

Tobacco prices fluctuated widely, and, by the beginning of the nineteenth century, tobacco farming had depleted the soils of essential nutrients and led to erosion. Farmers responded to falling tobacco prices and depleted soils by raising grain crops and livestock. At the same time, a small group of Virginians dedicated to “scientific agriculture” helped to usher in a new era of productive farming. Agricultural improvements included four-field crop rotation, in which soils could be improved significantly by rotating corn, wheat, fertilizer, and clover. Improvements also included the addition of marl, contour plowing to reduce erosion, and the use of cast iron plows, threshing machines, and corn shellers.

The introduction of new crops, and advances in farm management and fertilization opened marginal land to agriculture, a process accelerated by the division of family farms through inheritance. Equally important, the development of the transportation networks exerted a strong influence over domestic site location in the mid-nineteenth century, and many rural towns emerged at crossroads. The trend accelerated during the twentieth century. By the 1920s and 1930s, the state and counties improved the network of roads. As roads improved and automotive transportation became more widely available to rural residents, proximity to roads had become yet another important consideration in settlement patterning. Therefore, the probability of encountering late eighteenth- through twentieth-century domestic and commercial sites increases as distance to historic roads decreases. Bradley and Harrison’s 1796 map of post roads depicts an early road from Richmond to Hampton that appears to have crossed the study area at several points (Figure 7).

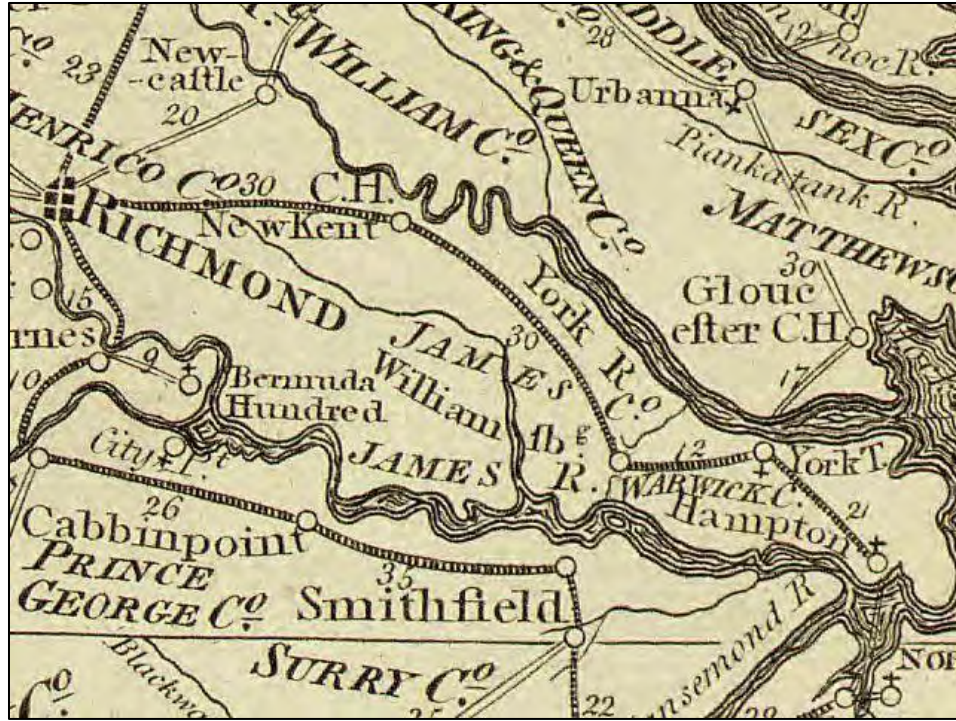


Figure 7: Detail from *A map of the United States exhibiting post roads & distances: the first sheet comprehending the nine northern states, with parts of Virginia and the territory north of Ohio* (Bradley and Harrison 1796) depicting the Lower Peninsula from Richmond to Hampton.

Documentary Evidence

A wide variety of documentary sources, including official land records, personal narratives, maps, photographs, and other images, potentially inform archaeological models of landscape use from the seventeenth century onward. In particular, historic maps provide information on the location of buildings and other landscape features. Seventeenth and eighteenth century maps, in general, depict only major landmarks and landowners. John Wood produced a series of maps of Virginia's counties during the early nineteenth century that provided more precise information on the location of buildings, though the absence of topographic information hinders the use of Wood's maps for projecting the building's precise location. Not until the military required detailed maps during the Civil War were comprehensive depictions of the Lower Peninsula produced. As the seat of the war shifted to the area around Richmond, it became necessary for military planners on both sides to have access to accurate maps of the area, including essential information such as roads, railways, and other key landmarks. In addition to accurately depicting natural features such as rivers, creeks, swamps, agricultural fields, and woodlands, military cartographers recorded the location of roads, rail lines, bridges, and other infrastructure elements. Most useful from an archaeological perspective, these maps indicate the location of individual dwellings and associated farm structures, many of which are named by owner or occupant, as well as a variety of other buildings such as mills, churches, stores, and public buildings. By the late-nineteenth century, the United States Geological Survey (USGS) began producing topographically sensitive quadrangle sheets that depicted entire states. By projecting

the features depicted on the USGS quadrangle sheets onto the study area, predicting the location of potential archaeological features with a fair degree of precision becomes possible.

Seventeenth-Century Maps and Native American Site Locations

I-64 crosses the Chickahominy River at Bottoms Bridge, a historically important area. John Smith's (1624) *Virginia Discovered and Discribed* ranks among the most accurate seventeenth-century representations of the river systems draining into the Chesapeake Bay (Figure 8, p. 37). Despite the remarkable overall accuracy of the map, Smith's depiction of areas located away from early Colonial settlement and intensive exploration efforts is best viewed as a reflection of the general cultural and political landscape as perceived by his Algonquin informants, rather than a precise record of exact settlement locations (Klein 1986:64; see also Gallivan 1997). As Feest (1973:73) succinctly states: "The farther removed from Jamestown, the less reliable [Smith's] reports are."

Moreover, the scale and detail of Smith's map precludes identification of the particular landform on which any specific depicted site was located. As Turner (1982:58) notes, Smith's map "does not allow one to plot precise settlement locations with any confidence." Village movement compounds the difficulty of mapping Virginia's seventeenth-century world (Potter 1993:32). Smith's map, therefore, presents an image of the Chesapeake world akin to a few frames from a movie—accurate in some sense, but not a snapshot that freezes one point in time, yet far less than the whole story of settlement dynamics during the late precontact and early historic periods.

Orapaks, where the Paramount Chief Powhatan moved in 1609, may have been located in the general vicinity of Bottoms Bridge (Turner and Opperman n.d.:9–11). Equally important, significant events occurred in the swamps of the upper Chickahominy River during 1607, when the Jamestown Colonist John Smith was captured by a Powhatan hunting party. Rountree (2005:67), who has studied the early documents extensively, suggests that the hunting party nabbed Smith near the present-day location of Bottoms Bridge. Nevertheless, although Smith was probably captured in the general vicinity of Bottoms Bridge and Orapaks likely occupied the north bank of the Chickahominy River in the same general area as Bottoms Bridge, no precise location can be identified. Because the precise location of seventeenth-century settlements and events cannot be specified and the probability of discovering archaeological evidence linking a site with the events of autumn 1607 and the settlement of Orapaks is extremely low, extensive excavation would be required to document such a connection. Therefore, the chief value of at least the portion of such a resource within the I-64 Peninsula Study Area lies in the potential contribution to knowledge of the past rather than the value for preservation in place.

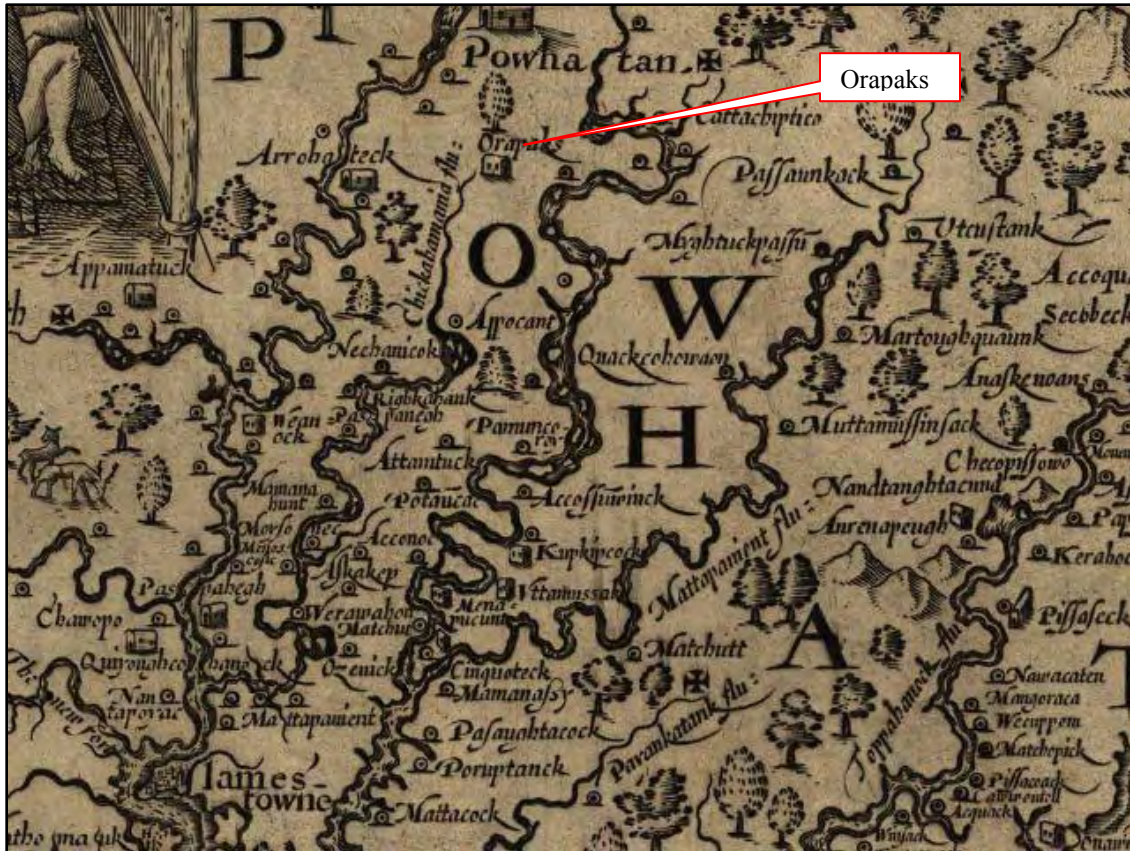


Figure 8: Detail from John Smith's *Virginia Discovered and Discribed* Depicting the Chickahominy River Circa 1607-1609 (Smith 1624).

Battlefields Located Within the Study Area

The study area stretches east through the Lower Peninsula from Richmond to Hampton Roads. The deep-water ports of the Hampton Roads area and Richmond and Williamsburg, important cities in the most populous of the states, drew British attention during the American Revolution and again during the War of 1812. Richmond, the Southern capital during the Civil War, and the ports of eastern Virginia also drew military attention from 1861 onward. During 1861 and 1862, the two sides clashed over control of the Chesapeake Bay and its major tributaries, including the James and York Rivers. During the spring of 1862, Major General George McClellan and the Army of the Potomac sailed to Hampton and embarked up the peninsula between the James and York Rivers toward Richmond in what became known as the Peninsula Campaign. The majority of the campaign shifted elsewhere in 1863, but the capture of Richmond was a major objective of General Ulysses Grant in 1864. Consequently, archaeological sites associated with the Revolutionary War, the War of 1812, and Civil War may exist in the I-64 Peninsula Study Area.

American Battlefield Protection Program Maps

Maps produced by the American Battlefield Protection Program (ABPP) revealed 11 battlefields, 10 dating to the Civil War, within the general vicinity of the study area (Figure 9–Figure 10, pp. 39–41). The 1781 Battle of Yorktown (099-5241; 44YO0220; VA027) represents the sole

previously recorded battlefield predating the Civil War in the I-64 Study Area. The engagement at Big Bethel (114-5297; VA003) was the first land battle of the Civil War in the Lower Peninsula. Civil War battles in the project vicinity associated with the 1862 Peninsula Campaign include: the Battle of Yorktown (099-5283; VA009); the Battle of Williamsburg (099-5282; VA010); the Battle of Seven Pines (043-5081; VA014); the Savage Station Battle (043-0308; VA019); the Battle of Oak Grove (043-5079; VA015); and the clash at Garnett's and Golding's Farm (043-5273; VA018). Battlefields dating to the 1864 Overland and Richmond-Petersburg Campaigns include: Cold Harbor (042-5017; VA062); Chaffin's Farm and New Market Heights (043-0307; VA075); and Fair Oaks and Darbytown Road (043-5073; VA081). The boundaries for these battles were established by the CWSAC, aided by the ABPP, in the early 1990s and revised in 2009. The boundaries for these battles, as currently mapped, include both the regions of direct fighting, the associated marching routes for soldiers, and the potential National Register boundaries of the battlefields. Some of the battlefields have succumbed to urban development, while others remain largely intact and well protected. The I-64 Peninsula Study Area passes through the ABPP-recommended potential NRHP boundaries of five Civil War battlefields: Cold Harbor (042-5017; VA062); Fair Oaks and Darbytown Road (043-5073; VA081); Savage Station (043-0308; VA019); Williamsburg (099-5282; VA010); and Yorktown (099-5583; VA009). Contradictory recommendations exist concerning the Battle of Seven Pines/Fair Oaks (043-5081; VA014); the ABPP locates portions of the I-64 Peninsula Study Area within the core of the battlefield.

Revolutionary War

British and Rebel forces tramped the Lower Peninsula from Richmond to Hampton throughout 1780 and 1781, crossing and re-crossing the I-64 corridor. The I-64 Peninsula Study Area passes through a DHR- and ABPP-defined battlefield study area at the Colonial Parkway, where troops crossed the study area during the march to Yorktown. Nevertheless, the major and minor engagements occurred north and south of the corridor, and the Potential National Register Boundary defined by the ABPP is outside the I-64 Peninsula Study Area. Similarly, though both sides established camps in and around Williamsburg, I-64 passes north of the probable location of the encampments.

Yorktown (099-5241; 44YO0220; VA027)

Location of I-64 Study Area: Within Battlefield Study Area
ABPP Recommendation: Potentially Eligible for NRHP

In August, 1781, French Admiral de Grasse's fleet controlled Cape Henry, sealing off the Chesapeake Bay from the British fleet in the Atlantic and blockading the rivers emptying into the bay. General Washington joined General Lafayette in Williamsburg on September 14th; two weeks later the Franco-American army passed through the I-64 corridor and positioned itself for a siege of Yorktown. Assured that reinforcements were arriving, Cornwallis fell back within the interior defensive line and, on September 30th, the Franco-American army occupied the outer line surrounding Yorktown. By mid-October, Cornwallis was hemmed in, running out of artillery shells, and smallpox had broken out among his troops. On October 19th, the British surrendered (Heinman et al. 2007:131–132; Landers 1931:100–206).

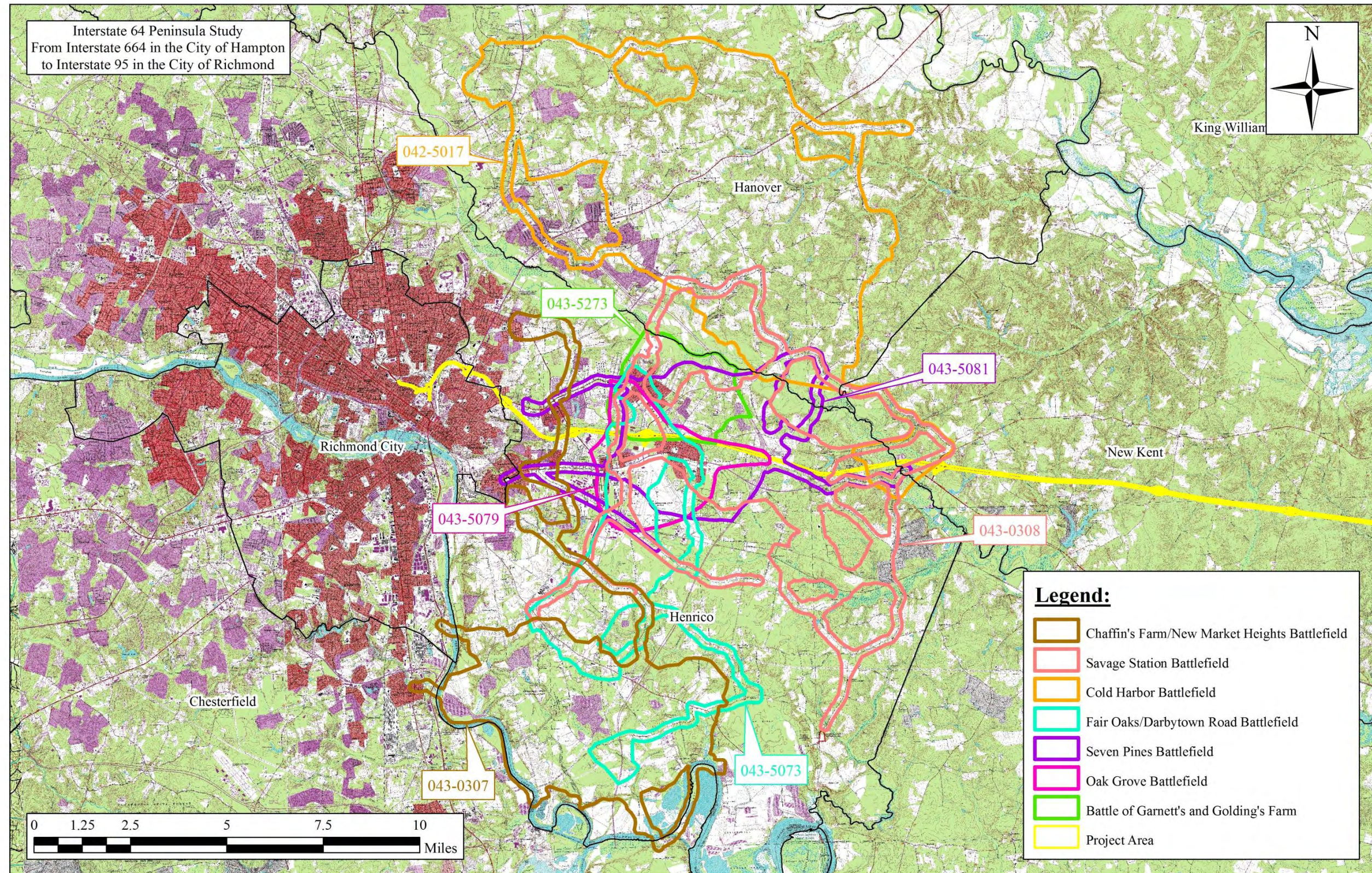


Figure 9: Resources Identified by the ABPP and CWSAC in the I-64 Peninsula Study Area, City of Richmond and Henrico and New Kent Counties.

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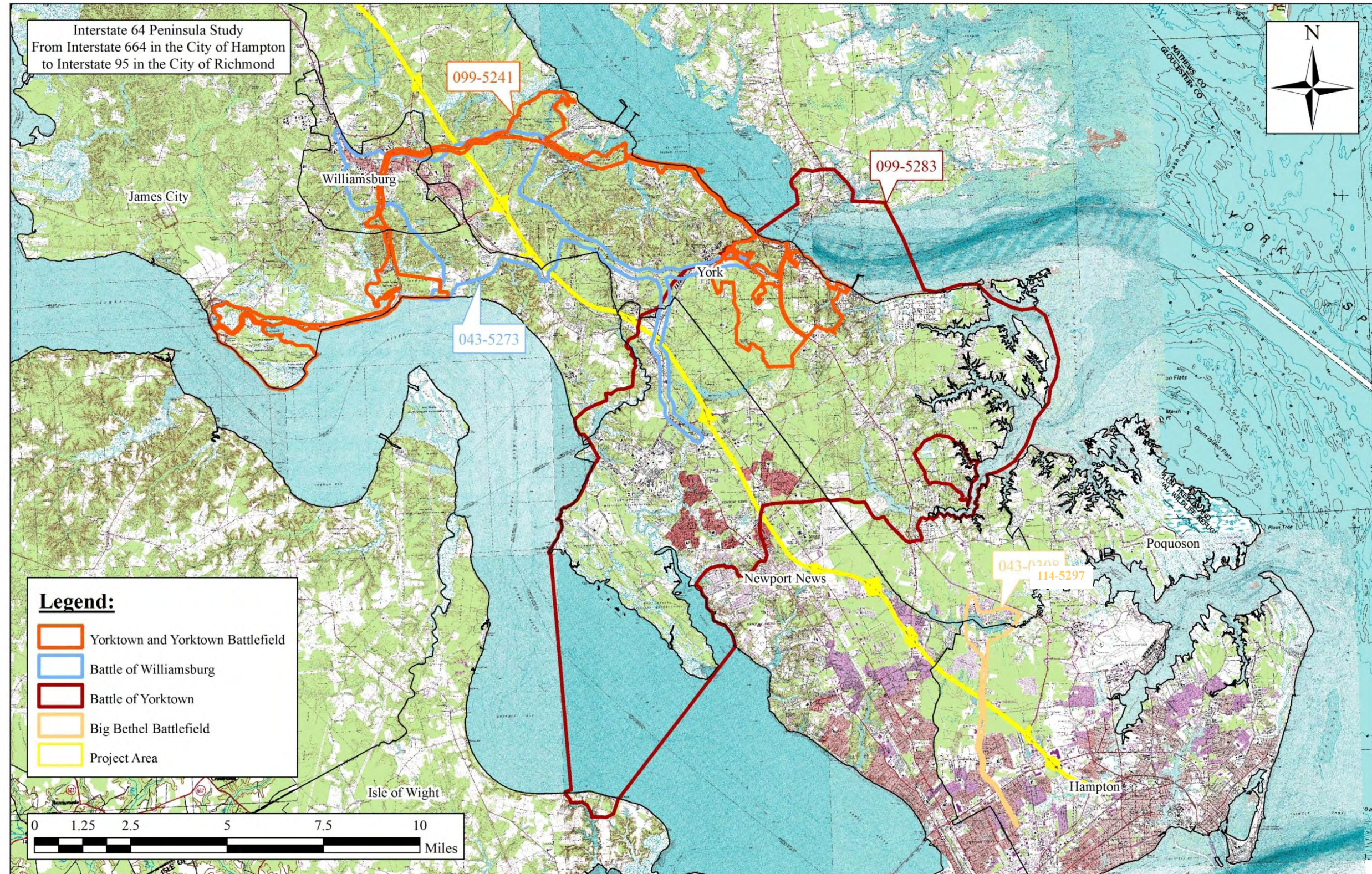


Figure 10: Battlefield Resources Identified by the ABPP and CWSAC in the I-64 Peninsula Study Area, Cities of Hampton and Newport News and James City and York Counties.

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The Potential National Register Boundary and the 1781 battlefield core are north of I-64, in the immediate vicinity of Yorktown, though the ABPP-defined study area includes the section of the I-64 Peninsula Study Area that troops passed through en route to Yorktown (Figure 10, p. 41). Eighteenth-century military artifacts within the I-64 Peninsula Study Area, should any exist, likely represent casual loss or discard during marches or minor skirmishes rather than marking the location of major battles or camps. The significance of resources lost during the march lies chiefly in what could be learned by data recovery about the march to the siege.

War of 1812

British forces commanded by Rear Admiral George Cockburn arrived in the Chesapeake Bay during March of 1813. Cockburn hoped to lure American invaders back from Canada by threatening the capital and vital seaports at Baltimore and the Hampton Roads-Norfolk area. No major battles occurred in the I-64 Peninsula Study Area; however, during 1814 Virginia Militia camped in the Lower Peninsula to protect Richmond.

Bottoms Bridge Militia Camp (No Assigned Numbers or NRHP Recommendations)

By the middle of October of 1814, nearly 11,000 troops camped in the Lower Peninsula to defend Richmond. The location of most militia camps remains uncertain. Camp Bottoms Bridge, however, lay immediately west of the bridge over the Chickahominy River, near the present Route 60 crossing of the river, just south of the I-64 Peninsula Study Area. The Virginia 1st Brigade, under Brigadier General William B. Chamberlayne, camped near Bottoms Bridge and at Camp Carter, the latter roughly 2 miles (3.2 km) west of Bottoms Bridge near the current intersection of Williamsburg and Meadow Roads. The militia remained in camp from late August to early December of 1814. From these positions, the militia could protect Richmond from forces advancing along Williamsburg Road and from landings on the York River.

Echelman et al. (2010:221–222) locate the Bottoms Bridge camp on west side of the Chickahominy River, slightly south of where old Williamsburg Road crossed the river. A slim possibility exists, therefore, that a portion of the camp could extend into the I-64 Peninsula Study Area. If a portion of the camp extends into the I-64 Peninsula Study Area, the value of a resource on the margins of a poorly understood encampment likely results from the potential contribution to knowledge of the past that archaeological fieldwork could provide.

Civil War: The Peninsula Campaign, 1862

In early June of 1861, nearly a year before the Peninsula Campaign began, Northern and Southern forces clashed briefly at Big Bethel Church in York County. After a brief, inconclusive battle, the Union troops returned to Fort Monroe. Fort Monroe was the only fort in the upper south that remained under Federal control throughout the Civil War.

Fort Monroe served as the staging area for the 1862 Peninsula Campaign. After Union forces took control of the abandoned Confederate fortifications lining the western shore of the Potomac River, the Army of the Potomac boarded ships in Washington, D.C. on March 17th and steamed

downriver to Fort Monroe. On April 4th, Major General George McClellan's army began the march up the Peninsula to seize the Confederate capital (Salmon 2001:58–60).

Three lines of earthworks confronted the Federals between Fort Monroe and Williamsburg. The first, a few miles west of Fort Monroe, delayed but did not impede the Union advance. The second, however, was the principal defensive position manned by Confederate troops under General John B. Magruder. The 14-mile (22.5-km) long earthworks crossed the Peninsula from Yorktown to the Warwick River before turning west of Skiff's Creek. Dams constructed along the Warwick River and existing mill ponds served as additional obstacles. Another line of earthworks guarded a key road junction east of Williamsburg, between College Creek and Queen's Creek (Salmon 2001:58–60). After a minor clash at the second line and a major battle along third fortified line, the Confederates abandoned the earthworks and tramped toward Richmond. The Army of the Potomac followed, while the Union navy provided artillery cover from the York River (Salmon 2001:62).

The Confederates moved into position behind the extensive string of defensive works north and east of Richmond. On May 31st, with McClellan's army straddling the rain-swollen Chickahominy River, General Joseph E. Johnston, commander of the Army of the Potomac, attacked at Seven Pines, driving the Federals back before being wounded. General Robert E. Lee took command of the Army of Virginia (Salmon 2001:61–64).

Between June 26th and July 1st, the two armies fought at Oak Grove, Beaver Dam Creek, Gaines Mill, Garnett's and Golding's (Gouldin's) Farms, Savage Station, White Oak Swamp, also known as Glendale, Frazier's Farm, Nelson's Farm, and Malvern Hill. After Malvern Hill, though his generals wanted to counterattack, McClellan ordered the army to retreat. The battles, collectively referred to as the Seven Days' Campaign, cost the Army of Northern Virginia approximately 20,000 casualties. The Federals lost an estimated 16,000 men (Salmon 2001:64–66). The study area includes or passes close to the Yorktown (099-5283) and Williamsburg (099-5282) lines, and the battlefields at Seven Pines/Fair Oaks (043-5081), Oak Grove (043-5079), and Savage Station (043-0308).

Big Bethel (114-5297; VA003)

Location of I-64 Study Area: Within Battlefield Study Area
ABPP Recommendation: Not Eligible for NRHP

At Big Bethel Church in York County, where several Confederate regiments were camped in June of 1861, the Northern and Southern forces first met on the battlefield (Salmon 2001:69–71). The armies clashed near Big Bethel Church, north of the study area. The access route to Big Bethel, as mapped by the ABPP, follows Big Bethel Road, crossing the I-64 Peninsula Study Area east of New Market Creek (Figure 10, p. 41). Salmon (2001:72) reports that:

Most of the Big Bethel battlefield, as well as the Little Bethel site and the scene of the unfortunate engagement at New Market Creek, has vanished beneath residential and commercial development. Fragments of the battlefield remain but are not readily identifiable.

The ABPP recommends the Big Bethel Battlefield not eligible for listing in the NRHP. The military action associated with the Battle of Big Bethel likely left only minor traces on the study area, with artifacts lost during the march along Big Bethel Road the most likely finds. The significance of resources lost during the march lies chiefly in what could be learned by data recovery about the march to the siege.

Yorktown (099-5283; VA009; Lee's Mill/Dam Number 1)

Location of I-64 Study Area: Within Core and Potential NRHP Boundary

ABPP Recommendation: Potentially Eligible for NRHP

Union General George McClellan, believing far more than 14,000 Confederates under Major General John B. Magruder manned the Warwick River earthworks, settled in for a siege. Work began on siege fortifications while the siege guns were moved into place and General Joseph E. Johnston arrived to reinforce Magruder. On April 16th, while probing a weakness in the defensive line at Lee's Mill, the two armies clashed. The 3rd Vermont Regiment crossed the dam and occupied the earthworks nearest the pond. As the Confederate's mounted a counterattack, the 3rd Vermont's Captain Fernando C. Harrington signaled for reinforcements, to no avail. Harrington's men abandoned the fortifications and retreated across the dam under fire (Figure 11). McClellan waited for Union warships to maneuver past the Confederates guns at Yorktown and Gloucester Point and outflank the Warwick fortifications. The Confederate army withdrew to Williamsburg during the night, avoiding McClellan's planned bombardment at dawn on May 4th. McClellan's troops, prepared for a siege, were unprepared to pursue the retreating army. The southerners had a 12 hour lead before the Union forces set off after them.

The Potential National Register Boundary of the Yorktown battlefield recommended by the ABPP includes I-64 Peninsula Study Area (Figure 10, p. 41). Earthworks survive in Newport News Park, immediately north of I-64; the Newport News reservoir has inundated the site of the Dam Number 1 battle (Salmon 2001:61, 76–80). Moreover, disturbance within the I-64 Peninsula Study Area may reduce the probability of identifying additional archaeological resources in Yorktown battlefield. González and Carmody (2011) examined the Warwick River section of the I-64 Peninsula Study Area in Newport News. Archaeological survey was augmented by a metal detector survey throughout the survey area. Disturbance associated with highway construction included deposits of overburden, grading, and the construction of cement culverts and stone-lined drainages near the Jones Run. Metal detector survey recovered only one .58-caliber Minie ball, typical of Civil War sites, and an unidentified metal fragment. No earthworks were identified. Therefore, while it appears unlikely that archaeological resources associated with the Yorktown Battlefield remain intact within the study area, the primary value of such resources would likely result chiefly from the potential contribution of data recovery to an understanding of the past.



Figure 11: Depiction of the Yorktown Battlefield Landscape Near the Study Area, with Earthworks in Red (Redrawn from Salmon 2001:78-79).

Williamsburg (099-5282; VA009)

Location of I-64 Study Area: Within Core and Potential NRHP Boundary
 ABPP Recommendation: Potentially Eligible for NRHP

Rain and muddy roads slowed Johnston's retreat from the Yorktown fortifications. To buy time, he detached a division under Major General James Longstreet on May 5th to slow the pursuit. Longstreet's men occupied the Williamsburg line, the third of the fortified lines constructed by Magruder, while other Confederates positioned themselves in Williamsburg. Longstreet placed the bulk of his troops at Fort Magruder to intercept the Federals advancing along Lee's Mill and Yorktown Roads. Fort Magruder, a large earthen fortification, guarded the nineteenth-century intersection of Lee's Mill and Yorktown Roads, just east of Williamsburg. Additional earthworks stretched from west and south to College Creek and north and east to Queen's Creek. Brigadier General Joseph Hooker's division encountered the rear guard of the retreating Confederate Army near Williamsburg. On May 4th, during the initial stages of the battle, the Confederate Guns at Fort Magruder opened fire on 6th U.S. Cavalry advancing on Redoubt 8 (site 44YO0050/099-0039). Confederate Cavalry attacked, and hand-to-hand combat ensued, probably south of the study area (Moore and Lewes 2009:38). By the following day, Moore and Lewes (2009:40) suggest, South Carolina troops under Kershaw may have manned the redoubts

on the Confederate left flank, including Redoubts 8 (44YO0050/099-0039) and 9 (44YO0051/099-0040).

The May 5th Union assault concentrated on the Confederate right flank, well south of the I-64 Peninsula Study Area. By mid-day, reports implying weakness in the Confederate left flank filtered in to Brigadier General William. F. Smith, commander of the Second Division of Keyes' IV Corps. Members of the 4th Vermont infantry scouted the area, finding a number of the redoubts on the left flank unmanned. Sumner ordered Brigadier General Winfield Scott Hancock to occupy Redoubt 14 with a detachment of infantry and artillery. Leaving three companies of the 33rd New York at Redoubt 14, Hancock took control of Redoubt 11. Captain Charles C. Wheeler's six-gun battery of the 1st New York Light Artillery arrived at Redoubt 11, placing 10 guns under Hancock's Control. The South Carolina 6th controlled Redoubts 9 (44YO0051/099-0039) and 10 (Moore and Lewes 2009:40). Site 44YO0053, located north of I-64 along the Colonial Parkway, has been considered the remains of Redoubt 11. The remains of Redoubt 9, designated archaeological site 44YO0051, lies within the median of I-64 (Moore and Lewes 2009).

Hancock's infantry stretched across the open ground in front of Redoubt 11. During the artillery battle, the 1st New York's guns were initially 600 yards (548.6 m) in front of Redoubt 11. Wheeler moved the guns to within 350 yards (320.0 m) of Redoubt 9 (44YO0051) during the battle, near the current location of Queens Creek Road. The Union artillery shelled the redoubts, shifting to case shot when the Confederate infantry approached within 700–800 yards (640.1–731.5 m). Canister shot was fired at infantry charges that reached within 300 yards (274.3 m) of Wheeler's position (Moore and Lewes 2009:41-43).

Brigadier General Jubal Early and Major General D. H. Hill led the 24th and 38th Virginia and the 5th and 23rd North Carolina through the woods against Hancock's men. Salmon (2001:81) places Hancock in the vicinity of I-64 immediately west of Lakeshead Drive (Figure 12). The intervening woods disoriented some troops, so only the 24th Virginia and the 5th Carolina emerged into the open ground. The 24th Virginia, led by Early, emerged directly in front of a battery, the 5th North Carolina south of Redoubt 10. The Union forces fell back to Redoubt 11 as the southerners charged. Early was shot through the shoulder during one of the charges. Hill initially ordered a charge as well, but soon recognized the futility of assaulting a larger, well-entrenched and armed force. The Union commander ordered a charge, and the Confederates suffered heavy casualties while retreating. As night fell, Confederate troops returned to remove the dead from the battlefield. The Rebel forces abandoned the trenches during the night and continued to retreat toward Richmond (Moore and Lewes 2009:43; Salmon 2001:80–83).

The study area includes the ABPP-defined battlefield core and the Potential National Register Boundary of the Williamsburg battlefield (Figure 10, p. 41). Much of the southern battlefield, however, has been lost to development, though portions of Fort Magruder and several earthworks remain largely intact (Salmon 2001:80–83). Significant portions of the core of the battlefield, primarily to the north of the I-64 Peninsula corridor, remain intact. In addition, sites 44YO0050, also recorded as architectural resource 099-0039, represent the remains of Redoubt 8, and 44YO0051, also recorded as architectural resource 099-0039, are the remains of Redoubt 9, within the study area.

The DHR maps place site 44YO0050/099-0039, which includes Redoubt 8, partially within the I-64 Study Area (Photo 9, p. 49). Site 44YO0050/099-0039 has not been evaluated for listing in the NRHP, though the DSS form reports subsurface integrity. As an intact, surface resource that constitutes a portion of a Civil War battlefield, Redoubt 8 may warrant consideration for preservation in place. Associated resources within the I-64 Peninsula Corridor, however, appear valuable chiefly for the potential contribution to knowledge of the past gained through excavation.

Construction of I-64 disturbed portions of site 44YO0051/099-0040, including the remains of Redoubt 9, possible rifle pits and gun emplacements, and features associated earlier and later occupations (Photo 10, p. 49). Site 44YO0051/099-0040 comprises three components, an antebellum domestic site or early Civil War Confederate camp, a post-battle Union cavalry camp, and Redoubt 9 and the associated battlefield material. The DHR has stated that site 44YO0051/099-0040 is potentially eligible for listing in the NRHP under Criteria A and D. Although site 44YO0051/099-0040 likely represents a contributing element of the Williamsburg Battlefield, the loss of context due to disturbance suggests that the site likely is valuable chiefly for the potential contribution to knowledge of the past that may be gained from excavation.

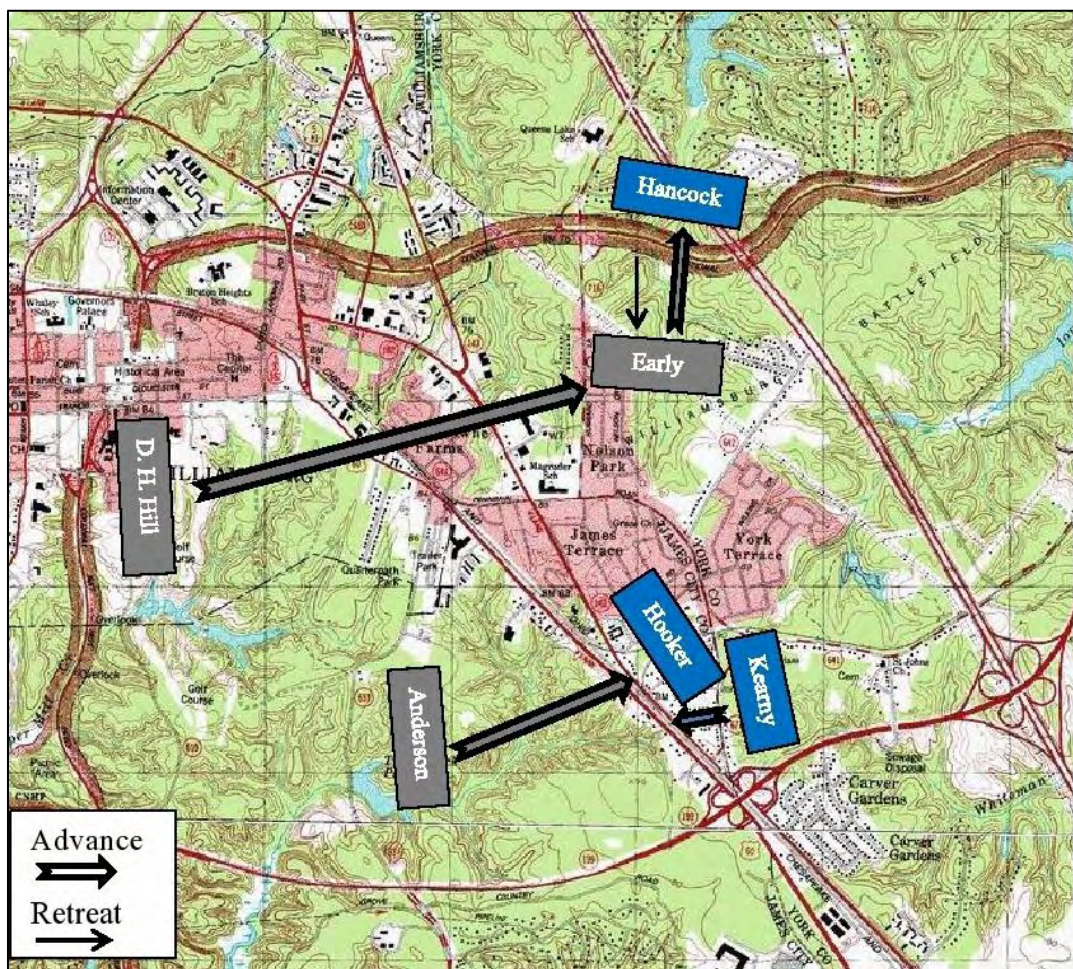


Figure 12: Depiction of the Williamsburg Battlefield Landscape Near the Study Area (Redrawn from Salmon 2001:81).



Photo 9: View East Across Site 44YO0050/099-0039.



Photo 10: View East Across Site 44YO0051/099-0040.

Seven Pines/Fair Oaks (043-5081)

Location of I-64 Study Area: Within Core and Potential NRHP Boundary
ABPP Recommendation: Potentially Eligible for NRHP

By May 30th, when the two corps of the Union Army had crossed the Chickahominy River, an evening thunderstorm washed away two bridges and raised the water over the banks, stranding three corps on the opposite bank. Recognizing that the opposing army was split, General Johnston attempted to demolish the two Federal corps isolated south of the Chickahominy River. Johnston attacked on May 31st at Seven Pines, also known as Fair Oaks. Poor coordination doomed the Confederate assault, which nevertheless drove back the Union forces and inflicted heavy casualties. Salmon (2001:92) locates the Union position south of the study area, along Old Williamsburg Road.

To the north of Seven Pines, near Fair Oak Station and the I-64 Peninsula Corridor, Brigadier General W. H. Chase Whiting led a late-afternoon assault on the right flank of the Union Army. Federal troops under Darius Couch mounded a vigorous defense. Around 5:30 P.M., Brigadier General John Sedgwick's troops arrived to reinforce Couch, and the Union line held. General Johnston, watching from a knoll 200 yards (182.88 m) north of Fair Oaks Station, was hit in the shoulder and chest. Major General G. W. Smith assumed command briefly, before President Jefferson Davis appointed Robert E. Lee commander of the Army of Northern Virginia.

Couch's troops defended a position near the point where present-day I-64 crosses Route 33. Sedgwick's reinforcements arrived via present-day Route 156. The I-64 Peninsula Study Area, therefore, crosses the Fair Oaks portion of the battlefield (Salmon 2001:91–95; Figure 13, p. 51). Unfortunately, only "tiny fragments" of the battlefield survive: "a few earthwork remnants at Richmond International Airport, a piece of the battlefield at U.S. Rte. 60 and Rte. 33 occupied by the Seven Pines National Cemetery, and a parcel of land north of Fair Oaks Station at the Adams House" (Salmon 2001:95). Pedestrian survey identified what appears to be a small section of a Civil War earthwork on the north side of I-64 between Oakley Road and Airport Road (Photo 11, p. 52).

The DSS site form lists the Seven Pines/Fair Oaks as recommended not eligible for listing in the NRHP. Nevertheless, the 2009 ABPP-defined battlefield core and the Potential National Register Boundary of the Seven Pines/Fair Oaks battlefield crafted by the ABPP include a portion of the I-64 Peninsula Study Area (Figure 9, p. 39). Previously recorded earthworks exist south of the airport and near the Chickahominy River to the north. Nevertheless, the extensive disturbance and urban development between the southern end of the airport and Highland Springs to the north has obliterated the landscape near the earthwork remnant in the study area. The earthwork is likely valuable chiefly for the potential contribution to knowledge of the past provided by excavation.

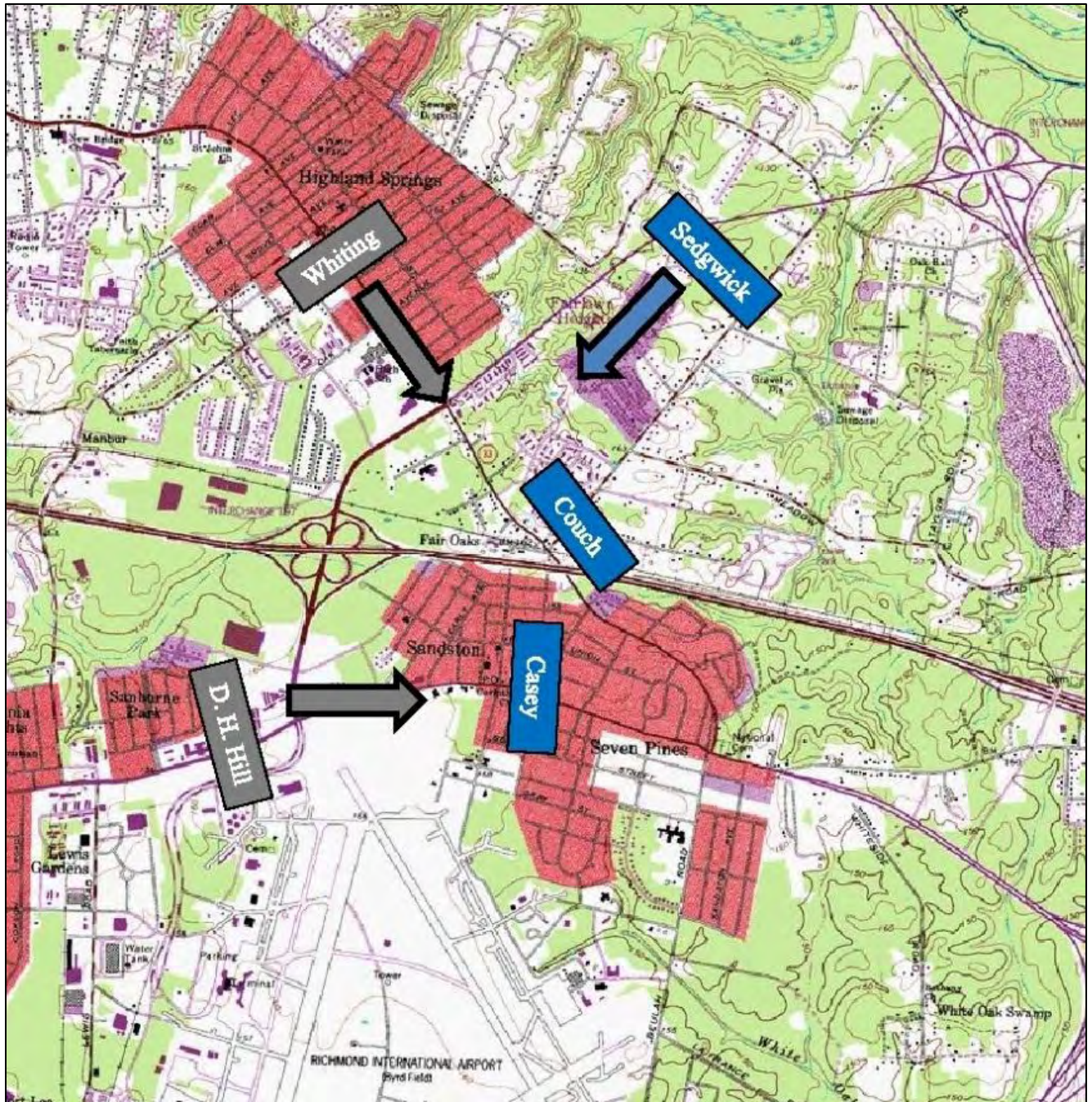


Figure 13: Depiction of the Seven Pines/Fair Oaks Battlefield Landscape in the Vicinity of the Study Area (Redrawn from Salmon 2001:92).



Photo 11: View Southeast of the Earthwork Remnant in the I-64 Peninsula Study Area.

Oak Grove (043-5079; VA015)

Location of I-64 Study Area: Within Core
ABPP Recommendation: Not Eligible for NRHP

The Confederates returned to the fortifications near Richmond after the Battle of Seven Pines/Fair Oaks and commenced work on the trenches and earthworks. Union forces awaited the arrival of the heavy artillery, which McClellan believed would pound Richmond into submission. Since Richmond was unlikely to withstand an extended siege, Lee hoped to leave a smaller force behind the strengthened fortifications to defend the city while he took the fight to McClellan.

McClellan, meanwhile, hoped to seize high ground along Nine Mile Road and bombard the city. To secure the artillery position, the Union forces needed to first capture the area known as Oak Grove. Federal forces attacked along present-day Route 60 near Airport Road at 8:30 A.M. on June 25th. The Union assault, slowed by stiff resistance and the difficult terrain near White Oak Swamp, was counterattacked. Darkness ended the battle (Salmon 2001:95–98). The Oak Grove battle extended south from near the south side of I-64 to the Richmond International Airport (Figure 14, p. 53).

The Oak Grove Battlefield, Salmon (2001:98) reports, “has...disappeared under development (Figure 9, p. 39). Much of the ground is now occupied by Richmond International Airport.” Intact earthworks exist south and west of the airport, though few have been documented in the immediate vicinity of Oak Grove or the I-64 Peninsula corridor. A small section of a disturbed

earthwork possibly constructed during the Civil War was observed within the I-64 Peninsula Study Area north of Oak Grove, and a large, more intact earthwork was observed during vehicular survey south of the study area. The ABPP locates the study area within the battlefield, but recommends the Oak Grove Battlefield not eligible for listing in the NRHP due to the extensive development that has left the battlefield “altered beyond recognition” (CWSAC 2009:207–208). Due to the loss of context for the battlefield landscape, military artifacts within the I-64 Peninsula Study Area, should any exist, likely would be of value chiefly for what could be learned by data recovery about the battle.

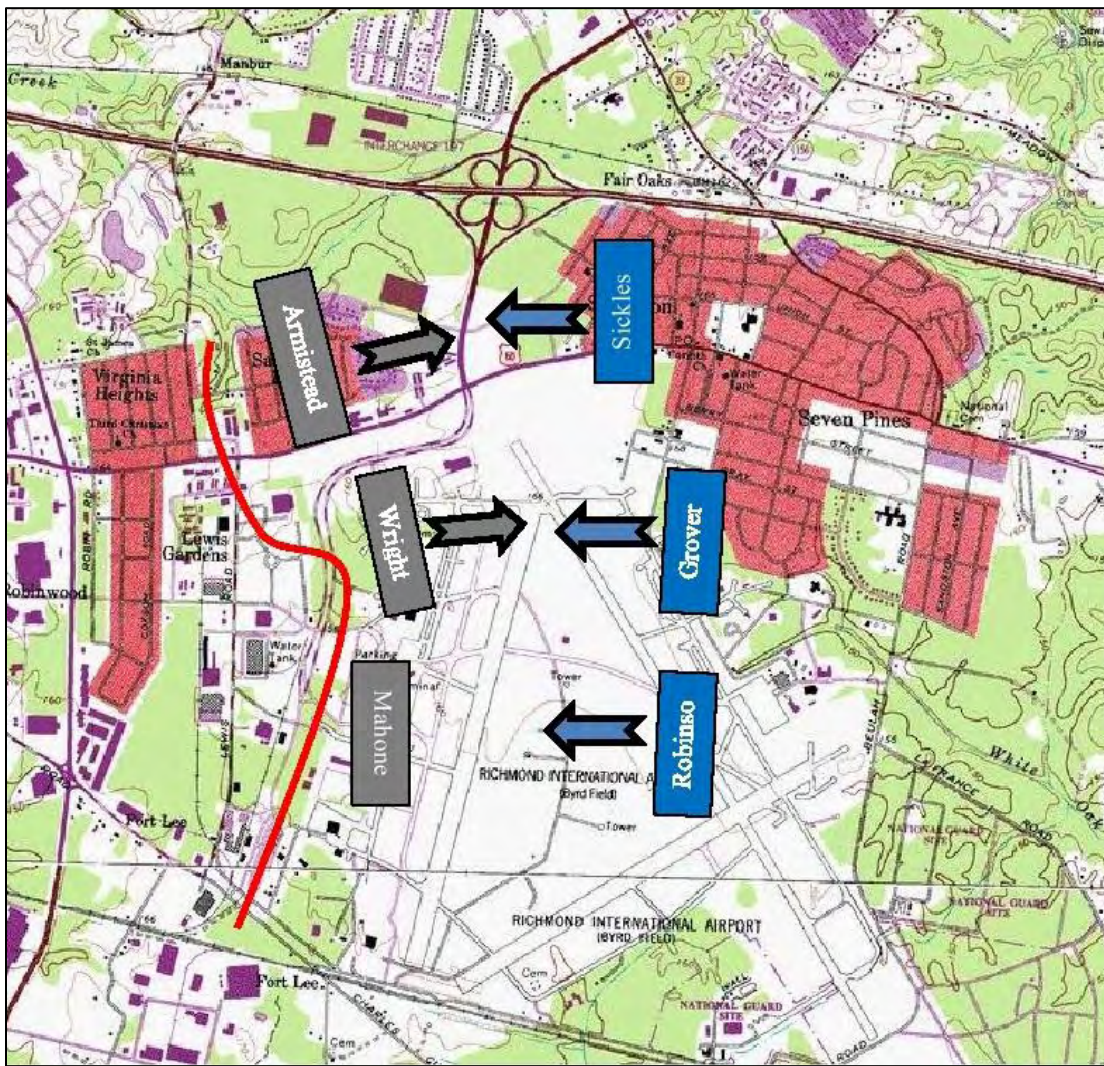


Figure 14: Depiction of the Oak Grove Battlefield Landscape Near the Study Area, with Earthworks in Red (Redrawn from Salmon 2001:96).

Garnett's and Golding's Farms (043-5273; VA018)

Location of I-64 Study Area: Within Battlefield Study Area
ABPP Recommendation: Potentially Eligible for NRHP

The Federal Army moved south toward the James River throughout the day on June 28, 1862. Though ordered to reconnoiter, Southerners under Brigadier General Robert Toombs and Brigadier General George Anderson attacked Federal forces led by Brigadier General William "Baldy" Smith at James M. Garnett's and Simon Gouldin's (a.k.a. Golding) farms. The Northern troops counterattacked, inflicting over 150 casualties.

The ABPP maps the Battle of Garnett's and Golding's Farms as extending from I-295 and the Chickahominy River on the north to just south of I-64 in the vicinity of Fair Oaks, Sandston, and Seven Pines. Nevertheless, the core of the battle occurred north of the I-64 Peninsula Study Area (Figure 9, p. 39). The Gouldin/Golding house and small sections of the Union earthworks perhaps survive. Subdivisions, however, cover much of the battlefield (Salmon 2001:107–109). Construction has greatly impacted the portion of the I-64 Peninsula Study Area within the battlefield. The ABPP does not include the I-64 Peninsula Study Area within the Potential National Register Boundary of the battlefield. Therefore, military artifacts within the I-64 Peninsula Study Area, should any exist, likely would be of value chiefly for what could be learned by data recovery about the march to the siege.

Savage Station (043-0308; VA019)

Location of I-64 Study Area: Within Core and Potential NRHP Boundary
ABPP Recommendation: Potentially Eligible for NRHP

On June 29th, with Lee in pursuit of the retreating Army of the Potomac, the fourth of the Seven Days battles occurred at Savage Station. As Lee's generals harassed the Union Army, Major General Richard Ewell's divisions and Brigadier General J. E. B. Stuart's cavalry remained north of the Chickahominy, in the vicinity of Bottoms Bridge, to prevent McClellan from fleeing down the Peninsula (Salmon 2001:109–111). Meanwhile, McClellan's men burned everything they could not carry to lighten their load, and began the march to the James River. At 9 A.M., Confederate infantry under Magruder struck the retreating army's rear guard at Mr. Allen's orchard, 2 miles (3.2 km) west of Savage Station. After a two hour battle, the opposing forces separated. At 5 P.M., Magruder ordered forces commanded by Brigadier Generals Joseph B. Kershaw, Paul J. Semmes, and Richard Griffith to attack; Griffith was killed, placing General William Barksdale in command of the right wing. The battle continued until nightfall, costing the Union forces 1,038 lives on the battlefield and other wounded or sick men left behind as the army retreated. Confederate losses amounted to 473. The inconclusive battle allowed McClellan to escape (Salmon 2001:109–112).

Interstates 64 and 295 meet at Savage Station, approximately atop the Confederate position, yet only limited portions of the battle likely remain undisturbed within the I-64 Peninsula Study Area (Figure 15, p. 55). More than ten years ago, Salmon (2001:112) commented:

The interchange there obliterates all but Griffith's ground to the southwest and most of the Union position, as well. At the station site itself, a later house and a few outbuildings (one of which may be antebellum) remain in derelict condition; the station is long gone. The remainder of the battlefield is slated for development.

Despite the disturbance noted by Salmon (2001), the ABPP includes the I-64 Peninsula Study Area within the Potential National Register Boundary and the battlefield core of the Savage Station Battlefield (Figure 9, p. 39). Vehicular and limited pedestrian inspection of the vicinity suggests that intact surfaces exist within three of the four exit ramps and along the crest of the graded area lining the outside of both lanes of the interstate. The medians appear disturbed, and the southeastern exit ramp is currently used as a staging area for road and bridge repairs. No earthworks were observed during visual inspection of the area near the interchange, and Lindberg (1975) recorded no archaeological sites during pedestrian and limited shovel testing prior to the construction of I-295. Therefore, it appears likely that any battlefield-related archaeological resources within the I-64 Peninsula Study Area portion of the Savage Station Battlefield will be valued chiefly for the potential contribution to an understanding of the past.

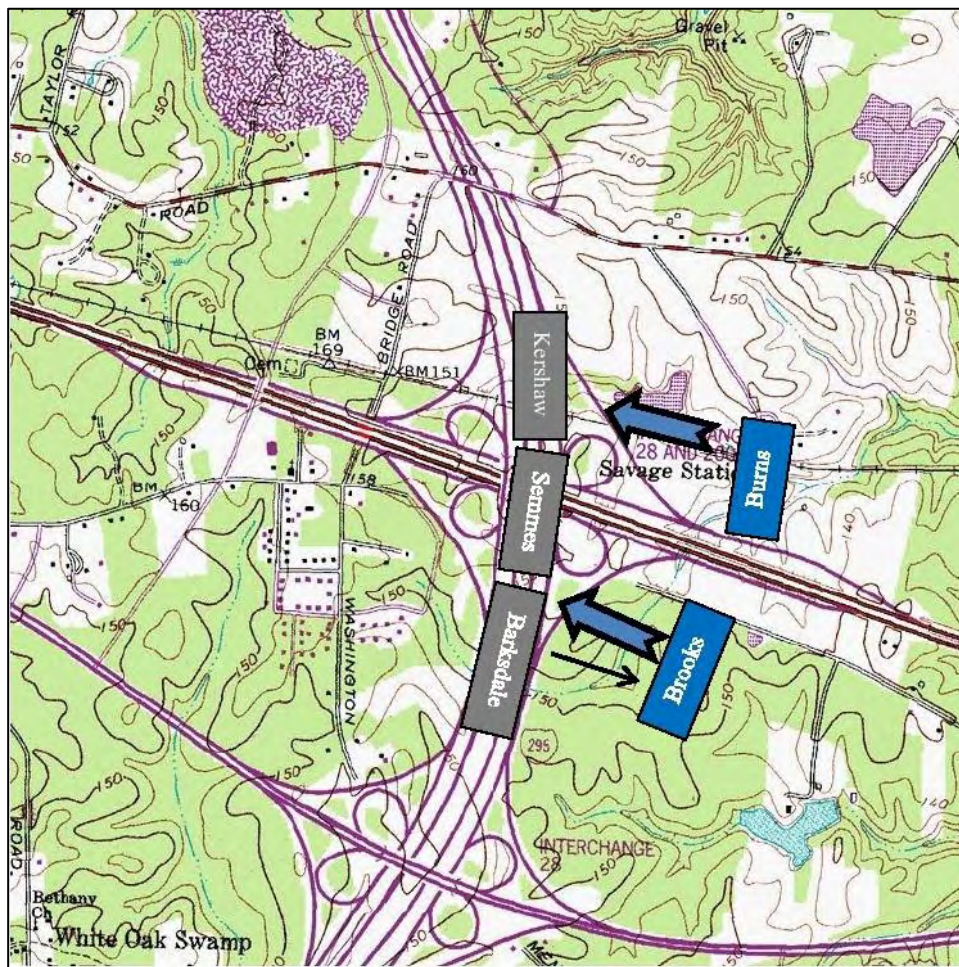


Figure 15: Depiction of the Savage Station Battlefield in the Vicinity of the Study Area (Redrawn from Salmon 2001:110).

Civil War: The Overland and Richmond and Petersburg Campaign, 1864–1865

As a result of the threat associated with the failed Peninsula campaign, the Confederates built an extensive network of fortifications around Richmond (Figure 16. p. 57). Strong lines encircled the city, including an Interior Line consisting of 24 detached forts and batteries, and an Intermediate Line some distance beyond. The outermost line of defense guarding against a land attack from the Peninsula was known as the Exterior Line. The Exterior Line ran northeast from the James River through the I-64 Peninsula Study Area to the Seven Pines area, then west across the Chickahominy River and beyond the Mechanicsville Pike. Strong batteries were erected atop ridge crests, linked by less elaborate trenches and earthworks (Sommers 1981:14–15). A small fragment of an earthwork was observed on the north side of I-64 near the former location of the outer line of defenses.

Grant soon established his headquarters and a supply depot at City Point, on the south bank of the James. Seeking to increase the pressure on Lee's resources and weaken the Petersburg line, Grant had Butler open another front north of the James River, attacking Richmond from the east in a series of actions during the summer and fall of 1864. Union cavalry and infantry engaged southern troops north of the James River in a series of skirmishes (Salmon 2001:395–401, 443–445).

Skirmishes continued through the fall, and the two armies east of Richmond regarded each other at close quarters over the winter of 1864–1865. In early April, Union forces cut the last road to Petersburg from the south. The Confederate troops soon abandoned Petersburg and Richmond. Union troops saw the flames rising from Richmond as they took possession of the abandoned earthworks surrounding the city (McPherson 1988: 844–847). Interstate 64 crosses the former location of the outer line near Exit 197 and the inner line near Gilles Creek, at approximately Exit 195. Development appears to have destroyed all traces of the inner line, and only a small fragment that may be a remnant of the outer line was observed during pedestrian survey in the I-64 Peninsula Study Area. The I-64 Peninsula Study Area crosses portions of the Cold Harbor (042-5017), Chaffan's Farm and New Market Heights (043-0307), and Fair Oaks and Darbytown Road battlefields (043-5073).

Cold Harbor (042-5017; VA062)

Location of I-64 Study Area: Within Potential NRHP Boundary
ABPP Recommendation: Potentially Eligible for NRHP

On May 31, 1864, Phillip Sheridan's Federal cavalry, newly armed with repeating carbines, seized the crossroads at Old Cold Harbor. Control of the crossroads offered Grant the chance to turn Lee's right flank and menace Richmond. The Confederates worked hurriedly to fortify their positions and prepare for the upcoming attack. The Union VI and XVIII Corp reached Cold Harbor late on June 1st, and assaulted the Confederate earthworks with limited success. By the end of the following day, the two armies faced one another along a 7-mile (11.3-km) front that stretched from Bethesda Church to the Chickahominy River east of Bottoms Bridge. By the time the Federals attacked on June 3rd, Confederate troops defended "some of the most comprehensive earthworks they had yet built" (Salmon 2001:295).

The ABPP-defined core of the Cold Harbor Battlefield lies north of the I-64 Peninsula corridor. Southern Troops commanded by Major General Fitzhugh Lee manned the right flank of the earthworks, near Grapevine Bridge, which crosses the Chickahominy River north of I-64 Exit 205. The ABPP-defined Potential National Register Boundary of the Battle of Cold Harbor includes the I-64 Peninsula Study Area near Bottoms Bridge (Figure 9, p. 39). Nevertheless, Phase I survey in the Bottoms Bridge vicinity did not identify earthworks or rifle pits (González and Carmody 2011; Magoon and Pitts 2005). Therefore, it appears likely that potential battlefield-related archaeological resources within the I-64 Peninsula Study Area, if present, would be significant chiefly for information about the battle that may be learned by data recovery.

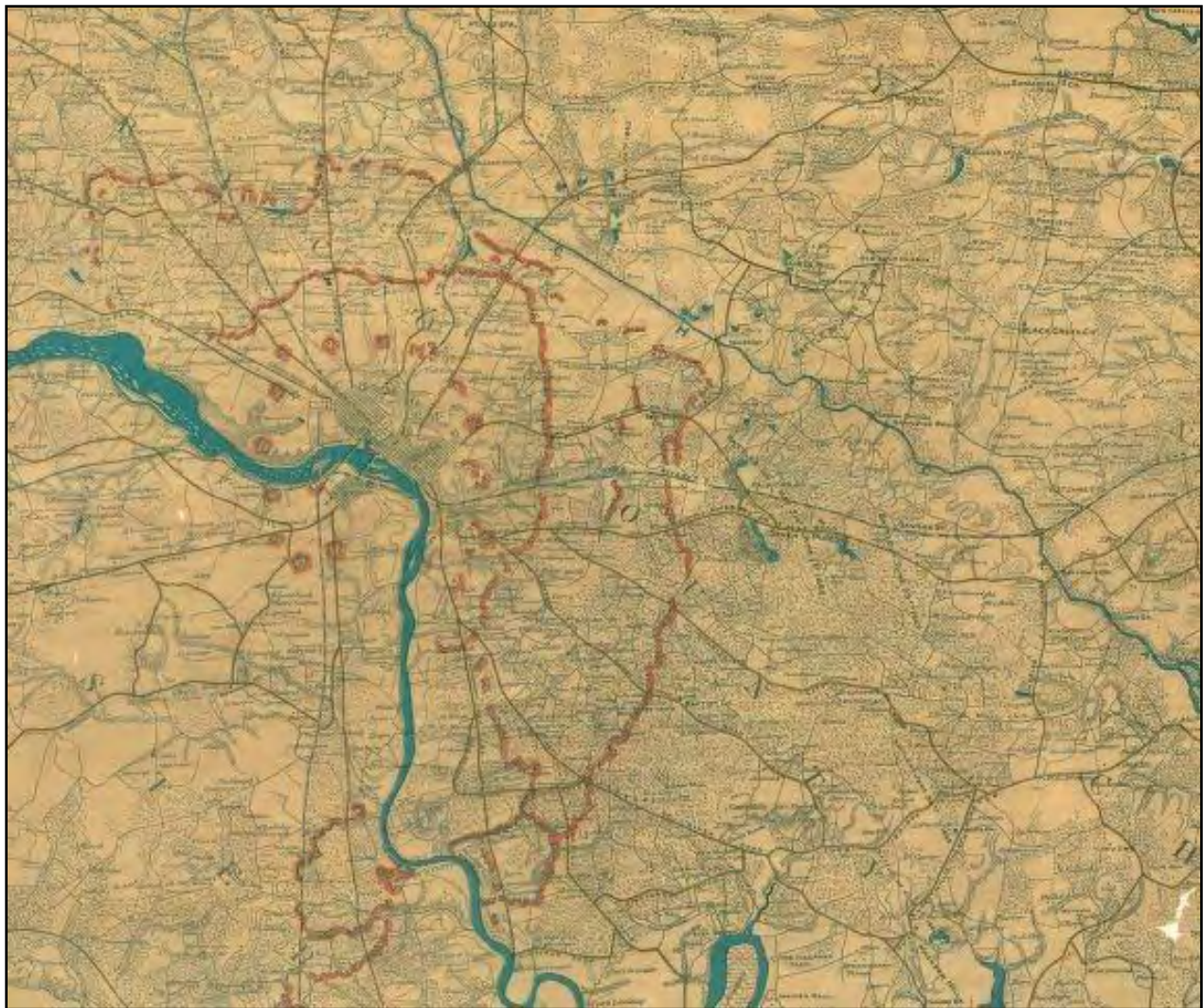


Figure 16: Detail from *Map of the vicinity of Richmond and part of the Peninsula* Illustrating the Confederate Defensive Earthworks Surrounding Richmond (Campbell 1891 [1864]). (Not to Scale; North to the Top).

Chaffin's Farm and New Market Heights (043-0307; VA075)

Location of I-64 Study Area: Within Battlefield Study Area
ABPP Recommendation: Potentially Eligible for NRHP

Seeking to increase the pressure on Lee's resources and weaken the Petersburg line, Grant had Major General Benjamin F. Butler open another front north of the James River. The Army of the James crossed the river at Bermuda Hundred on Thursday, September 29th, 1864 to attack the Confederates entrenched east of Richmond. Union forces assaulted the Confederate line near New Market Road, at Fort Harrison, the strongest point in the outer line of fortifications surrounding Richmond, and at Forts Johnson, Gregg, and Gilmer, all located south of the study area (Salmon 2001:429–432). A travel corridor included by the ABPP in the study area associated with the battle follows Laburnam Avenue south to Exit 195 of I-64, passing through the I-64 corridor directly west of the exit (Figure 9, p. 39). Therefore, only items lost, abandoned, or fired during movement, rather than material directly associated with the core of the battles, may occur in the study area.

Fair Oaks and Darbytown Road (043-5073; VA081)

Location of I-64 Study Area: Within Core
ABPP Recommendation: Portion South of the Study Area Potentially Eligible for NRHP

On October, 27, 1864, in an attempt to thin Lee's lines, Major General Benjamin F. Butler's Army again crossed the James River to assault the entrenched Confederates. Major General Alfred H. Terry's X Corps were to demonstrate before the Confederate line as far north as Charles City Road. Simultaneously, the XVIII Corps under Major General Godfrey Weitzel, aided by Brigadier General August V. Kautz's cavalry, would attack along Williamsburg Road near Fair Oaks. Confederate Lieutenant James Longstreet commanded the defenders. Infantry under Major General Charles W. Field were entrenched east of Laburnam Road between Darbytown and Charles City Roads, with troops commanded by Major General Robert F. Hoke between New Market and Darbytown Roads. A cavalry brigade led by Brigadier General Martin W. Gary manned the area south from the Chickahominy River bluffs to Brigadier General John Bratton's infantry, stationed near the intersection of Williamsburg Road and Oakley's Lane.

Although Terry's corps marched north from the Union fortifications along New Market Road (Route 5) at 4 A.M., skirmishes and misunderstood orders kept Weitzel and Krautz from reaching Williamsburg Road (Route 60) until 1 P.M. Recognizing that the extended delay between Terry's initial movement and any further developments identified Terry as a decoy, Longstreet ordered Field to march to Williamsburg Road. Although the Williamsburg Road fortifications were lightly defended on the morning of October 27th, by 3:30 P.M., when Weitzel attacked with two brigades, reinforcements were in place. Colonel Edgar M. Cullen and Colonel Harrison S. Fairchild led the brigades across 600 yards (548.64 m) of open ground toward the entrenched Confederates. The southern artillery opened fire as defenders left the earthworks to assault the Union brigades' flanks. Approximately 300 Union soldiers were captured. After dark, the Federals withdrew to the Union earthworks along New Market Road.

A brigade of the United States Colored Troops (USCT) led by Colonel John H. Holman sized a section of the works along Nine Mile Road guarded by Martin W. Gary, but Gary's cavalry recaptured the position. The USCT then retreated. The day's fighting cost 1,603 Federal lives, while Richmond's defenders lost fewer than 100. Construction of Richmond International Airport obliterated the site of Weitzel's attack, while other development destroyed the section of earthworks captured by the USCT (Salmon 2001:443-445).

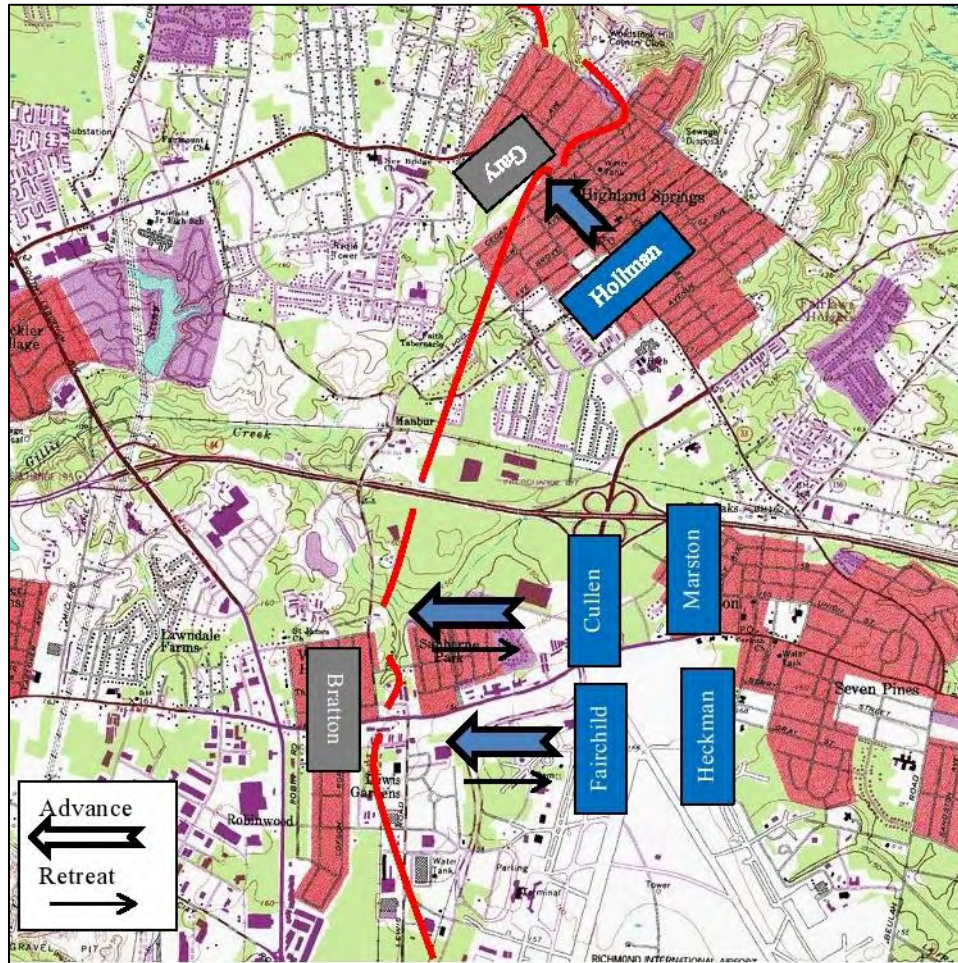


Figure 17: Depiction of the Fair Oaks and Darbytown Battlefield Landscape in the Vicinity of the Study Area, with Earthworks in Red (Redrawn from Salmon 2001:444).

The ABPP includes the I-64 Peninsula Study Area within the core of the Fair Oaks and Darbytown Road Battlefield, but not within the Potential National Register Boundary of the battlefield (Figure 9, p. 39). Only a small fragment of a possible Civil War earthwork was observed on the north side of I-64 during pedestrian survey of the portion of the study area within the core of the battlefield. Consequently, it appears likely that potential battlefield resources within the I-64 Peninsula Study Area would be valued chiefly for the potential contribution to knowledge of the past.

Previously Identified Archaeological Sites within the Study Area

A review of DHR site files indicated that there are 19 previously identified archaeological sites located within the proposed I-64 Peninsula Study Area (Table 2, p. 60; Appendix A). Diagnostic artifacts recovered from 15 of the sites range in age from the Middle Archaic through the twentieth century. The majority of the archaeological sites within the study area are historic sites, some of which date to, or are affiliated with, Civil War activity in the region. Historic resources include three classified only as historic, two with eighteenth-century components, six with components dating to the nineteenth century, and three with twentieth-century components. Precontact sites include camps and other small settlements.

Table 2: Previously Identified Archaeological Sites Located Within the I-64 Peninsula Study Survey Area.

Site Number	Site Type	Temporal Period	NRHP Eligibility	Potentially Warrants Preservation in Place
44HE0004	Temporary Camp	Woodland	Portion within Study Area Not Eligible	Unlikely
44HE0426	Other	Historic/Unknown	Not Evaluated	Unlikely
44HE0709	Hospital/Poor House	Nineteenth Century	Not Evaluated	Unlikely
44HE1063	Camp	Late Woodland, Middle Archaic	Potentially Eligible	Unlikely
44JC0297	Single Dwelling	Nineteenth Century	Not Evaluated	Unlikely
44NK0100	Settlement	Woodland, Middle Woodland, Archaic	Potentially Eligible	Unlikely
44NK0235	Farmstead	Fourth Quarter of the Nineteenth Century; First Quarter of the Twentieth Century	Not Eligible	Unlikely
44NK0281	Lithic Scatter/Military	Woodland Period, Third Quarter of the Nineteenth Century	Potentially Eligible	Unlikely
44NK0282	Camp	Middle-Late Woodland Period	Potentially Eligible	Unlikely
44NK0283	Trash Scatter, Camp	Eighteenth- to Nineteenth Century, Middle and Late Woodland Period	Not Eligible	Unlikely
44NN0295	Indeterminate	First Half of the Twentieth Century	Not Eligible	Unlikely
44NN0322	Pickett Line	Third Quarter of the Nineteenth Century	Outside Study Area	Unlikely
44YO0016	Meeting Hall	Historic/Unknown	Not Evaluated	Unlikely
44YO0050 099-0039	Military/Defense, Earthworks	Third Quarter of the Nineteenth Century	Not Evaluated; Likely Potentially Eligible	Potentially Warrants Preservation in Place

Site Number	Site Type	Temporal Period	NRHP Eligibility	Potentially Warrants Preservation in Place
44YO0051 099-0040	Military/Defense, Earthworks, Camp, Possible Domestic	Third Quarter of the Nineteenth Century	Potentially Eligible	Unlikely
44YO0259	Domestic	Eighteenth Century	Not Evaluated	Unlikely
44YO0513	Indeterminate	Eighteenth Century, Nineteenth Century, Precontact/Unknown	Not Evaluated	Unlikely
44YO0518	Road	Historic/ Unknown	Not Evaluated	Unlikely
44YO0888	Trash Scatter	Twentieth Century	Not Evaluated	Unlikely

Historic sites include a hospital and poor house, one meeting hall, one farmstead, one single dwelling, and one historic road. Less precisely identified resources include an eighteenth-century domestic site, a twentieth-century trash scatter, and several sites classified as indeterminate or other. Sites 44YO0050 (099-0039) and 44YO0051 (099-0040) represent the remains of Civil War earthworks erected around Williamsburg during the Civil War (Appendix A, Sheet 30). Civil War site 44NN0322, mapped as a polygon that extends across a broad area surrounding the site, actually lies outside the study area (Appendix A, Sheet 33).

Two of the archaeological sites have been determined or recommended not eligible for listing in the NRHP (sites 44NK0235 and 44NN0295; Appendix A, Sheet 33). In addition, the portion of site 44HE0004 located within the I-64 Peninsula Study Area was disturbed and previous shovel testing recovered no artifacts, though the overall resource has not been evaluated (Appendix A, Sheet 8).

Ten archaeological sites other than 44HE0004 in the I-64 Peninsula Study Area have not been evaluated for listing in the NRHP. Site 44YO0888 designates a scatter of six precontact and twentieth-century artifacts, with a Coke bottle the only diagnostic (Appendix A, Sheet 31). Based on the absence of features and diagnostic artifacts pre-dating the twentieth century and the very small size of the assemblage, site 44YO0888 appears not eligible for listing in the NRHP.

The location of a possible historic road identified based on observation of differences in vegetation in a marsh and limited probing was recorded as site 44YO0518 (Appendix A, Sheets 28–29). The available information precludes secure evaluation of the potential significance of site 44YO0518.

Site 44YO0259, the map-projected location of an eighteenth-century Quaker meeting house, has not been verified through fieldwork. Consequently the potential significance of the resource, and even the existence of site 44YO0259, cannot be evaluated. Outlaw (1974), however, identified a brick cellar, square and rectangular patterns of postholes, the remains of a kiln, ditches, and other landscape features during survey of a one-acre (0.4-ha) plot believed associated with the meeting house (44YO0016; Appendix A, Sheet 26). While construction of I-64 probably obliterated both

sites, if significant resources remain intact within the I-64 Peninsula corridor, the resources likely would be of value chiefly for the contribution to knowledge of the past.

A possible cultural feature was identified on site 44YO0513, which dates to the late-eighteenth and nineteenth centuries (Appendix A, Sheet 28). A precontact component also existed, but no foundation was identified. Based on the presence of a cultural feature dating to the first half of the nineteenth century, site 44YO0513 may possess the potential to contribute to an understanding of the past.

Site 44JC0297 identifies the remains of a brick foundation and circa 1800–1850 ceramics discovered by the landowner (Appendix A, Sheet 21). The site approximates the map-projected location of a structure depicted on Civil War maps. Based on the presence of a foundation, potentially intact cultural deposits at site 44JC0297 likely would be of value chiefly for the contribution of data recovered through excavation for an understanding of the past.

Site 44HE0426 designates a now-demolished circa 1800 toll house. Given the documented impact of the construction of I-64 on the resources, site 44HE0426 appears unlikely to retain archaeological significance (Appendix A, Sheet 2).

Site 44HE0709 was defined based on the map-projected location of a historic hospital and alms house and the identification of nineteenth-century artifacts on the surface. No subsurface testing was undertaken. The potential significance of site 44HE0709 appears unclear, but an NRHP-eligible cemetery located within Richmond (127-6166) surrounds much of site 44HE0709 (Appendix A, Sheet 1).

Four archaeological sites in and near the Bottoms Bridge-section of the I-64 Peninsula Study Area have been recommended potentially eligible for listing in the NRHP under Criterion D. The chief value of the four potentially eligible archaeological sites lies in what can be learned about the past through archaeological research at sites 44HE1063, 44NK0100, 44NK0281, and 44KN0282 (Appendix A, Sheets 8–9).

Earthworks associated with the Civil War battlefields of Yorktown and Williamsburg remain intact near the I-64 Peninsula Study Area. The ABPP recommends the portions of both resources within the I-64 Peninsula Study Area potentially eligible for listing in the NRHP; an archaeological resource associated with the Battle of Williamsburg located within the I-64 Peninsula Study Area has been recommended potentially eligible under Criterion D (Redoubt 9, 44YO0051). Site 44YO051, also recorded as historic architectural resource 099-0040, designates the remains of a small antebellum domestic site or a Confederate Camp, a post-battle Union Cavalry Camp, and the earthwork (Appendix A, Sheet 30).

Redoubt 8, like Redoubt 9 a portion of the earthworks constructed by Confederate soldiers to defend Williamsburg, was identified as archaeological site 44YO0050 and historic architectural resource 099-0039 (Appendix A, Sheet 30). The site has not been evaluated for listing in the NRHP, though the DSS form indicates subsurface integrity. Redoubt 8 occupies the edge of the ridge near the I-64 Peninsula Study Area. As an intact resource that constitutes a portion of a Civil War battlefield, Redoubt 8 may warrant consideration for preservation in place. Potential

associated archaeological resources, however, likely are of value chiefly for the potential contribution to knowledge of the past and do not warrant consideration for preservation in place.

Previously Identified NRHP-Eligible Above-Ground within the Study Area

The APE for the I-64 Peninsula Study Area includes portions of 41 previously recorded historic above-ground resources, including the battlefields discussed earlier. Historic architectural resources 099-0039 (44YO0050) and 099-0040 (44YO0051), also previously discussed, are associated with the Battle of Williamsburg (Appendix A, Sheet 30). Three non-military resources have been listed or recommended eligible for listing on the NRHP (Table 3, p. 63).

Table 3: Previously Identified NRHP-Eligible Above-Ground Historic Resources Located Within the I-64 Peninsula Study Survey Area.
(*ABPP-Defined Potential National Register Boundary Includes the Study Area)

Resource Number	Date	Resource	Description	NRHP Eligibility
042-5017	1864	Cold Harbor Battlefield	Civil War Battlefield	Eligible*
043-0307	1864	Chaffin's Farm/New Market Heights Battlefield Site	Civil War Battlefield	Eligible
043-0308	1862	Savage Station Battlefield	Civil War Battlefield	Eligible*
043-5073	1864	Fair Oaks/Darbytown Road Battlefield	Civil War Battlefield	Eligible Portion Outside Study Area (ABPP)
043-5081	1862	Seven Pines Battlefield/Fair Oaks	Civil War Battlefield	Not Eligible (ABPP 2007) Portions Potentially Eligible (ABPP 2009)*
043-5273	1862	Battle of Garnett's and Golding's Farm	Civil War Battlefield	Eligible
047-0002 (047-5297)	Post 1931	Colonial National Historic Park/Colonial Parkway	Parkway Corridor	Eligible
099-0039		Confederate Peninsular Defenses Fort 8 (Redoubt #8)	Fortification	Appears Eligible
099-0040 (44YO0051)	Circa 1862	Confederate Peninsular Defenses Fort 9 (Redoubt #9)	Fortification	Eligible
099-0065	Circa 1757	Bryan Manor Plantation Site	Dwelling Foundation and Cemetery	Eligible
099-5241	Post 1691	Yorktown and Yorktown Battlefield (Colonial National Monument/Historical Park)	Battlefield and Historic District	Eligible

Resource Number	Date	Resource	Description	NRHP Eligibility
099-5282	1862	Battle of Williamsburg (Civil War)	Civil War Battlefield	Eligible*
099-5283	1862	Battle of Yorktown (Civil War)	Civil War Battlefield	Eligible*
127-0237	Post 1800	Jackson Ward Historic District and Expansions	Residential and Commercial District	Eligible
127-0343 (see 127-0831)	Post 1890	Chestnut Hill/Plateau Historic District	Residential and Commercial District	Eligible

Historic districts, like battlefields, typically comprise multiple contributing and non-contributing resources, and may include both architectural and archaeological components. The I-64 Peninsula Study Area cuts across the eastern edge of the Chestnut Hill/Plateau Historic District (127-0343) from the east end of Chestnut Street to the corner of Trigg Street and Fifth Avenue in Richmond (Appendix A, Sheet 2). Contributing resources within the Chestnut Hill/Plateau Historic District dated between 1865 and 1950. It is likely that archaeological materials dating between 1865 and 1950 occur in the portion of the I-64 Peninsula Study Area, but far less likely that archaeological resources in the study area remain undisturbed. The landform drops precipitously from the east end of the Chestnut Hill/Plateau Historic District to the base of the Shockoe Creek ravine. Consequently, the probability of encountering potentially significant resources within the section of the Chestnut Hill/Plateau Historic District located within the I-64 Peninsula Study Area is low.

The north side of the Jackson Ward Historic District (127-0237) abuts I-95 directly west of the intersection of I-95 and I-64 in Richmond (Appendix A, Sheet 1). The period of significance for the Jackson Ward Historic District extends from 1800 through 1926. The Jackson Ward Historic District was a center of African-American life in Richmond for centuries. For that reason, many nationally and locally important people, like Maggie Walker, the first African-American woman to found a bank, resided in Jackson Ward. It is likely that archaeological materials dating between 1800 and 1926 occur in the portion of the I-64 Peninsula Study Area within or adjacent to Jackson Ward. Nevertheless, most types of resources would likely be significant chiefly for the potential contribution to knowledge of the past.

In addition, the Bryan Park Manor Plantation (099-0065) consists entirely of archaeological resources, including previously recorded archaeological site 44YO0007. Located partially within the I-64 Peninsula Study Area, the Bryan Manor Plantation is approximately 1.5 miles (2.41 km) east of Williamsburg, in York County (Appendix A, Sheet 30). Site 44YO0007 designates a bog-iron foundation bonded with shell-tempered mortar. Headstones mark the 1760 grave of an infant, one-year-old John Bryan, and the location of a larger nineteenth-century cemetery. Desandroüins (1782) identified five buildings in the project vicinity as the dwelling of “Me. Bryan” (McCartney 1978), suggesting that additional archaeological resources may exist near site 44YO0007. The Bryan Manor archaeological site was listed in the NRHP in 1978 due to: 1) the association with one of Williamsburg’s leading citizens, the eighteenth-century sheriff of York County, Frederick Bryan; and 2) the unique foundation identified in a disturbed area. Only a small section of the study area includes the historic architectural resource, and the

foundation (44YO0007) does not occur within the I-64 Peninsula Study Area. Nevertheless, York County officials have expressed concerns about the potential impact of the proposed improvements to I-64 on the Bryan Manor Plantation archaeological site, which was the core of a larger plantation (McReynolds 2009).

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ASSESSMENT SUMMARY AND RECOMMENDATIONS

The review of previously identified resources, previously surveyed areas, and known site locations of precontact and historic site location indicates that the archaeological resources potentially exist throughout the I-64 Peninsula Study Area. Examination of the available as-built maps, aerial maps, USGS topographic maps, and vehicular and pedestrian survey identified areas where no further work is recommended, areas where further work is recommended, and areas where further work is suggested to determine the condition of the study area. Moreover, the assessment suggests that most previously identified archaeological sites recommended eligible for listing in the NRHP and other potentially significant archaeological resources within the I-64 Peninsula Study Area likely will be valued chiefly because of what can be learned by data recovery and are unlikely to warrant consideration for preservation in place.

Areas Where No Further Work is Recommended

No further work is recommended: 1) in previously surveyed areas where currently acceptable methods were used and no potentially eligible sites were identified; 2) in disturbed areas; 3) and where existing fill will not be disturbed.

Previously Surveyed Areas

Four archaeological surveys that meet current standards have been conducted within sections of the I-64 Peninsula Study Area that either: 1) identified no archaeological sites; or 2) discovered only sites recommended or determined not eligible for listing in the NRHP. A survey in Newport News was associated with the current study. The remaining three surveys were conducted to discover the impact of proposed upgrades to I-64 in Henrico, New Kent, James City, and York Counties.

Archaeological surveys near the Newport News Reservoir in the City of Newport News and within Exit 195 in Henrico County examined areas with a high potential for the presence of significant Civil War resource. No potentially eligible resources were discovered in either area (González and Carmody 2011; Botwick and Pendleton 1995). Therefore, no further work is required within these potentially sensitive areas.

No potentially significant resources were identified during the two surveys associated with improvements to other sections of the I-64 Peninsula Study Area (Cheek and Zatz 1986; Jeter 2002). An additional 12 subsurface surveys examined sections of the study area of varying sizes. No resources were identified within the I-64 Peninsula Study Area during 11 of the surveys (Brady et al. 2004; Browning 1990; Fesler 1993; Fesler et al. 1993; Hudak et al. 1992; Hunter and Higgins 1985; Markell 1997; Magoon and Pitts 2005; Sanders et al 1998; Simons and Hirrel 1994; Tyrer and Laird 2004; Wamsley 1984). Underwood et al. (2003) recorded site 44YO0888, a small scatter of debitage and twentieth-century trash unlikely to be eligible for listing in the NRHP. No further work is recommended within aforementioned sections of the I-64 Peninsula Study Area (see Figure 4 to Figure 6, pp. 25–29).

Two previously conducted pedestrian surveys do not meet current DHR (2011) standards. Mouer visually inspected area around the 5th Street Bridge in Richmond, and Lindberg (1975) visually inspected the I-295 corridor and excavated shovel tests in few areas prior to the construction of the interstate (Figure 4, p. 25). The small section of Mouer's (1989) survey area within the I-64 Peninsula Study Area appears disturbed; therefore, no additional archaeological survey is recommended within the 5th Street Bridge survey area (Appendix A, Sheet 1).

Disturbed Areas

Disturbed areas were identified based on an examination of the available as-built maps, VDOT aerial photographs from the 1970s, modern aerial photographs, USGS topographic maps, nineteenth-century maps, and vehicular and pedestrian survey of the study area. The various disturbance processes have removed archaeological materials, or have destroyed or compromised the context, precluding the recovery of significant archaeological resources.

In general, uplands adjacent to the highway have been graded (see Appendix A, Sheet 1). Upland subsoil formed well before the documented arrival of humans in the region, meaning that grading in cut areas has removed the near-surface sediments where archaeological materials may occur.

Wide medians incorporate broad remnants of the surrounding landscape (see Appendix A, Sheets 10–25). In contrast, the narrow medians west of I-295 leave at best disturbed remnants of the former landforms that preserve little information (e.g., see Appendix A, Sheet 5–7). Medians less than 75-feet (22.9 m) wide throughout the I-64 Peninsula Study Area appear unlikely to preserve interpretable archaeological contexts.

Slopes of 15 percent or more separate the uplands from the bottomland along streams throughout much of the I-64 Peninsula Study Area. Erosion increasingly impacts the archaeological record as slopes become steeper, greatly decreasing the potential presence of intact archaeological contexts.

Residential and industrial development has reconfigured the landscape throughout the I-64 Peninsula Study Area, particularly at the western and eastern ends of the study area. In most cases, a buffer separates the I-64 Peninsula Study Area from the development. Gravel mines, however, have disturbed portions of the study area in Henrico County (see Appendix A, Sheet 3).

Limited variation in elevation characterizes the low-lying landforms of the eastern end of the I-64 Peninsula Study Area. At the eastern end of the study area, the corridor was constructed on fill in many places. Medians, however, have been graded, and drainage ditches and sound barriers disturb large stretches of the study area in Hampton and Newport News. Few intact medians wide enough to contain interpretable archaeological resources exist east the Newport News Reservoir, and grading, ditch excavation, and the installation of sound barriers have disturbed a considerable portion of the study area east of Route 173/Denbigh Boulevard (see Appendix A, Sheets 37–43).

Extensive wetlands occur at the eastern end of the study area, particularly along Newmarket Creek. Although the wetlands may not be entirely disturbed, historic maps depicting very

similar conditions suggest that the likelihood of discovering resources in the long-standing wetlands is extremely low (see Appendix A, Sheet 43).

Areas Where Further Work is Recommended

Further work is recommended: 1) in previously surveyed areas where potentially eligible archaeological resources have been identified; and 2) where undisturbed landscapes exist. In addition, further work is recommended to evaluate the presence and extent of disturbance: 1) where the condition of previously identified archaeological sites identified by means other than systematic survey is unknown; 2) where the condition of the landscape is unclear; and 3) near culturally sensitive wetlands where pedestrian survey might identify the remains of mills, military camps, and other site types that may occur on slopes and bottomlands along streams. The current guidelines require shovel testing and, in areas where Civil War sites potentially exist, metal-detector survey (DHR 2011:50-55).

Previously Surveyed Areas

Four archaeological sites located within the I-64 Peninsula Study Area near Bottoms Bridge (44HE1063, 44NK0100, 44NK0281, 44NK0283) have been recommended potentially eligible for listing in the NRHP (González and Carmody 2011). In addition, the DHR determined that site 44YO0051 was eligible for listing in the NRHP under Criteria A and D based on the results of shovel testing, metal-detector survey, and the excavation of test units by Moore and Lewes (2009). If avoidance of impacts to the five sites will occur, further evaluation of the sites may not be necessary. Further work is suggested to assess the potential presence of a graveyard in the median of I-64 in New Kent County (González and Carmody 2011); the results shovel testing and tests of soil compaction were ambiguous (see Appendix A, Sheet 13).

The surveys by González and Carmody (2011) and the testing and excavation by Moore and Lewes (2009) examined sections of the I-64 Peninsula Study Area with a high potential for the presence of significant archaeological resources: the Bottoms Bridge area, the most likely setting for a large seventeenth-century Native American settlement in the study area; the portions of the study area near the projected locations of earthworks associated with the Civil War Battles of Williamsburg (099-5282) and Yorktown (099-5283); and a section of the median where ground cover often found on unmarked cemeteries was observed.

In addition, an earthwork fragment that may date to the Civil War was identified within the I-64 Peninsula Study Area during pedestrian survey west of Airport Road. Systematic survey is suggested to assess the date and potential significance of the earthwork fragment. Similarly, the pedestrian survey by Lindberg (1975) near the intersection of I-295 and I-64 did not meet current DHR standards. Systematic survey that meets the current DHR (2011) standards is recommended in the undisturbed portion of Lindberg's survey area within the I-64 Peninsula Study Area (see Appendix A, Sheet 7).

Undisturbed Areas that have Not Been Surveyed

Undisturbed areas that have not been surveyed occur throughout the study area. In most cases, cut and fill areas within exit ramps surround an undisturbed core. Shovel testing the undisturbed portion of the landforms along the exterior of the roadways, even those as narrow as ten feet (3.1 m) wide, may discover interpretable archaeological remains that extend beyond the study area. In addition, wide, undisturbed medians potentially impacted by the proposed project have the potential for intact deposits.

Areas Recommended for Further Work to Evaluate Disturbance

Further work is suggested to evaluate the extent of disturbance: 1) where the condition of the corridor could not be determined during the assessment; 2) in areas that were filled during the construction of I-64; and 3) near culturally sensitive wetlands.

Condition Unclear

The condition of several portions of the study area could not be evaluated. Traffic and the absence of areas to pull off the road safely prevented evaluation of the extent of grading and disturbance at the center of the exit ramps in Richmond (see Appendix A, Sheet 1). The same was true of the area west of Mechanicsville Turnpike, south of I-64, and east of Shockoe Creek (see Appendix A, Sheet 2). In addition, although excavation of a wide drainage ditch disturbed the section of the I-64 Peninsula Study Area near Sandy Bottom Nature Preserve in Hampton examined during pedestrian survey, inspection of the entire section of the study area that bounds the park was not possible (see Appendix A, Sheets 40 & 41). Therefore, the condition of the study area adjacent to the western end of the Sandy Bottom Nature Preserve remains undetermined.

Fill Deposits

Fill deposited during the construction of I-64 potentially buried significant archaeological resources. If more fill is to be deposited and no potentially intact surfaces will be impacted, no survey is recommended in those areas. If the proposed improvements to I-64 require excavation of fill deposits and disturbance of the original ground surface, however, significant archaeological resources could be disturbed, and systematic archaeological survey may be appropriate.

Culturally Sensitive Wetlands and Slopes

The probability that rising sea levels since the Pleistocene inundated archaeological sites located on the narrow floodplains of the low-order drainages in I-64 Peninsula Study Area is extremely low. Yet mills, as demonstrated by presence of former millponds like Jones Mill and the Waller Mill Reservoir in the Lower Peninsula, were constructed in bottomland settlements like those along the streams that flow through the I-64 Peninsula Study Area. In addition, Civil War soldiers camped on sloping landforms elsewhere in eastern Virginia, and similar camps may occur in the Lower Peninsula. Pedestrian inspection of areas near wetlands to identify cultural

features potentially associated with mills, military sites, or other archaeological resources, either prior to or during shovel testing of the surrounding ridges, should be sufficient to determine if any potentially significant landscape features exist that warrant subsurface testing.

Summary of Archaeological Resources and Preservation in Place

Archaeological resources may warrant consideration for preservation in place if the resources are valued primarily for reasons other than the potential contribution to knowledge the past. The DHR files identify 19 previously recorded archaeological sites within the I-64 Peninsula Study Area. One of the previously identified resources, site 44YO0050 (099-0039), may warrant consideration for preservation in place (Appendix A, Sheet 30). The remaining previously identified archaeological sites likely are of value chiefly for what can be learned about the past through excavation and possess minimal value for preservation in place.

Forty-one previously recorded above-ground resources exist within the proposed I-64 Peninsula Study Area. It appears likely that potential significant archaeological resources associated with the previously recorded architectural resources would be of value chiefly for what can be learned about the past through excavation and possess minimal value for preservation in place.

In addition, pedestrian survey during the assessment identified the remnant of a Civil War earthwork in Henrico County. The small, disturbed earthwork remnant likely is of value chiefly for what can be learned about the past through excavation and possesses minimal value for preservation in place. More generally, the historical research, vehicular survey, and limited pedestrian survey within the battlefields suggests that the probability that unrecorded resources within the I-64 Peninsula Study Area will warrant consideration for preservation in place is low.

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APPENDIX A: CONDITION OF THE STUDY AREA

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Key to Cultural Resources on Sheets 1 to 43

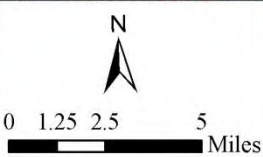
Resource	Type	Sheet	NRHP Eligibility
44HE0004	Temporary Camp	8–9	Recommended Not Eligible
44HE0426	Other	2	Not Evaluated
44HE0709	Hospital/Poor House	1	Not Evaluated
44HE1063	Camp	8–9	Eligible
44JC0297	Single Dwelling	21	
44NK0100	Village/Multicomponent	9	Eligible
44NK0235	Farmstead	9	Not Eligible
44NK0281	Lithic Scatter/Military	9	Eligible
44NK0282	Camp	9	Eligible
44NK0283	Trash Scatter, Camp	9	Not Eligible
44NN0295	Indeterminate	33	Not Eligible
44NN0322	Confidential	33	Not Evaluated
44YO0016	Meeting Hall	26	Not Evaluated
44YO0050 (099-0039)	Confederate Peninsular Defenses Fort 8	30	Not Evaluated
44YO0051 (099-0040)	Confederate Peninsular Defenses Fort 9 (Redoubt #9)	30	Eligible
44YO0259	Domestic	26	Not Evaluated
44YO0513	Indeterminate	28	Not Evaluated
44YO0518	Road	28–29	Not Evaluated
44YO0888	Trash Scatter	31	Not Evaluated
042-5017	Cold Harbor Battlefield	8–10	Eligible
043-0051	Antioch Church and Cemetery	8	Not Eligible
043-0307	Chaffin's Farm/New Market Heights Battlefield Site	3–4	Eligible
043-0308	Savage Station Battlefield	4–10	Eligible
043-5073	Fair Oaks/Darbytown Road Battlefield	4–6	Eligible
043-5079	Oak Grove Battlefield	5–7	Not Eligible
043-5081	Seven Pines Battlefield/FairOaks	4–9	Conflicting Recommendations
043-5194	House, Meadow Road	8	Not Eligible
043-5273	Battle of Garnett's and Golding's Farm	4	Not Evaluated
043-5281	Best Distributing Co.	5	Not Eligible
043-5282	Commonwealth Trailer Sales	5	Not Eligible
043-5283	Fox's 4x4 Center	5	Not Eligible
043-5291	Public Storage	2	Not Eligible
043-5294	House, Gordon's Lane	3	Not Eligible
043-5296	Cape Cod	4	Not Eligible
043-5300	Proposed Central Gardens Historic District	2	Not Eligible
043-5301	Proposed Bluestone Court Historic District	2	Not Eligible
043-5302	Proposed Gordon Lane Historic District	2–3	Not Eligible

Resource	Type	Sheet	NRHP Eligibility
043-5304	Proposed Early Avenue Historic District	5	Not Eligible
047-0002 (047-5297)	Colonial National Historic Park/Colonial Parkway	29	Eligible
047-0055	House, Cedar Point Lane	24	Destroyed
047-5292	Stuckey's Restaurant and Shop	22	Destroyed
099-0039	See 44YO0050	30	Eligible
099-0040	See 44YO0051	30	Eligible
099-0065	Bryan Manor Plantation Site	30	Eligible
099-5003	Hogge House and Woodworks	31	Not Eligible
099-5005 (was 047-0094, 047-0095)	Cherry Hill	26	Not Eligible
099-5006	Bridge #2005	29	File Missing
099-5007	Bridge #2006	29	File Missing
099-5241 (44YO0220)	Yorktown and Yorktown Battlefield (Colonial National Monument/Historical Park)	29	Eligible
099-5282	Battle of Williamsburg (Civil War)	29-33	Not Evaluated
099-5283	Battle of Yorktown (Civil War)	33-36	Not Evaluated
114-5297	Big Bethel Battlefield	41	Not Eligible
114-5326	Greenman House		Not Eligible
121-5087	Commercial Building		Not Eligible
127-0237	Jackson Ward Historic District and Expansions	1	Eligible
127-0343 (see 127-0831)	Chestnut Hill/Plateau Historic District	2	Eligible
127-6659	Old ASPCA Building	1	Not Eligible
127-6660	Talley's Auto Service	1	Not Eligible
127-6677	House, N. 29 th Street	2	Not Eligible
127-6684	Proposed Creighton Court Historic District	2-3	Not Eligible



Sheet Index
Map Sheets

Notes:
USGS Topographic Digital Raster Graphic at 1:250,000.






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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Condition Undetermined
- Previously Surveyed Area
- Archaeology Site
- Architectural Resource
- Jurisdiction
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

Notes:
 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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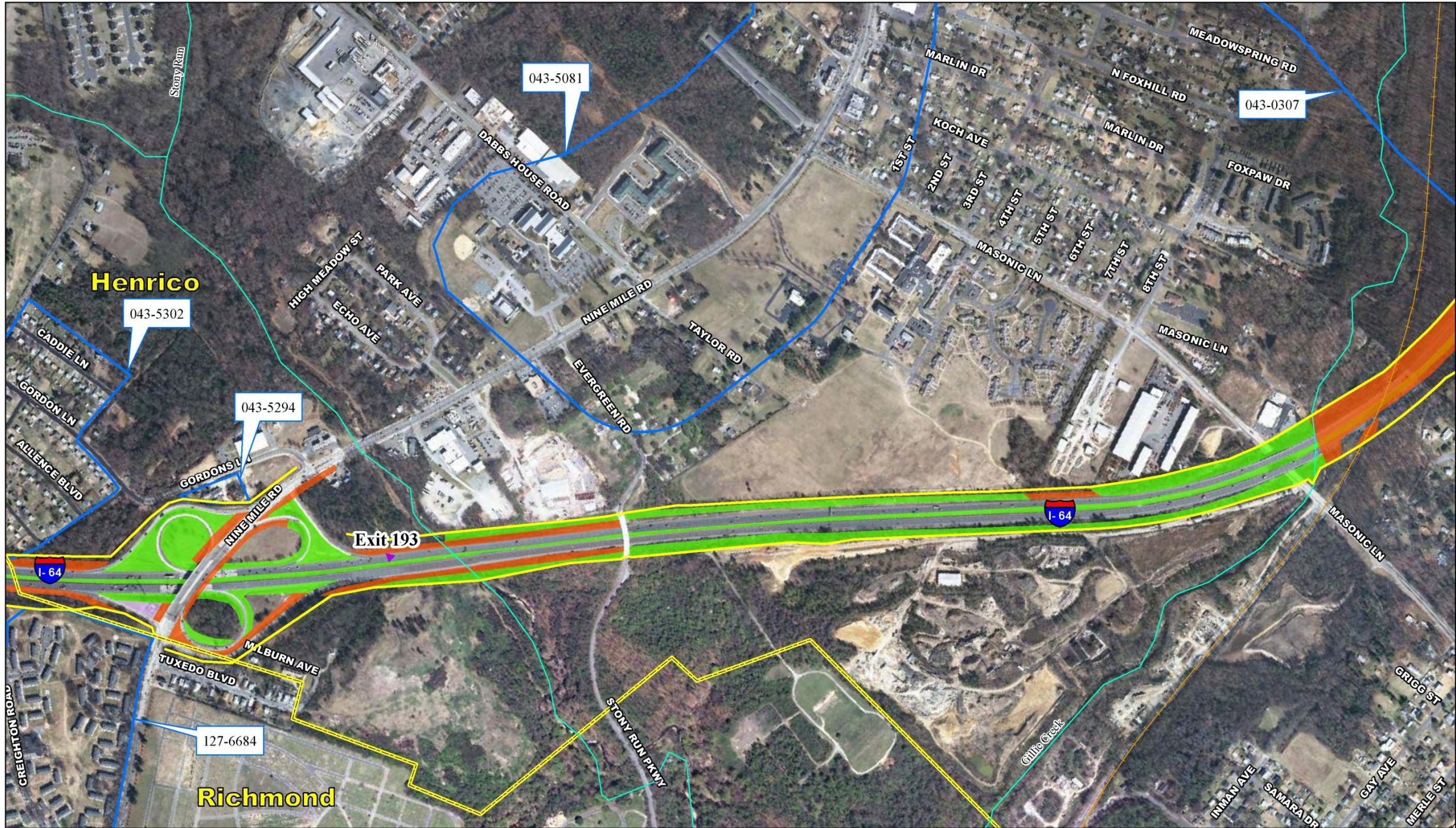
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<p>INTERSTATE 64 PENINSULA STUDY</p>	<p>Sheet 2 of 43</p> <table border="0"> <tr> <td> APE for Archaeological Resources</td> <td> Previously Surveyed Area</td> <td> Rail</td> </tr> <tr> <td> Fill Area</td> <td> Archaeology Site</td> <td> Streams and Waterbodies</td> </tr> <tr> <td> No Testing Recommended</td> <td> Architectural Resource</td> <td> Wetlands</td> </tr> <tr> <td> Condition Undetermined</td> <td> Jurisdiction</td> <td></td> </tr> </table>	APE for Archaeological Resources	Previously Surveyed Area	Rail	Fill Area	Archaeology Site	Streams and Waterbodies	No Testing Recommended	Architectural Resource	Wetlands	Condition Undetermined	Jurisdiction		<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>	<div style="text-align: right;"> <p>0 200 400 800 Feet</p> </div>
APE for Archaeological Resources	Previously Surveyed Area	Rail													
Fill Area	Archaeology Site	Streams and Waterbodies													
No Testing Recommended	Architectural Resource	Wetlands													
Condition Undetermined	Jurisdiction														



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APE for Archaeological Resources	Previously Surveyed Area	Rail
Fill Area	Architectural Resource	Streams and Waterbodies
No Testing Recommended	Wetlands	Jurisdiction
Condition Undetermined		

Notes:
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0 200 400 800 Feet




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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Previously Surveyed Area
- Architectural Resource
- Jurisdiction
- Rail
- Streams and Waterbodies
- Wetlands

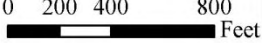
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 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009.

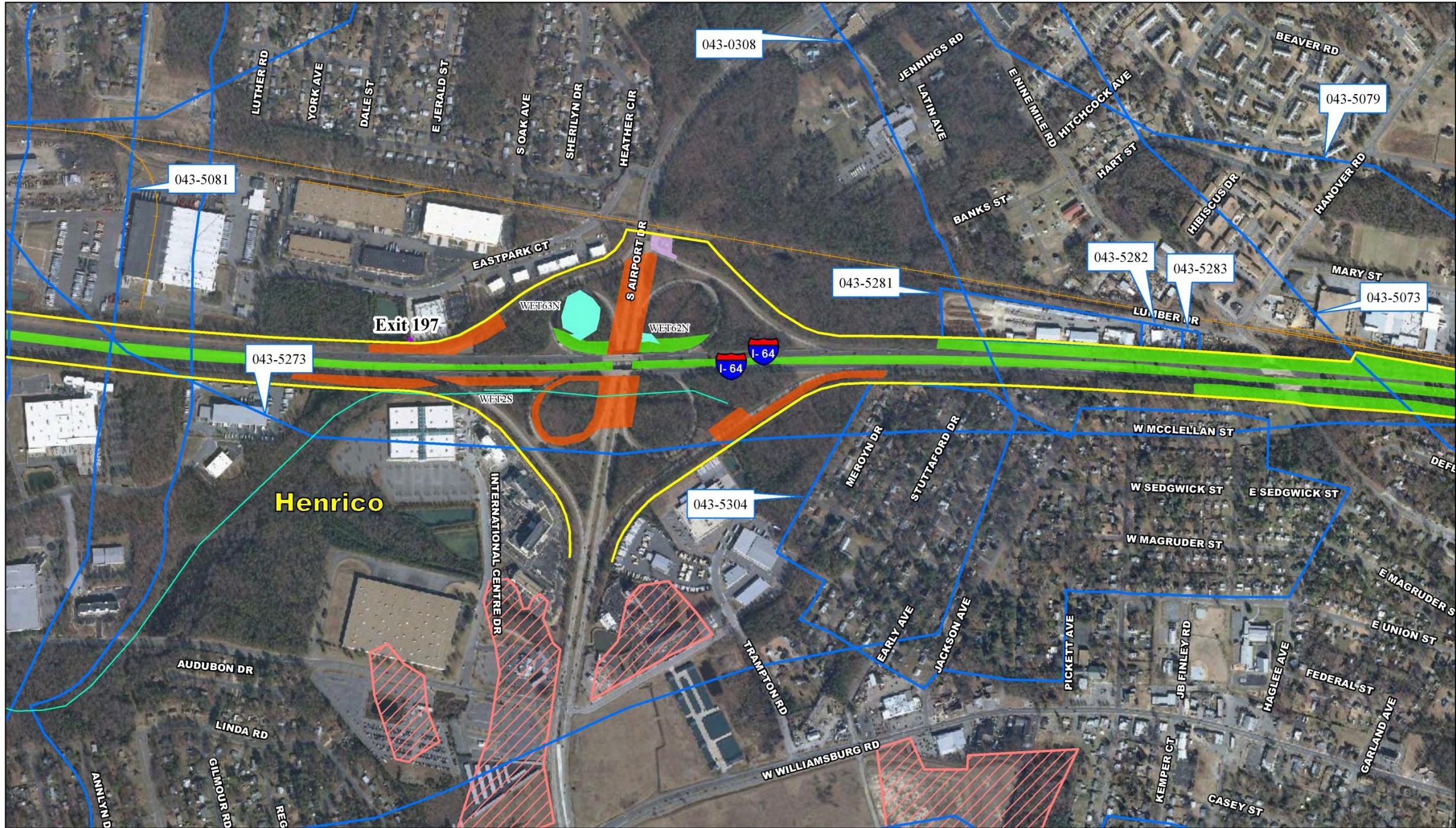


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0 200 400 800
Feet






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APE for Archaeological Resources	Previously Surveyed Area	Rail
Fill Area	Architectural Resource	Streams and Waterbodies
No Testing Recommended	Wetlands	Jurisdiction
Condition Undetermined		

Notes:
 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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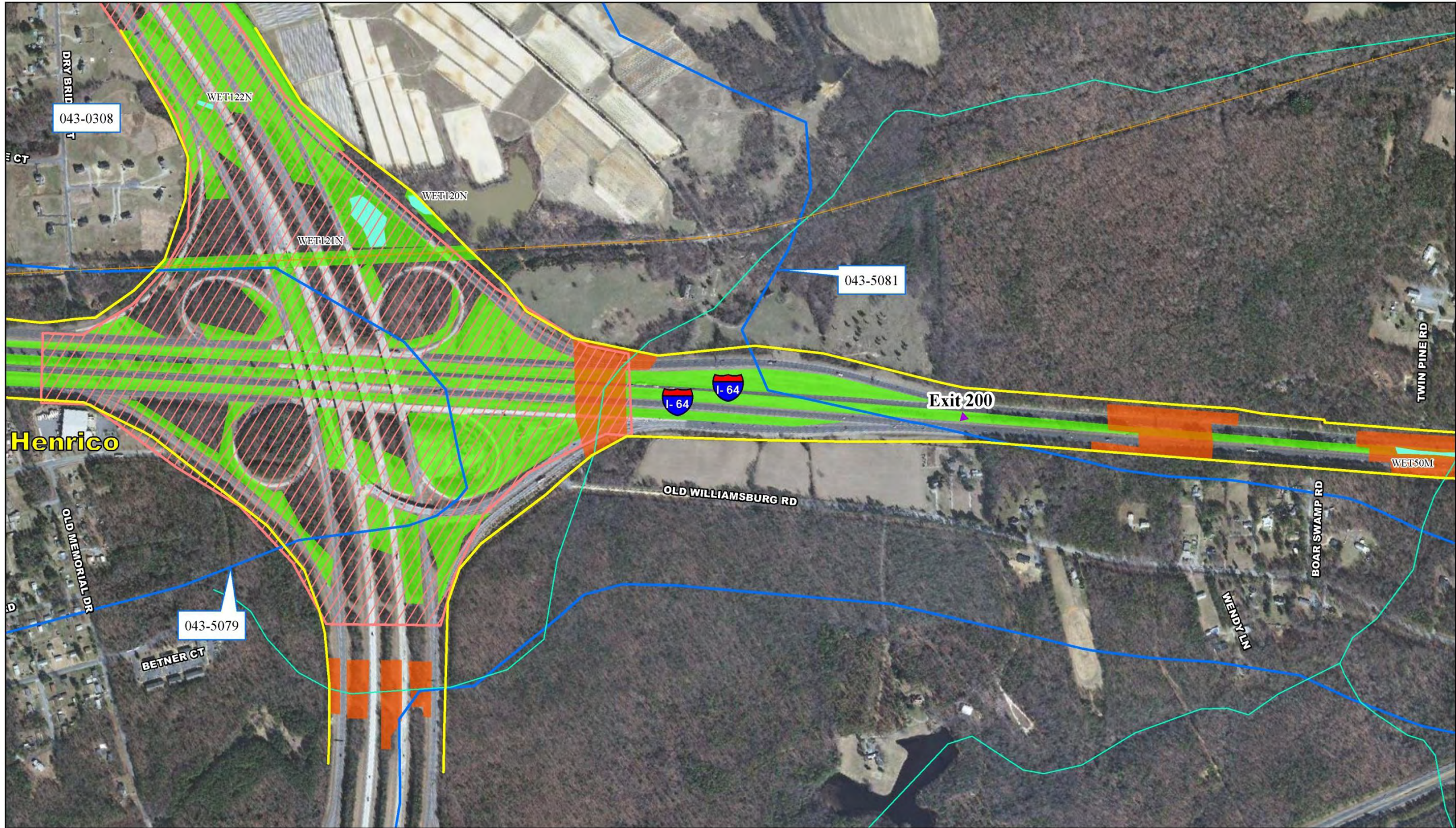
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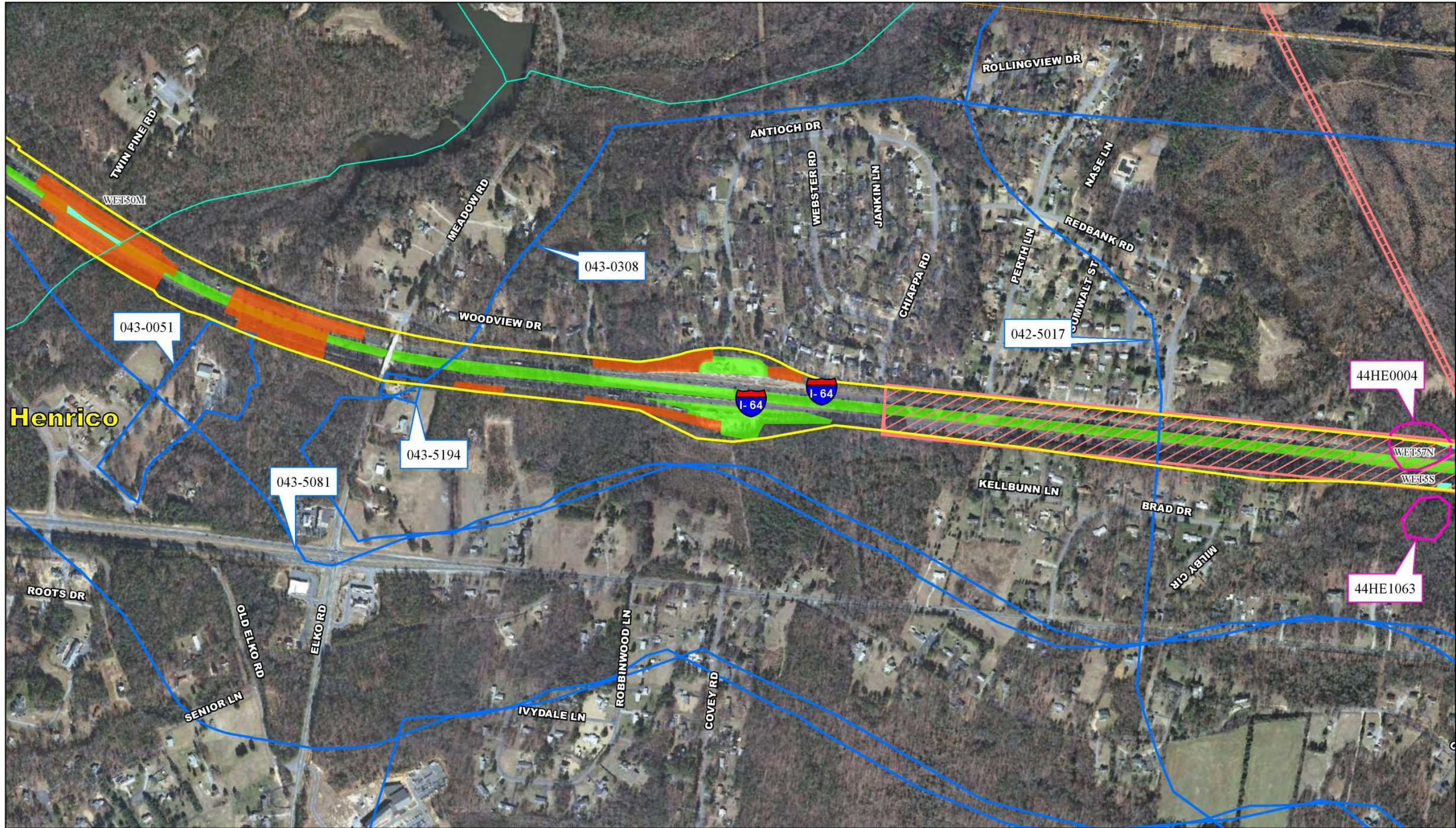




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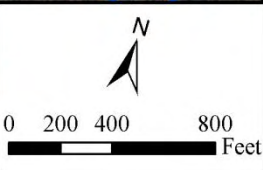
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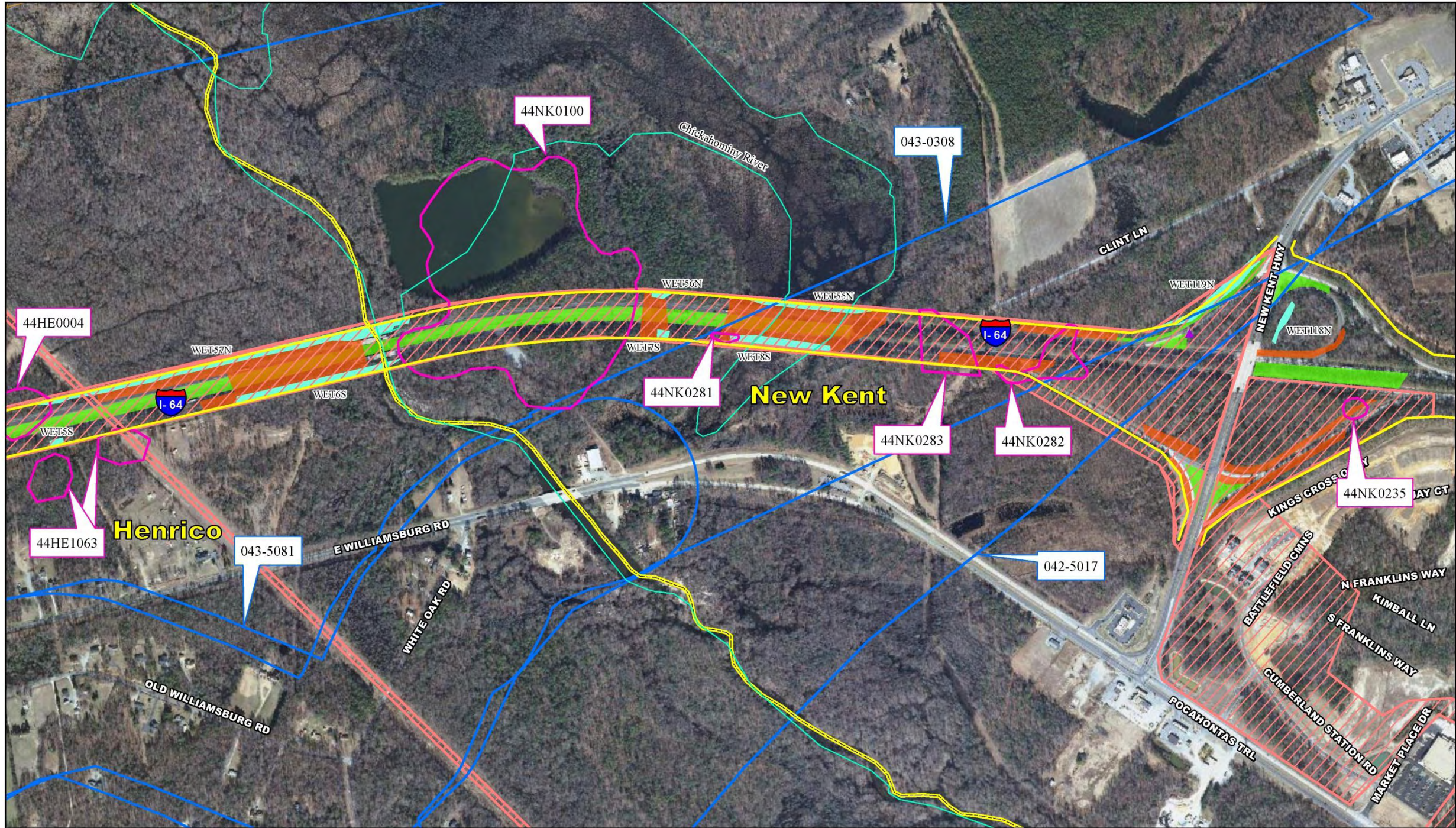


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APE for Archaeological Resources	Previously Surveyed Area	Rail
Fill Area	Archaeology Site	Streams and Waterbodies
No Testing Recommended	Architectural Resource	Wetlands
	Jurisdiction	

Notes:
 Water features courtesy of National Hydrographic Dataset.
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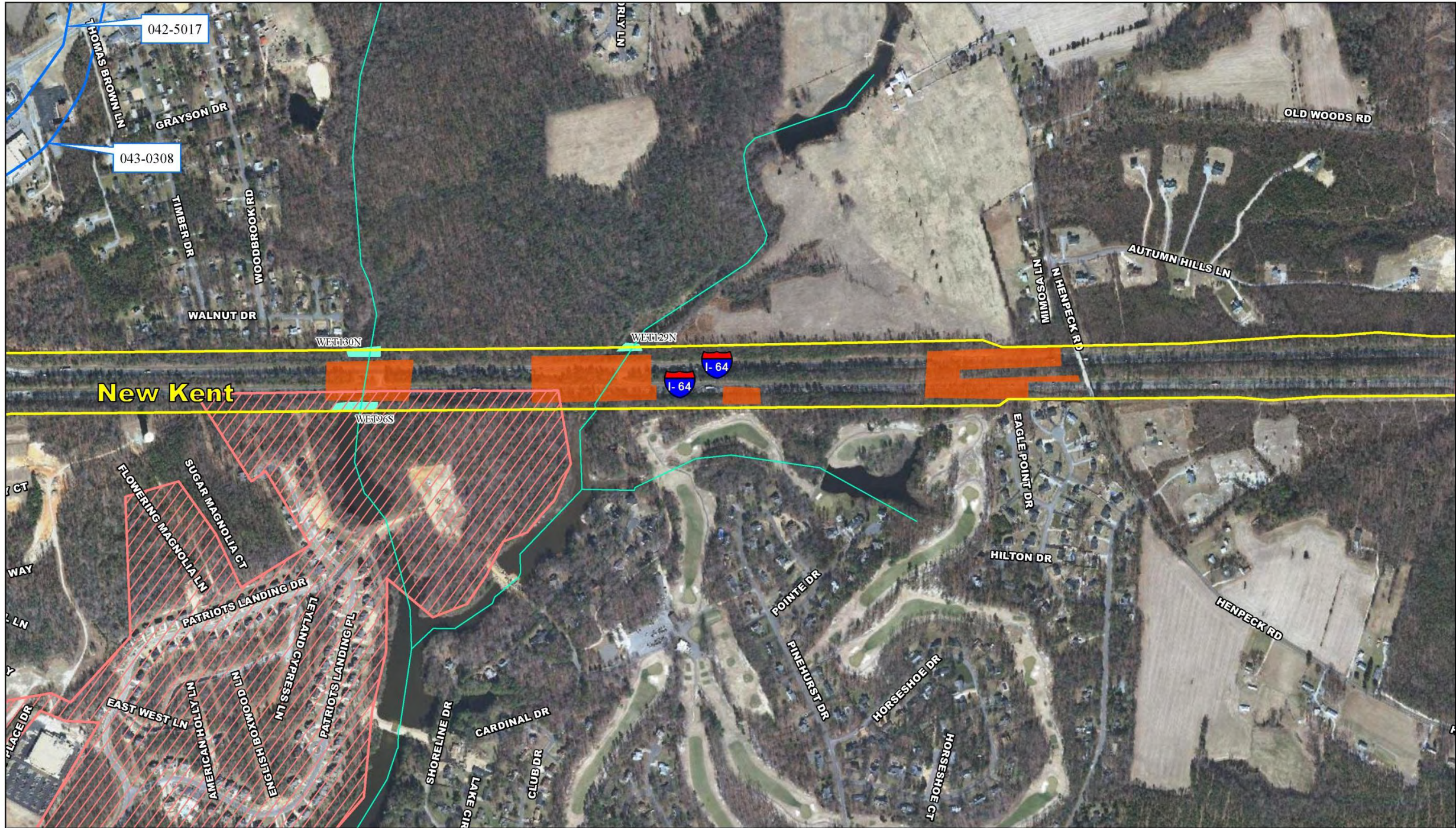
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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Previously Surveyed Area
- Archaeology Site
- Architectural Resource
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

Notes:
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0 200 400 800 Feet

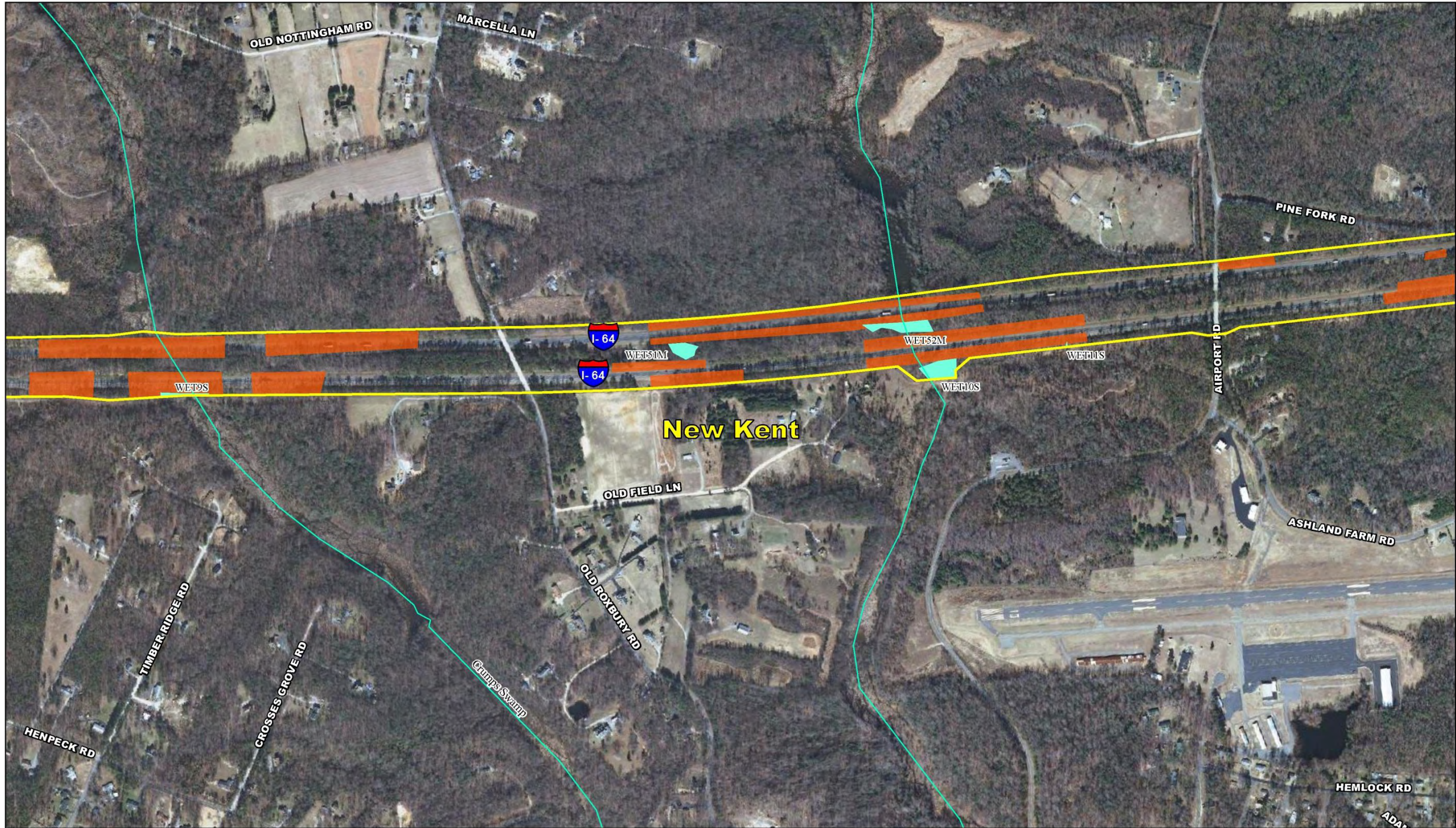


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APE for Archaeological Resources	Previously Surveyed Area	Rail
Fill Area	Architectural Resource	Streams and Waterbodies
		Wetlands
		Jurisdiction

Notes:
 Water features courtesy of National Hydrographic Dataset.
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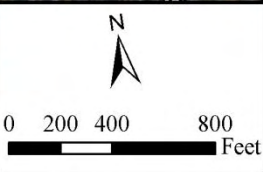
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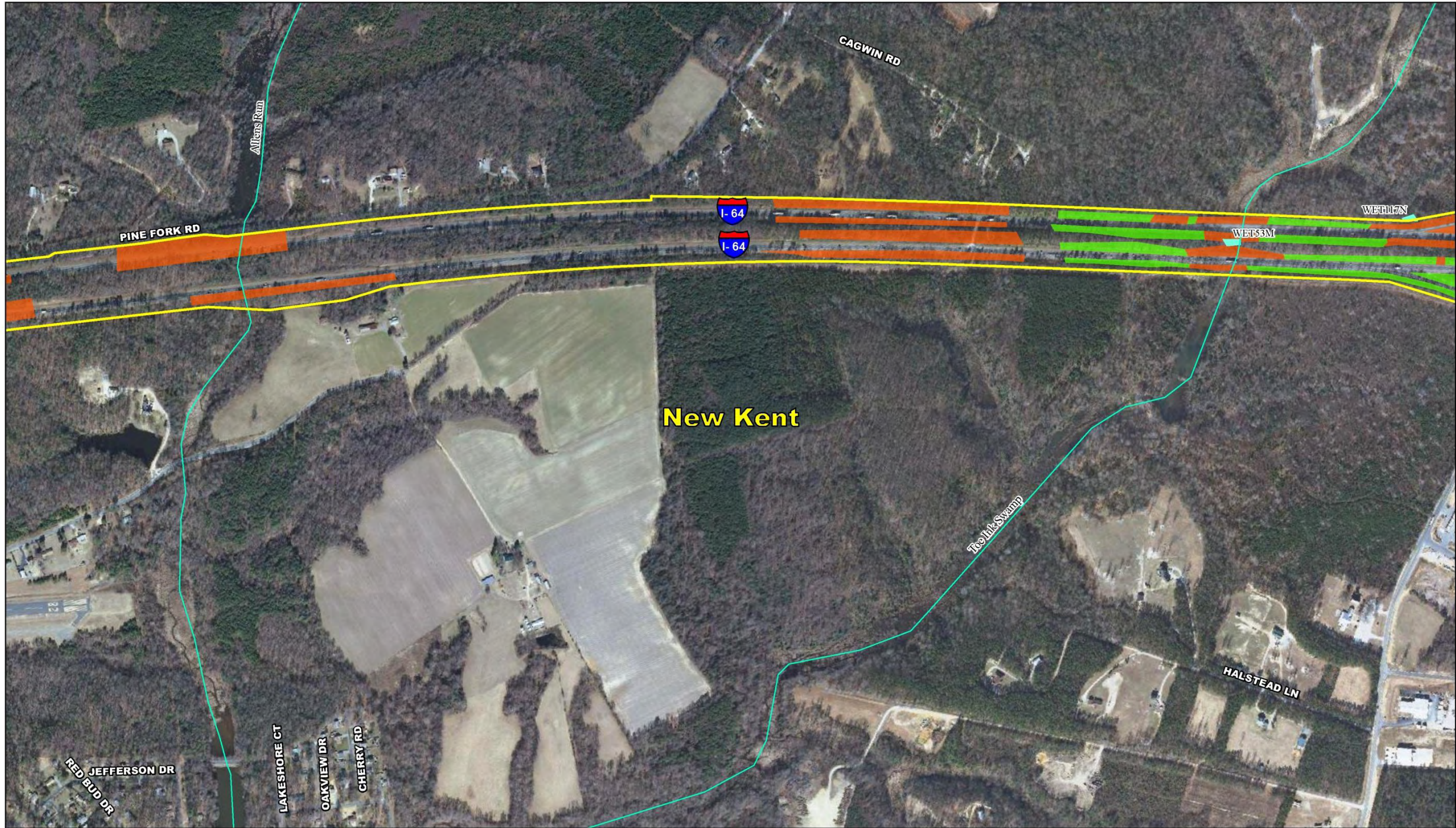


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APE for Archaeological Resources	Rail
Fill Area	Streams and Waterbodies
	Wetlands
	Jurisdiction

Notes:
Water features courtesy of National Hydrographic Dataset.
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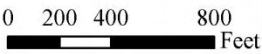




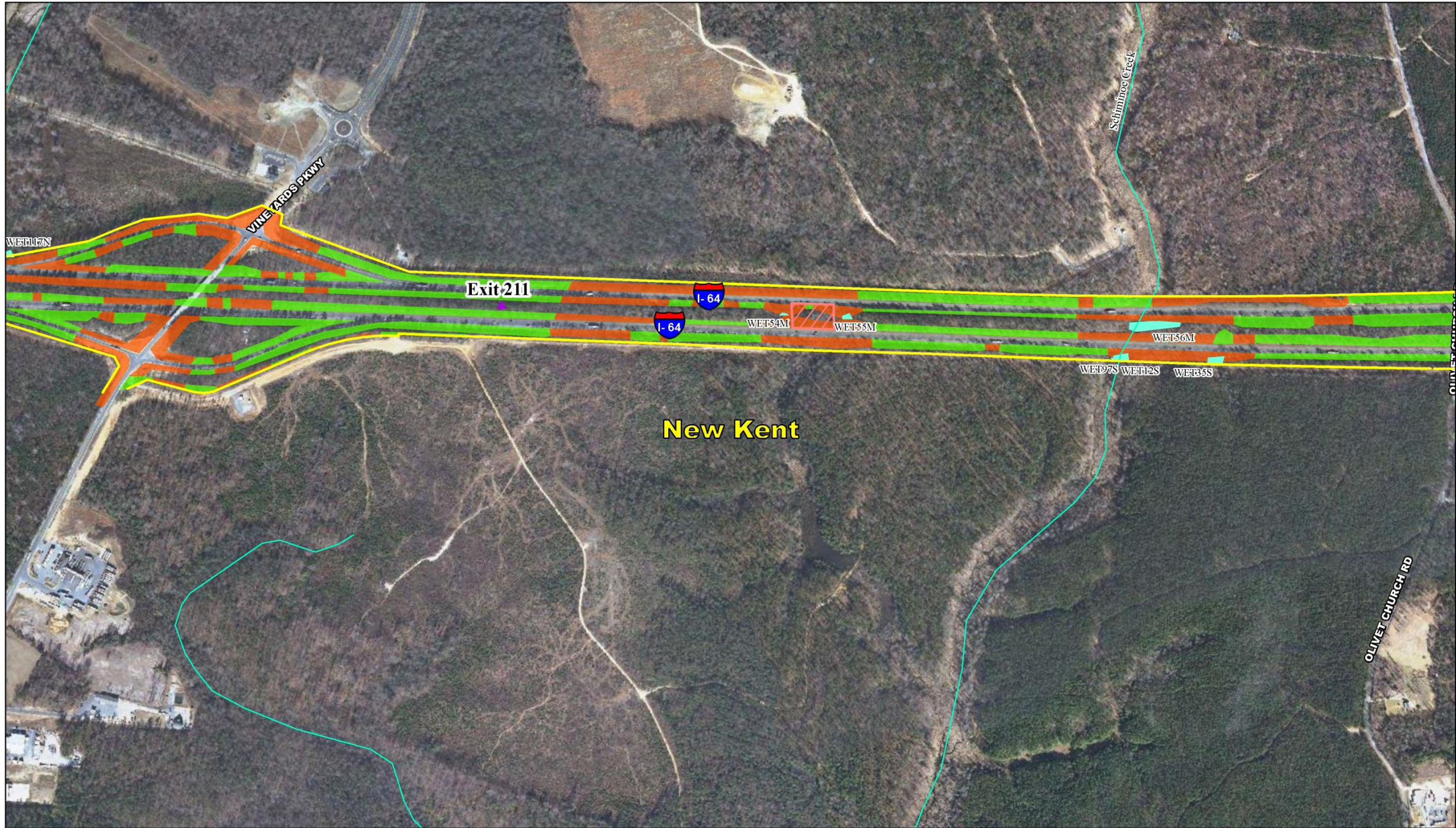


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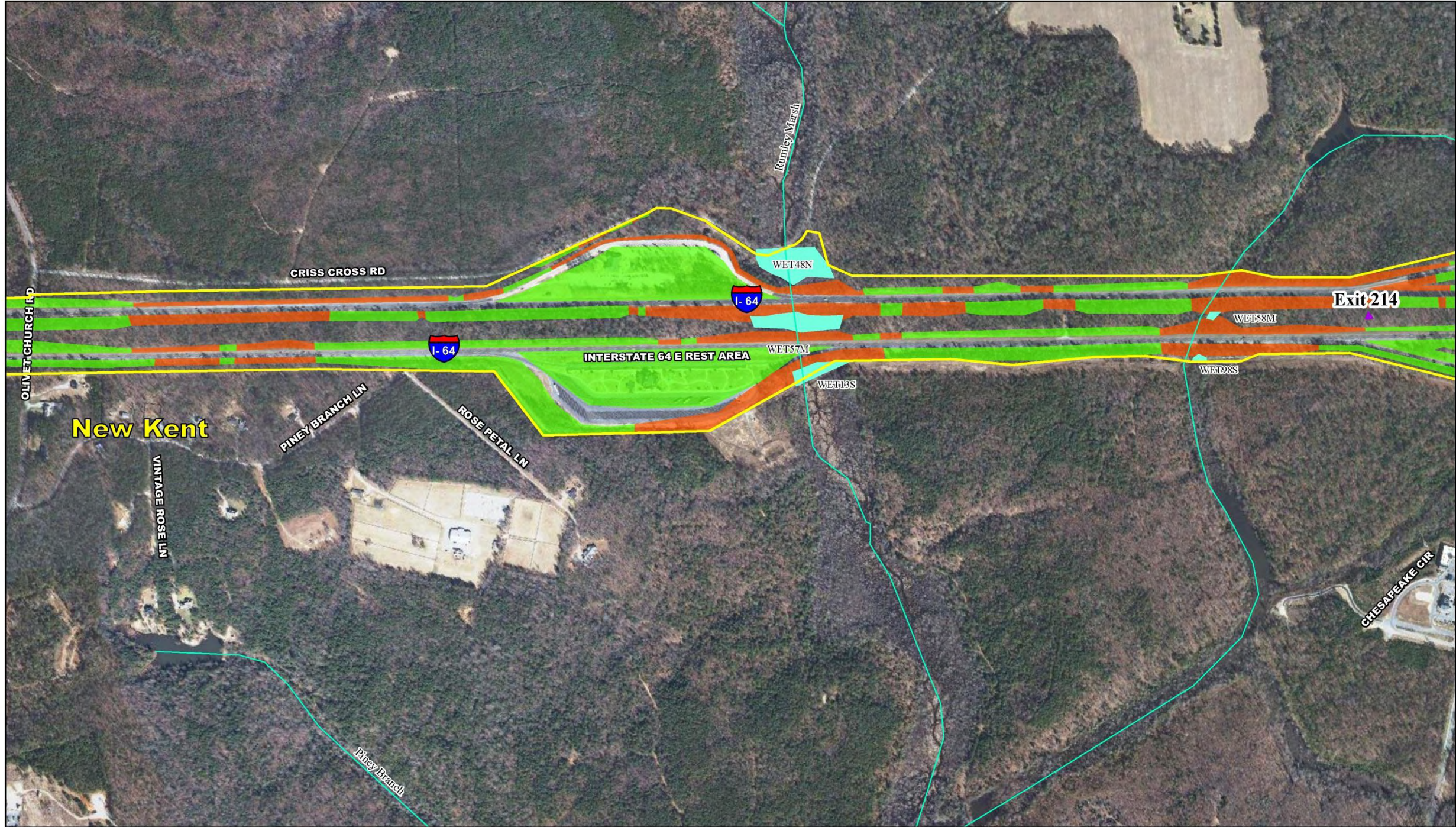
- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

Notes:
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	<p>Sheet 13 of 43</p> <ul style="list-style-type: none"> APE for Archaeological Resources Fill Area No Testing Recommended Previously Surveyed Area Rail Streams and Waterbodies Wetlands Jurisdiction 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		<p style="text-align: center;">N</p> <p style="text-align: center;">0 200 400 800 Feet</p>
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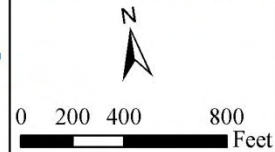


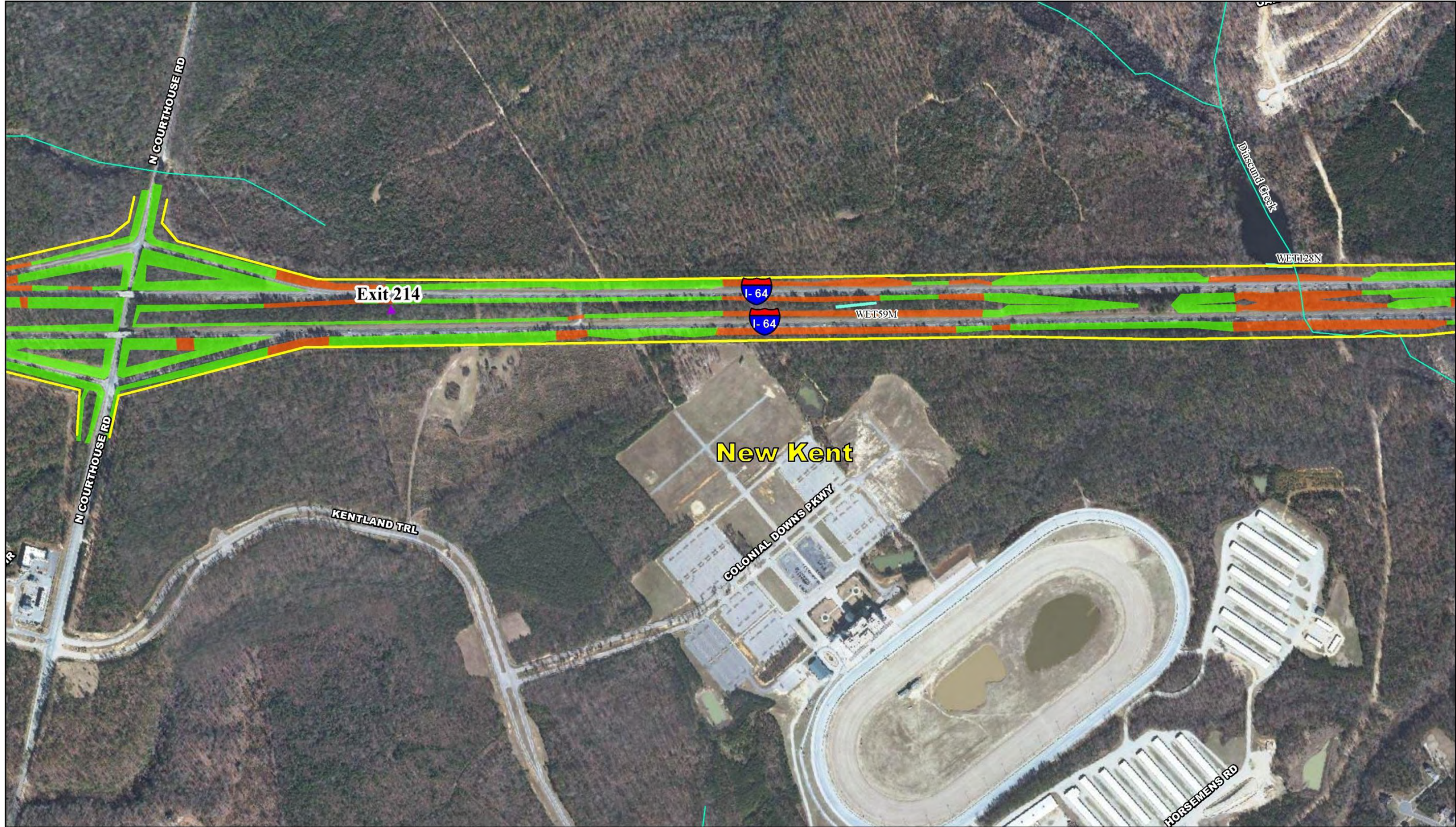
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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Wetlands
- Jurisdiction
- Rail
- Streams and Waterbodies

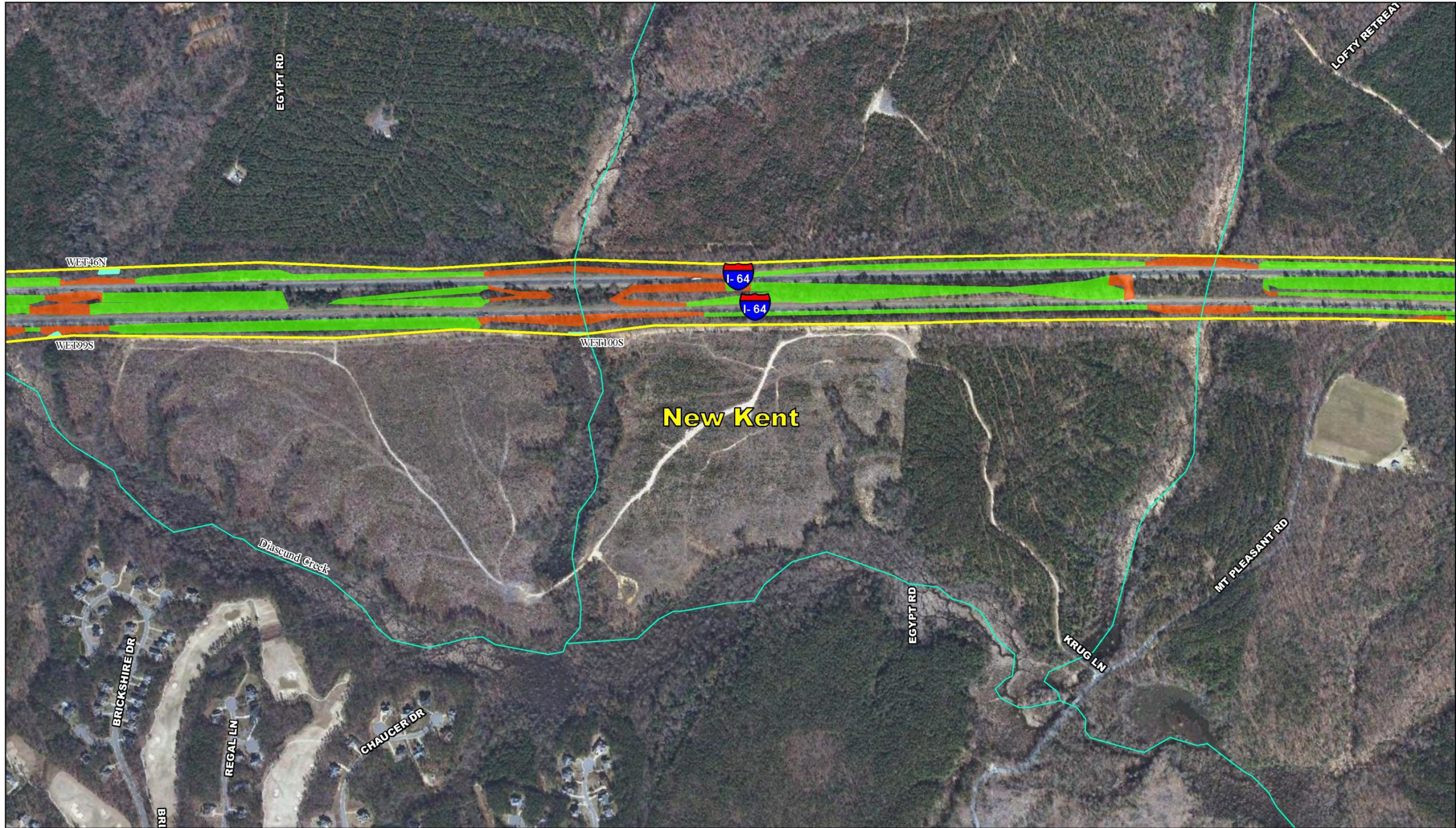
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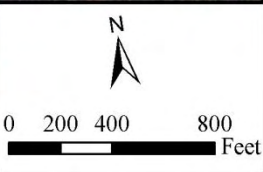
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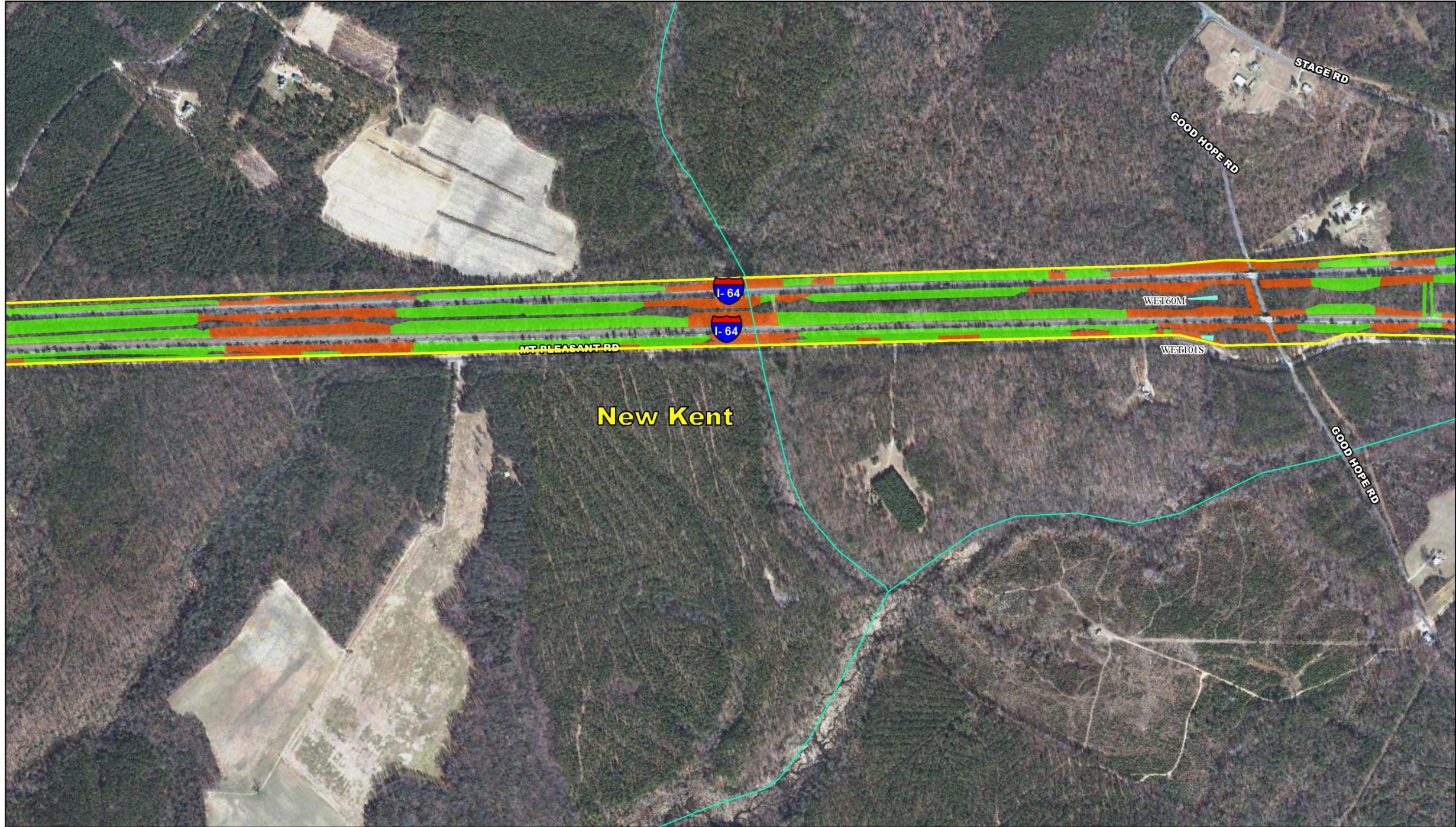


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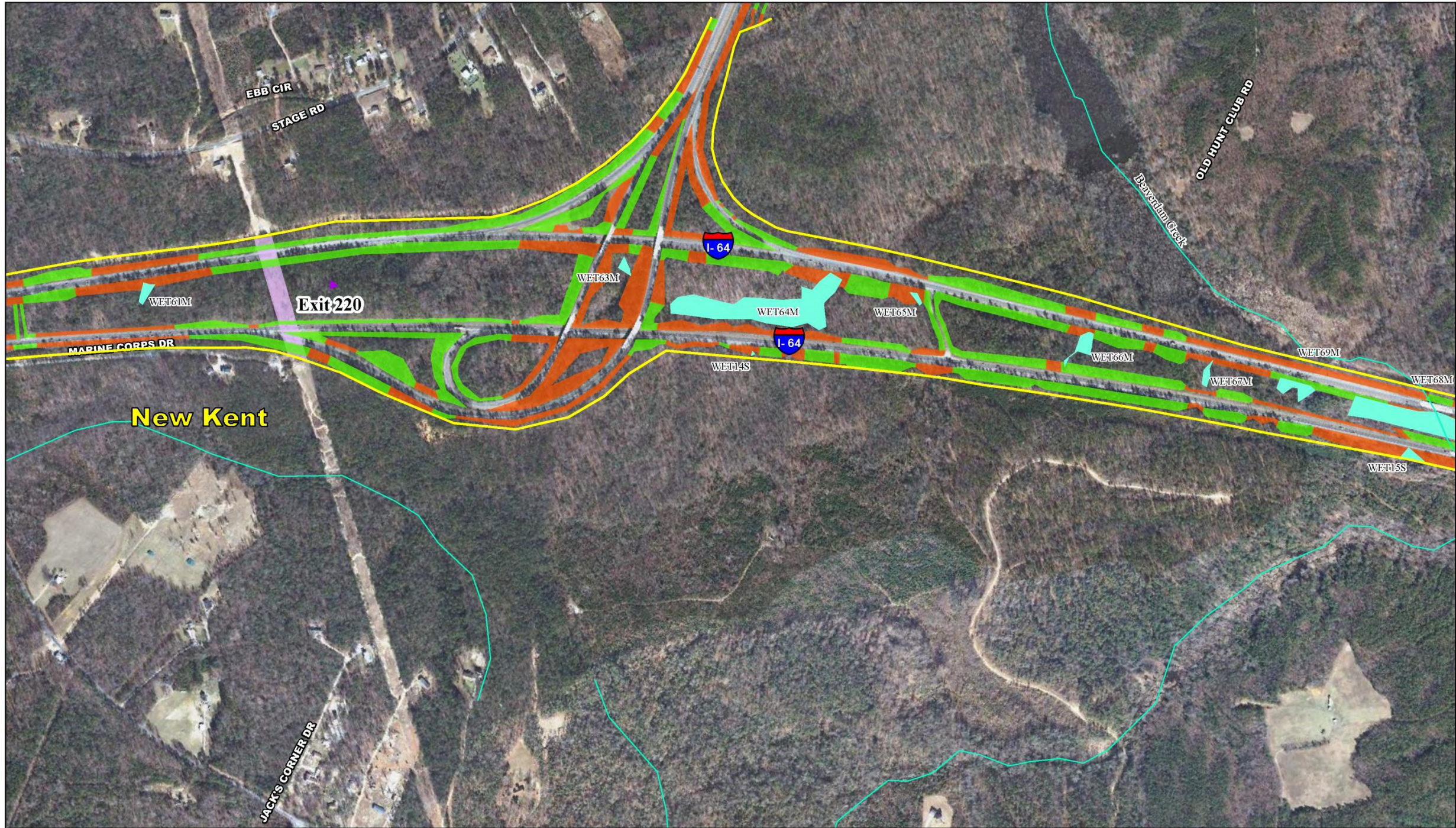
APE for Archaeological Resources	Rail
Fill Area	Streams and Waterbodies
No Testing Recommended	Wetlands
	Jurisdiction

Notes:
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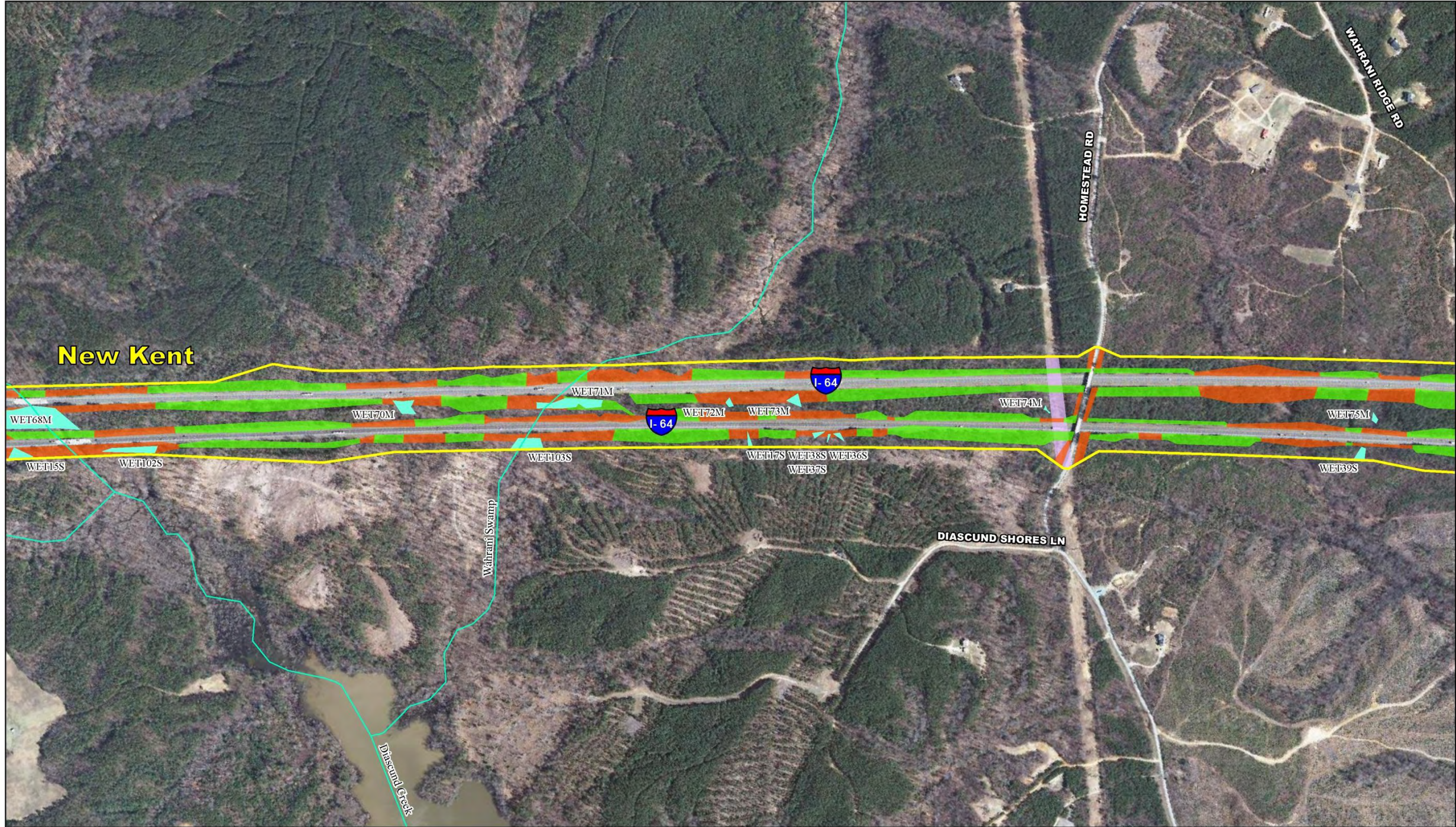




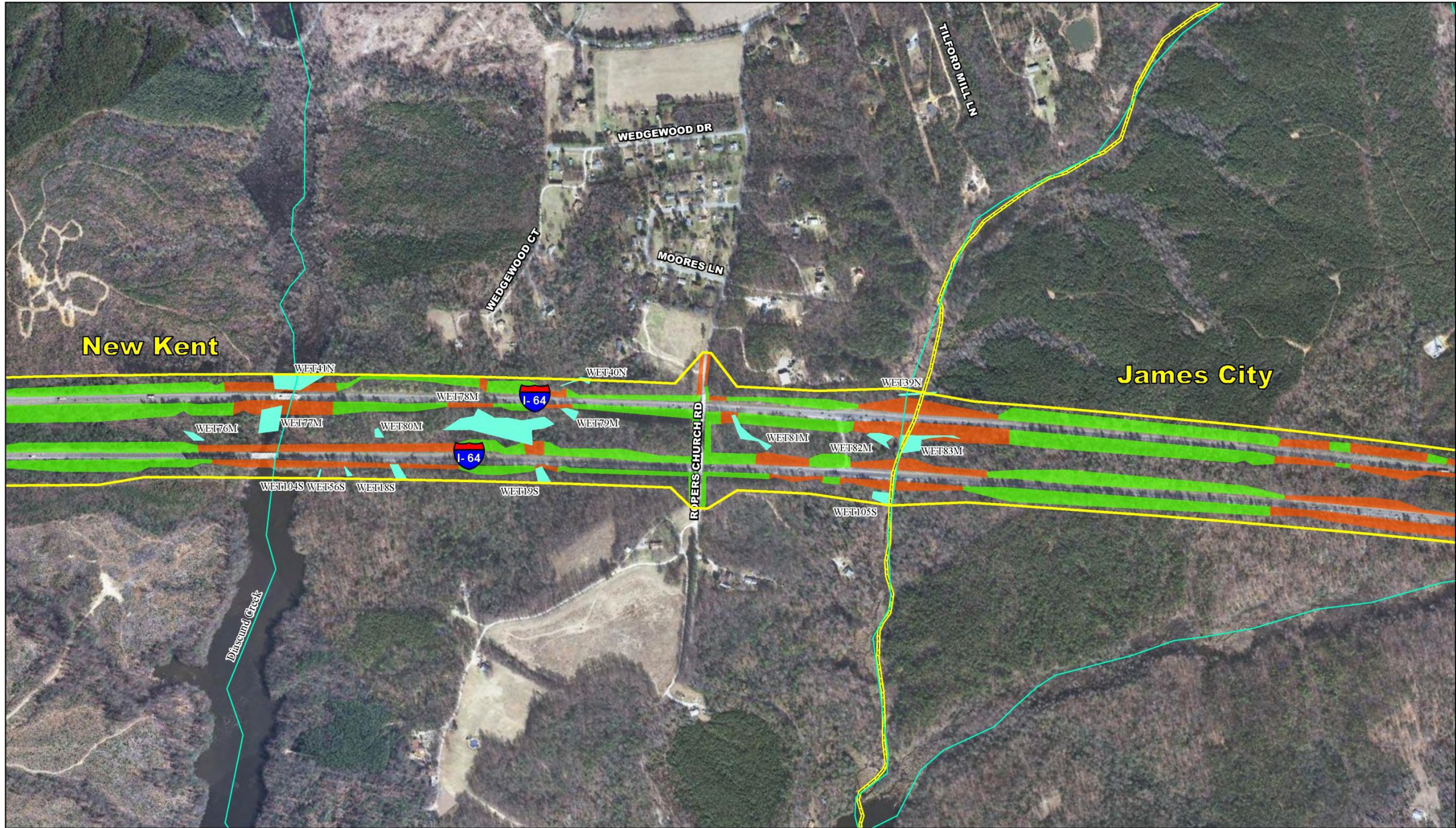
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	Sheet 18 of 43		Notes: Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.		
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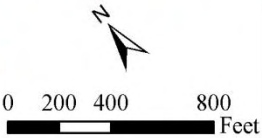


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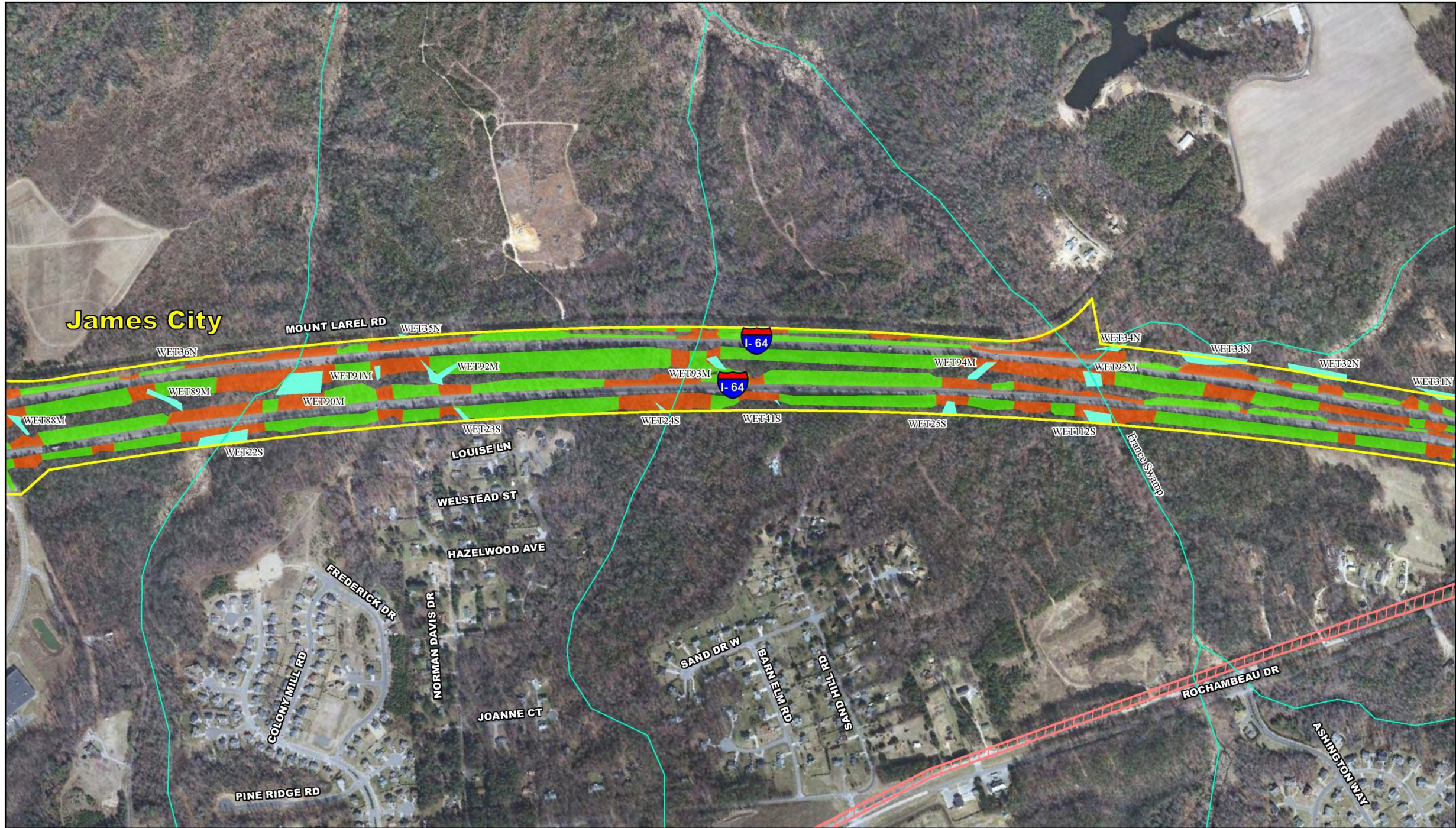
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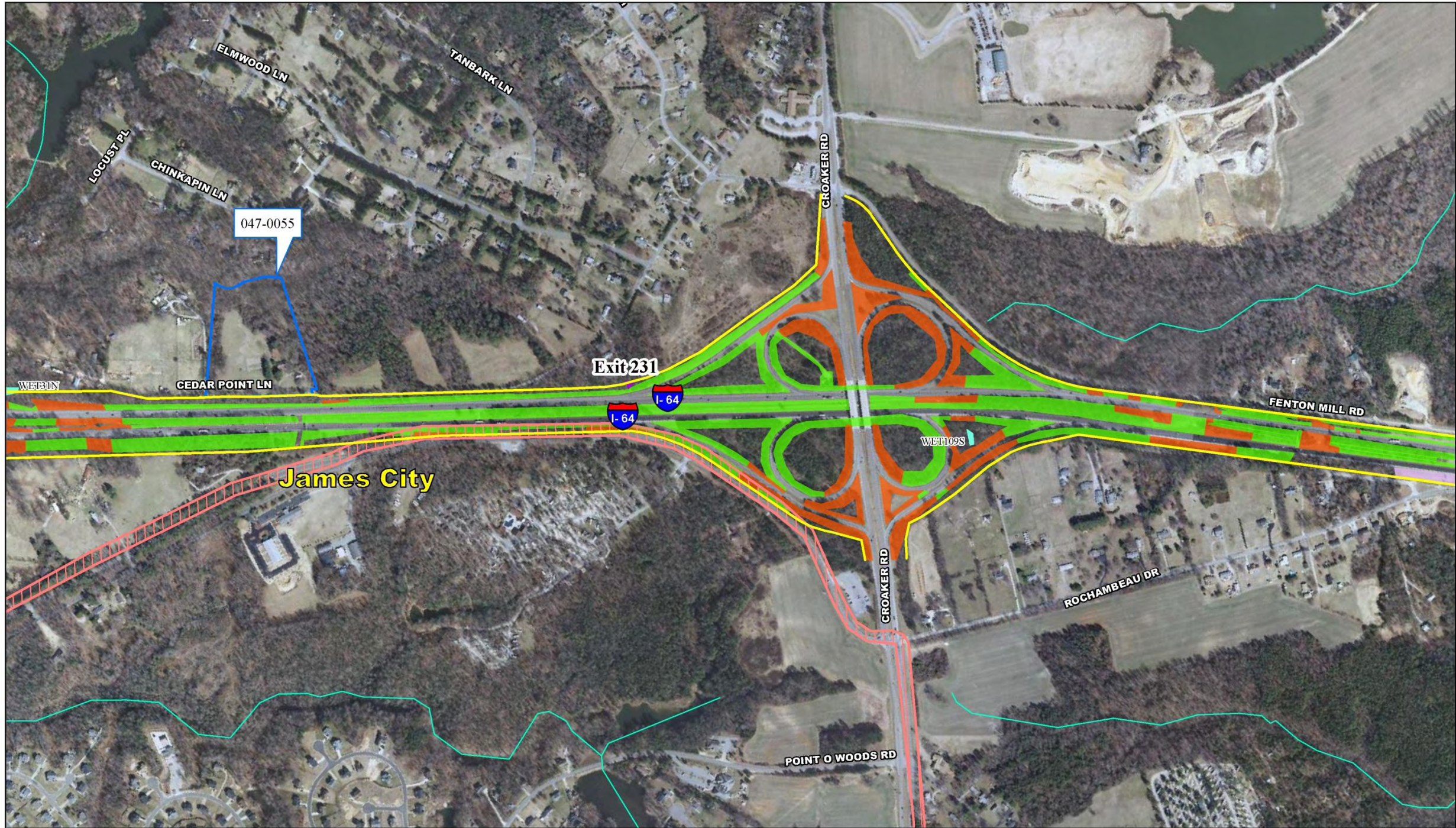
 INTERSTATE 64 PENINSULA STUDY	Sheet 21 of 43			Notes: Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.		



	<p>Sheet 22 of 43</p> <ul style="list-style-type: none"> — APE for Archaeological Resources — Fill Area — No Testing Recommended 	<ul style="list-style-type: none"> Previously Surveyed Area Architectural Resource 	<ul style="list-style-type: none"> — Rail — Streams and Waterbodies — Wetlands Jurisdiction 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
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<p>INTERSTATE 64 PENINSULA STUDY</p>	<p>Sheet 23 of 43</p> <ul style="list-style-type: none"> APE for Archaeological Resources Fill Area No Testing Recommended Previously Surveyed Area Rail Streams and Waterbodies Wetlands Jurisdiction 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
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




















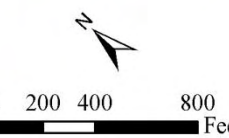













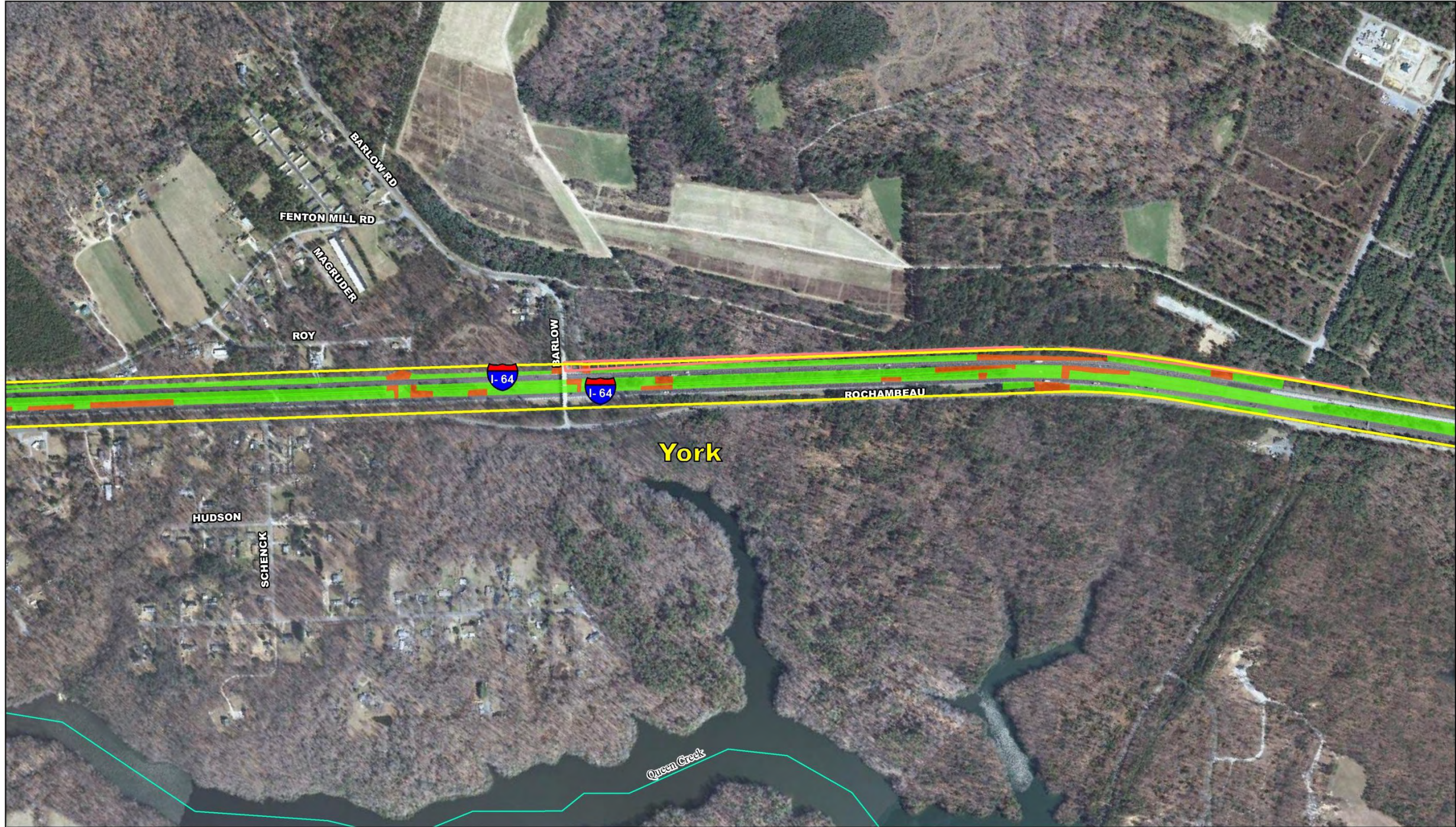
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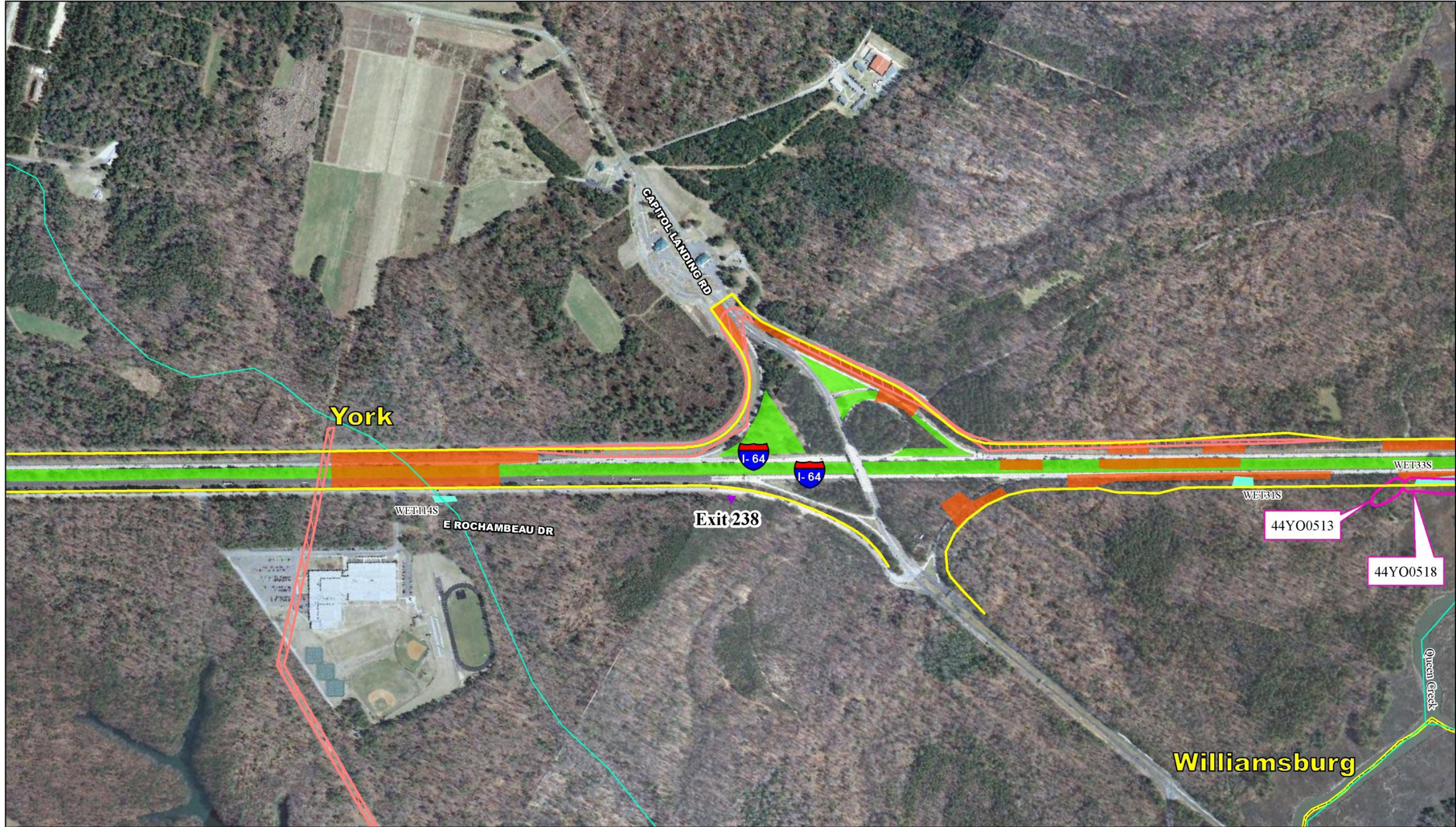
	Sheet 25 of 43		
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Notes: Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.			



	<p>Sheet 26 of 43</p> <table border="0"> <tr> <td> APE for Archaeological Resources</td> <td> Previously Surveyed Area</td> <td> Rail</td> </tr> <tr> <td> Fill Area</td> <td> Archaeology Site</td> <td> Streams and Waterbodies</td> </tr> <tr> <td> No Testing Recommended</td> <td> Architectural Resource</td> <td> Wetlands</td> </tr> <tr> <td> Condition Undetermined</td> <td> Jurisdiction</td> <td></td> </tr> </table>	 APE for Archaeological Resources	 Previously Surveyed Area	 Rail	 Fill Area	 Archaeology Site	 Streams and Waterbodies	 No Testing Recommended	 Architectural Resource	 Wetlands	 Condition Undetermined	 Jurisdiction		<p>Notes: Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
 APE for Archaeological Resources	 Previously Surveyed Area	 Rail														
 Fill Area	 Archaeology Site	 Streams and Waterbodies														
 No Testing Recommended	 Architectural Resource	 Wetlands														
 Condition Undetermined	 Jurisdiction															



	<p>Sheet 27 of 43</p> <ul style="list-style-type: none"> APE for Archaeological Resources Fill Area No Testing Recommended Previously Surveyed Area Rail Streams and Waterbodies Wetlands Jurisdiction 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
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	<p>Sheet 28 of 43</p> <ul style="list-style-type: none"> APE for Archaeological Resources Fill Area No Testing Recommended Previously Surveyed Area Archaeology Site Jurisdiction Rail Streams and Waterbodies Wetlands 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
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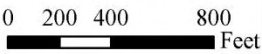
Sheet 29 of 43

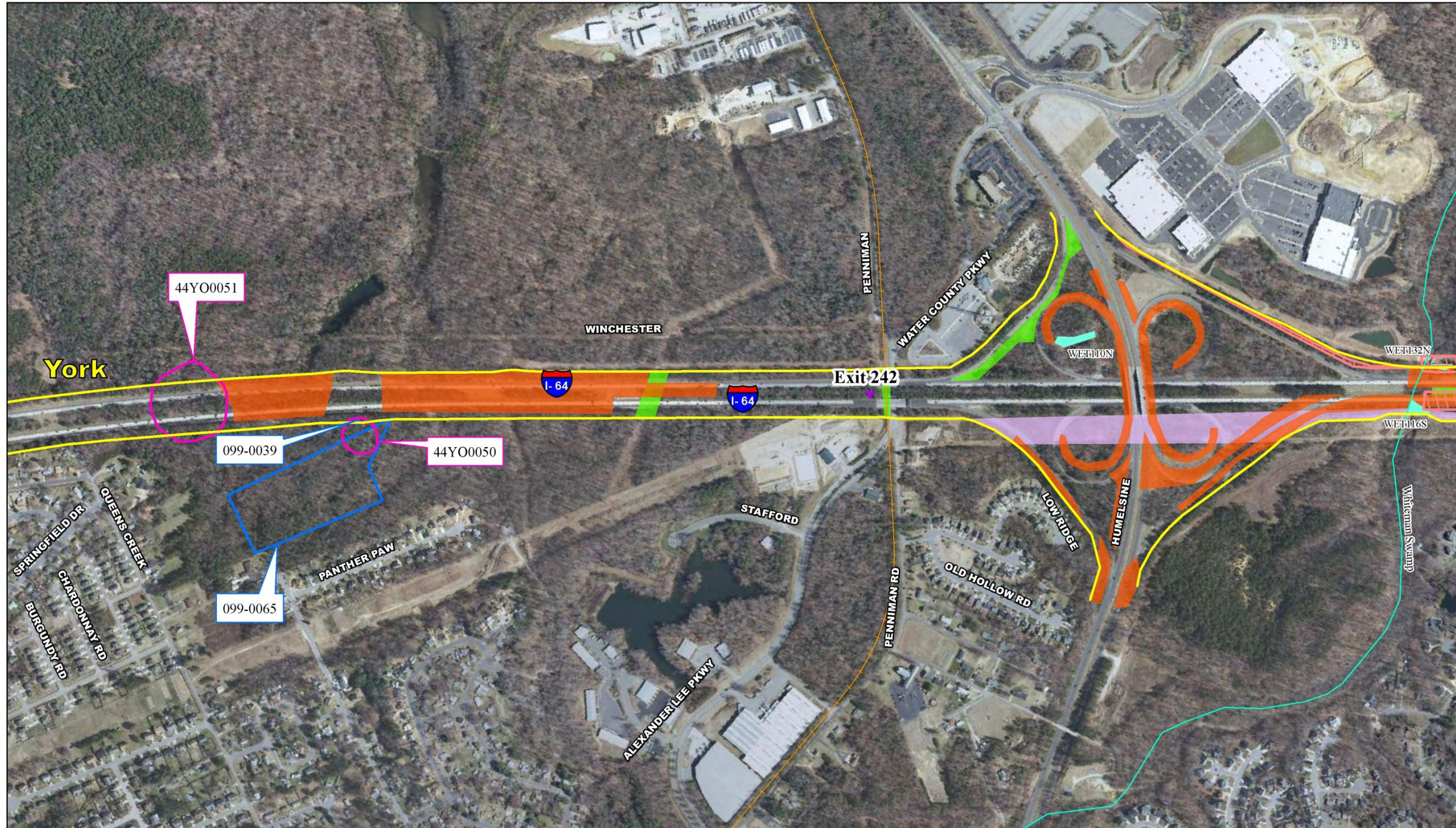
- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Archaeology Site
- Architectural Resource
- Wetlands
- Jurisdiction
- Rail
- Streams and Waterbodies

Notes:
 Water features courtesy of National Hydrographic Dataset.
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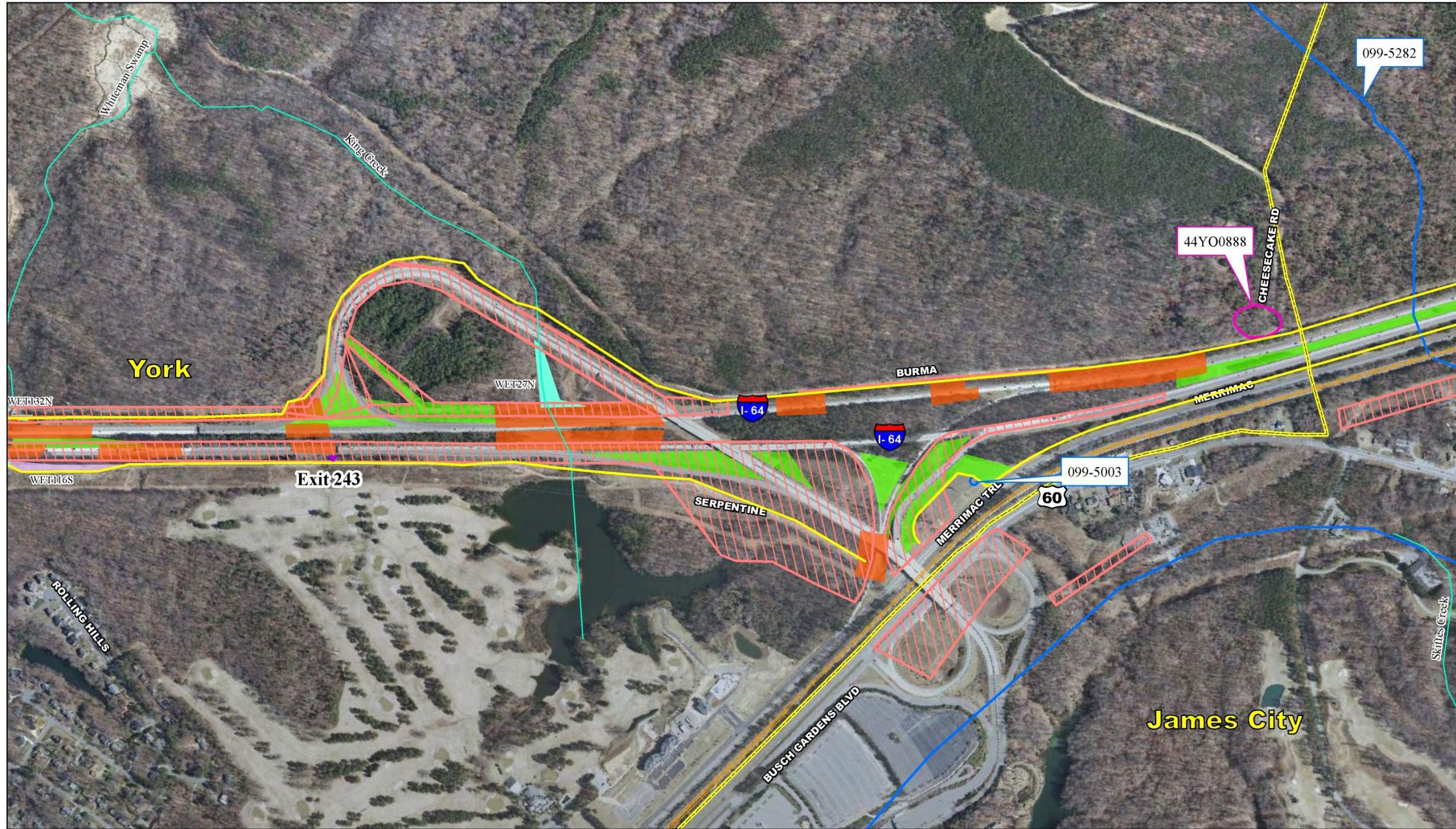




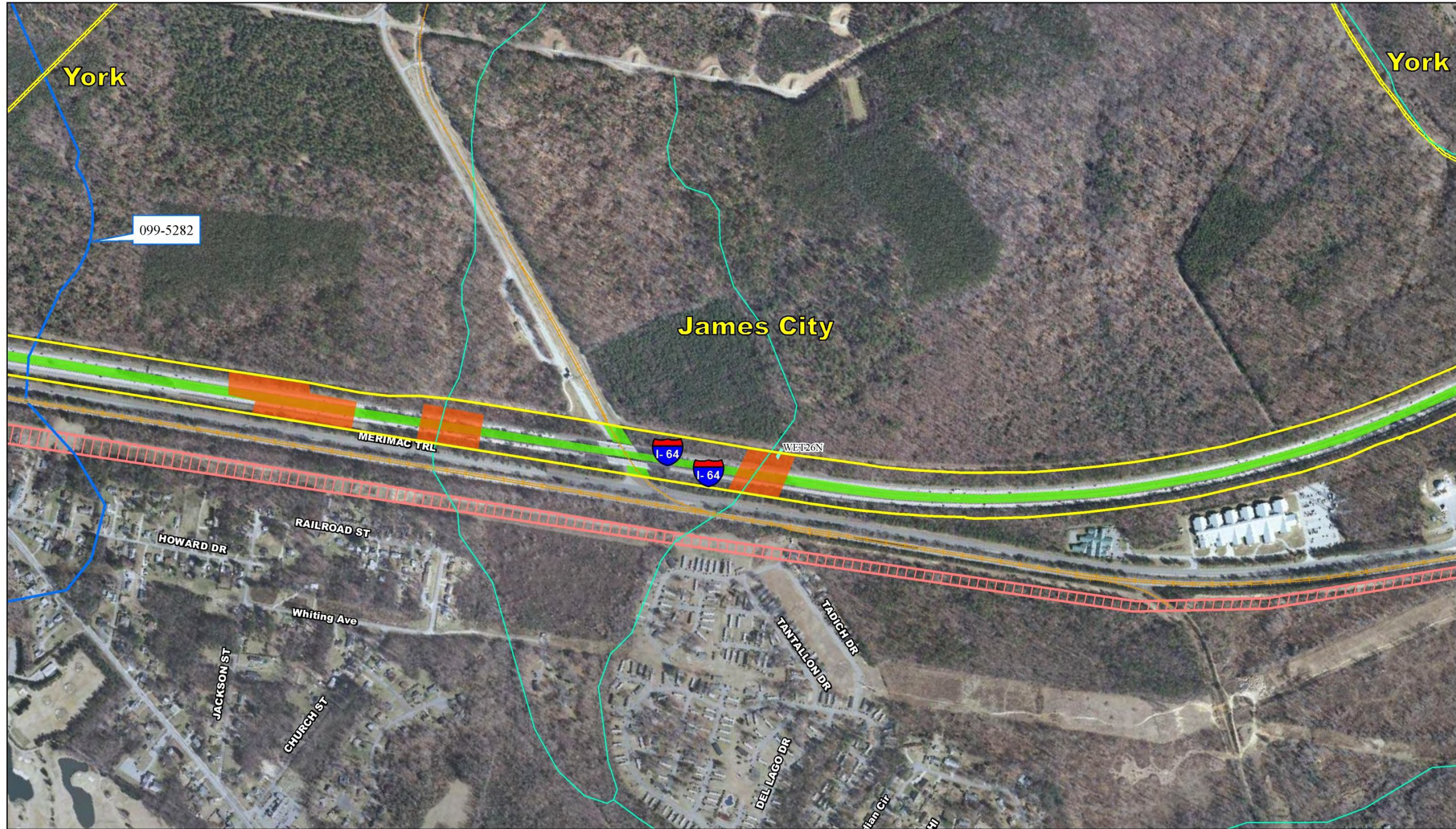




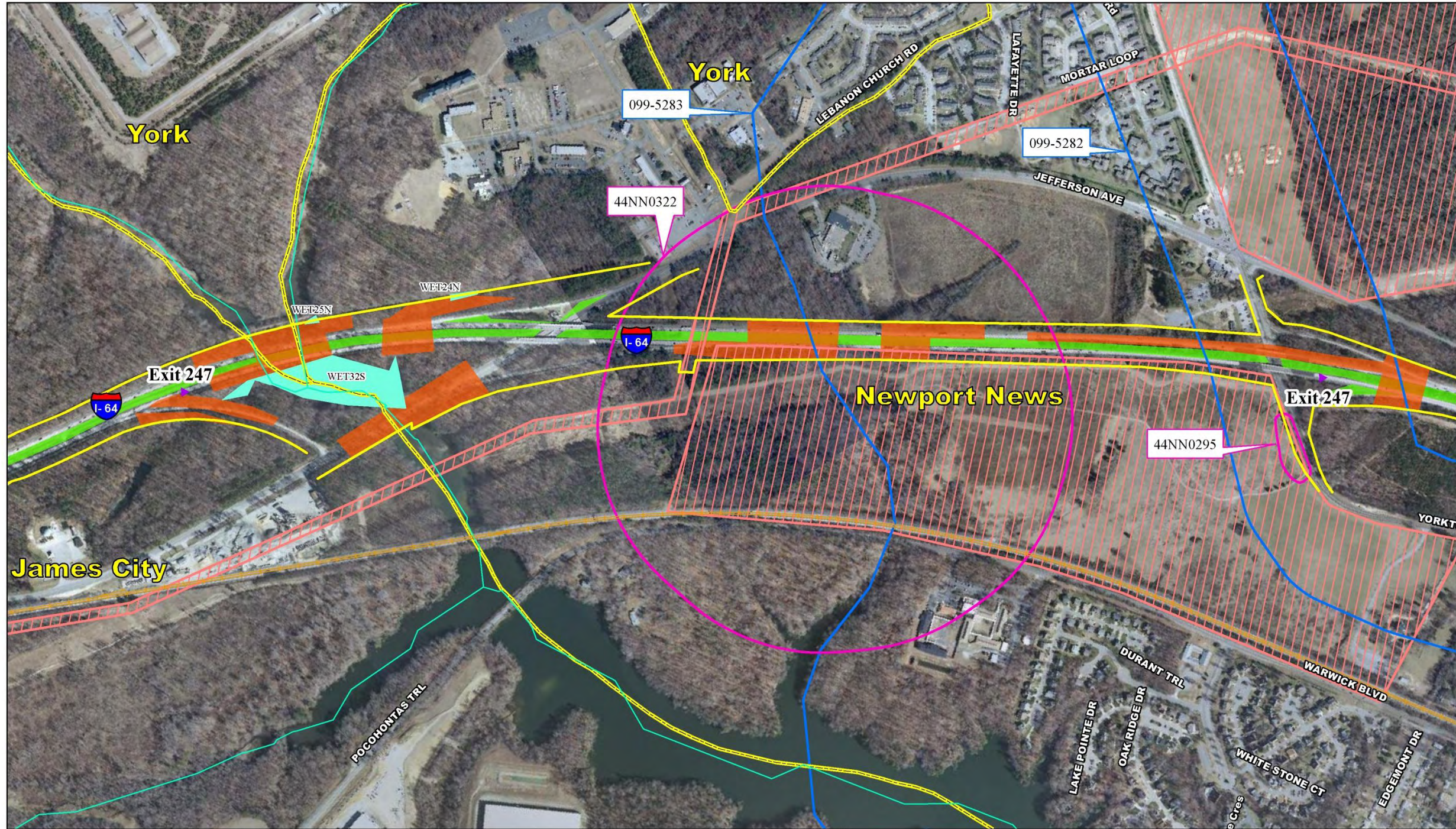
	Sheet 30 of 43		Notes: Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.		
	— APE for Archaeological Resources ■ Fill Area ■ No Testing Recommended ■ Condition Undetermined	■ Previously Surveyed Area ■ Archaeology Site ■ Architectural Resource			



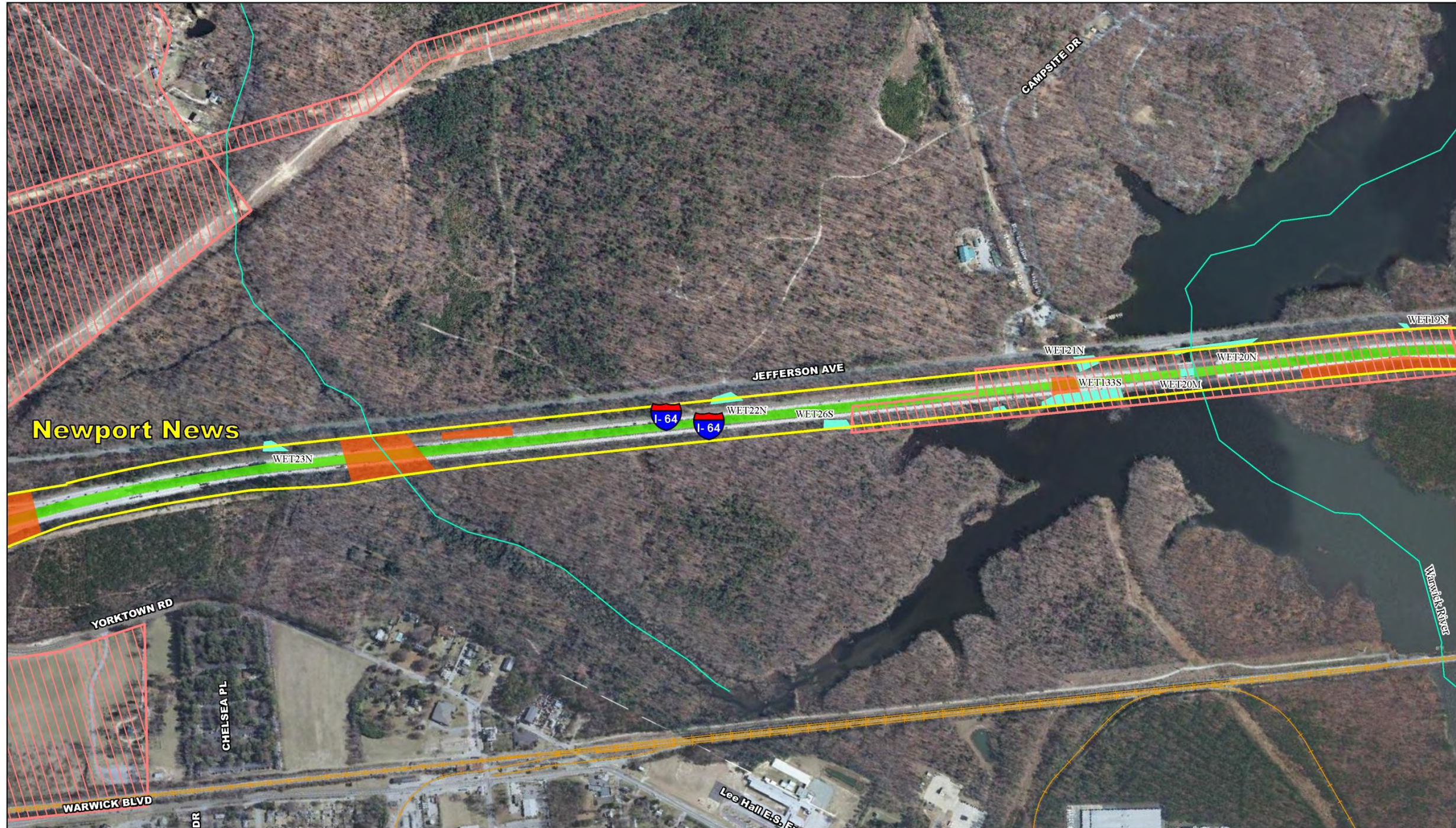
	Sheet 31 of 43		Notes: Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.		
	— APE for Archaeological Resources ■ Fill Area ■ No Testing Recommended ■ Condition Undetermined	▨ Previously Surveyed Area ■ Archaeology Site ■ Architectural Resource			



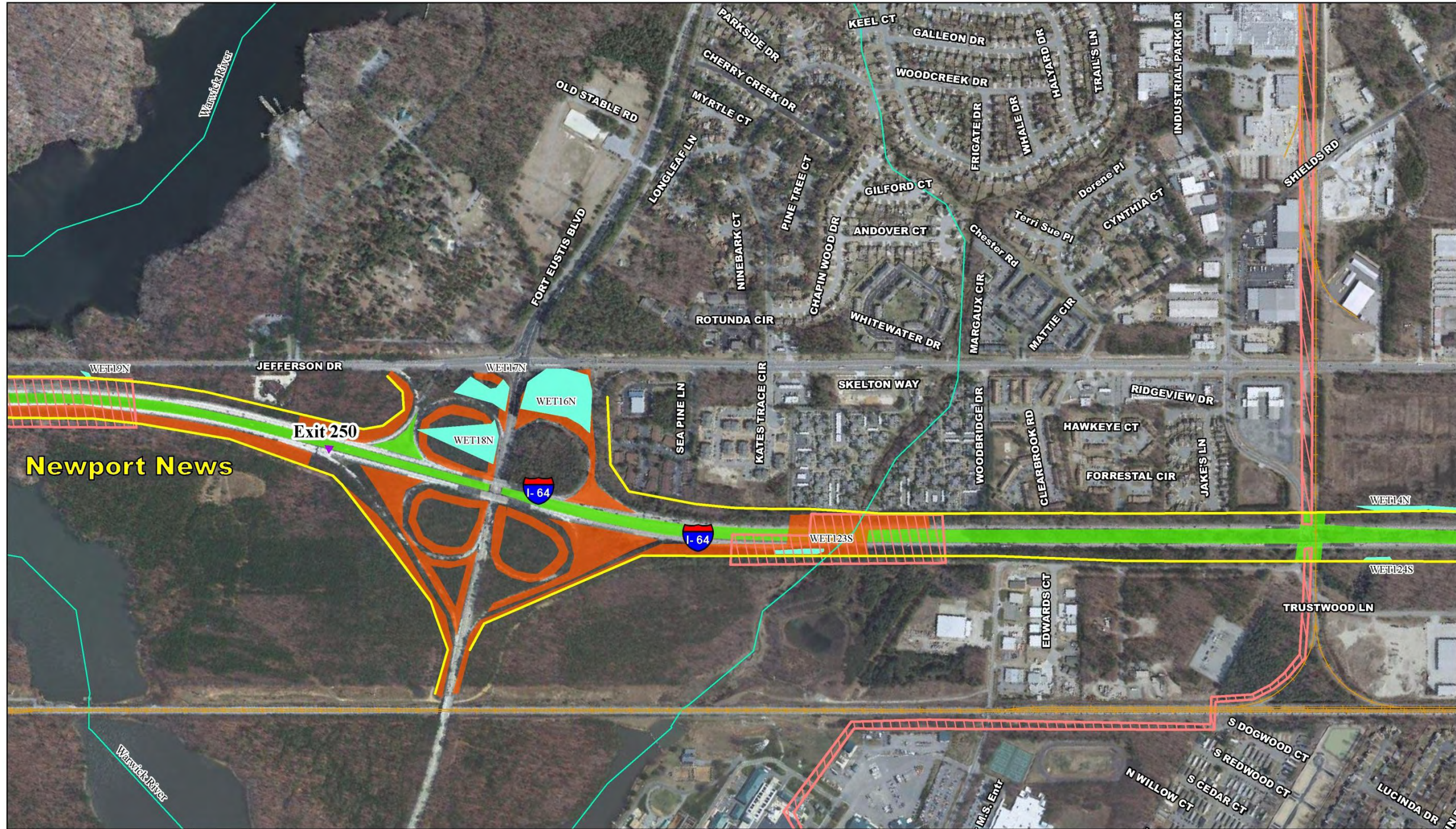
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<p>INTERSTATE 64 PENINSULA STUDY</p>	<p>Sheet 33 of 43</p> <ul style="list-style-type: none"> APE for Archaeological Resources Fill Area No Testing Recommended 	<ul style="list-style-type: none"> Previously Surveyed Area Archaeology Site Architectural Resource 	<ul style="list-style-type: none"> Rail Streams and Waterbodies Wetlands Jurisdiction 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
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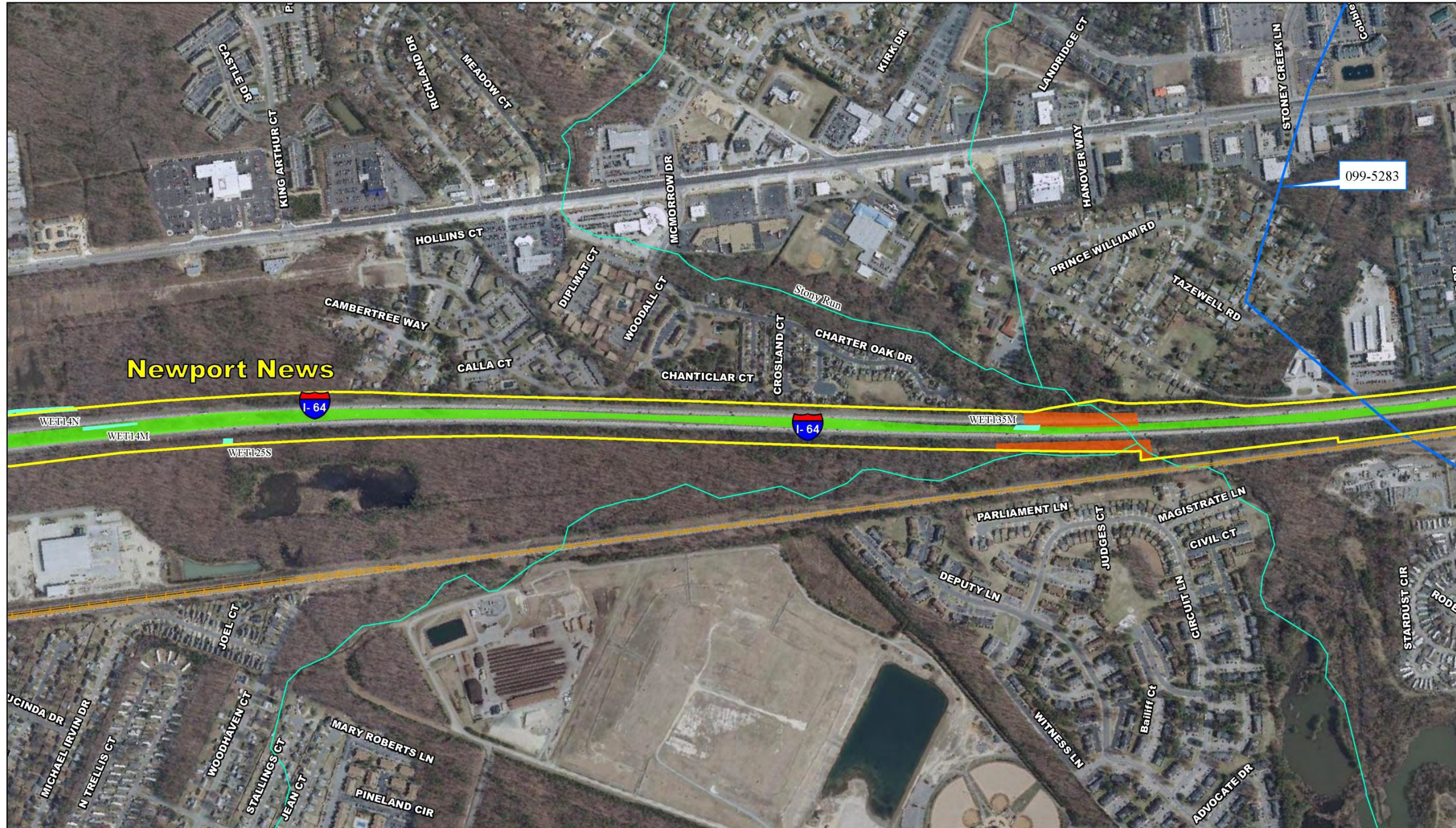
<p>INTERSTATE 64 PENINSULA STUDY</p>	<p>Sheet 34 of 43</p> <ul style="list-style-type: none"> APE for Archaeological Resources Fill Area No Testing Recommended Previously Surveyed Area Rail Streams and Waterbodies Wetlands Jurisdiction 	<p>Notes:</p> <p>Water features courtesy of National Hydrographic Dataset. Roads layer courtesy of VGIN. Aerial photography copyrighted by the Commonwealth of Virginia, 2009.</p>		
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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Wetlands
- Jurisdiction
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction
- Previously Surveyed Area

Notes:
 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009.

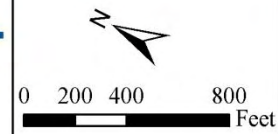


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- APE for Archaeological Resources
- Architectural Resource
- Fill Area
- No Testing Recommended
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

Notes:

Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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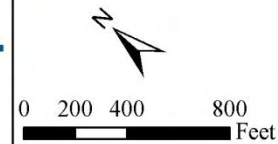


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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

Notes:

Water features courtesy of National Hydrographic Dataset.
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APE for Archaeological Resources	Previously Surveyed Area	Rail
Fill Area	Streams and Waterbodies	Wetlands
No Testing Recommended	Jurisdiction	

Notes:
 Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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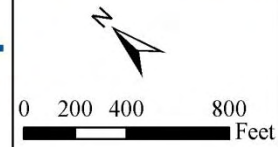


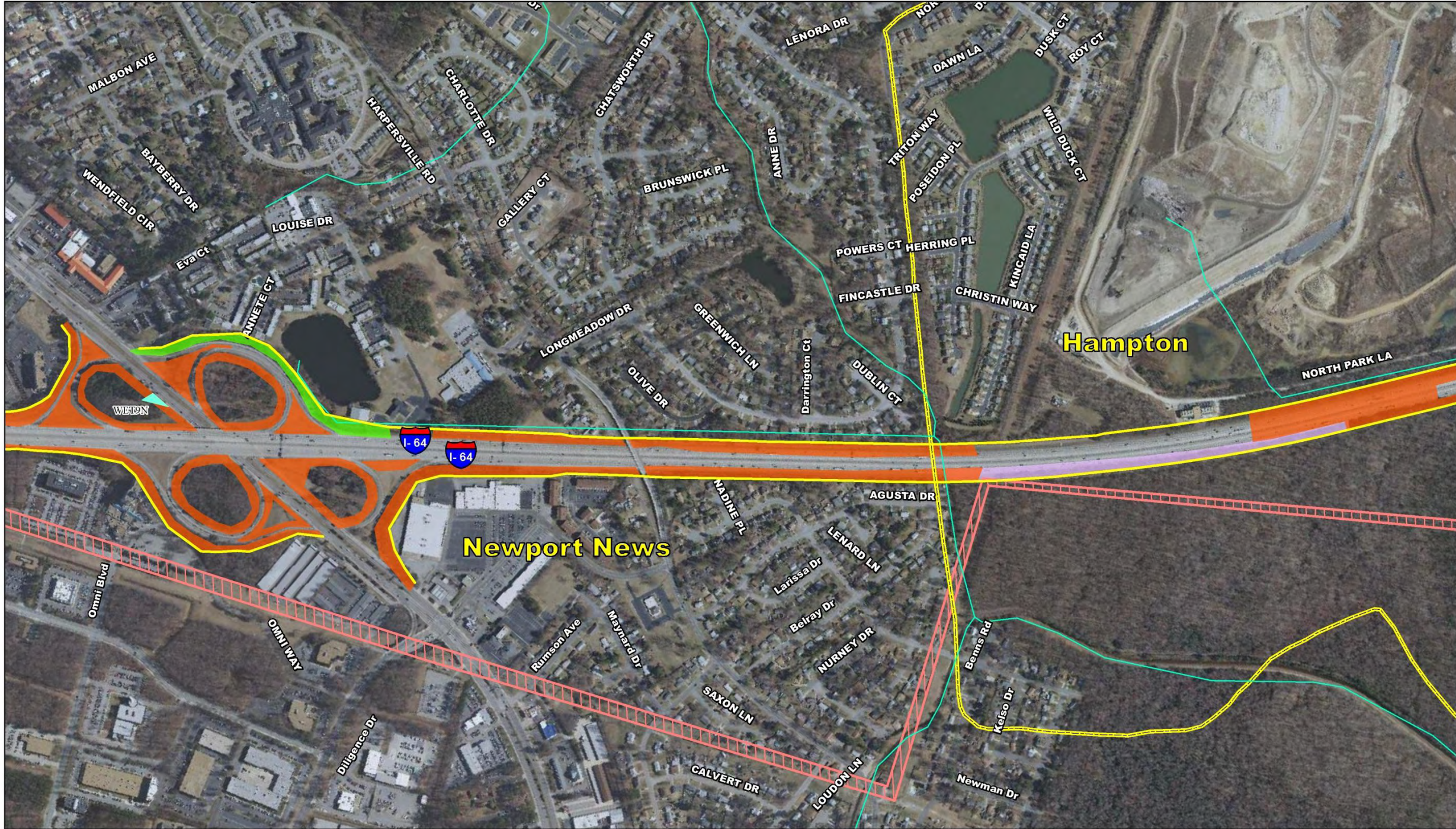
Sheet 39 of 43

- APE for Archaeological Resources
- Fill Area
- Previously Surveyed Area
- Architectural Resource
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

Notes:

Water features courtesy of National Hydrographic Dataset.
 Roads layer courtesy of VGIN.
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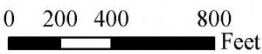


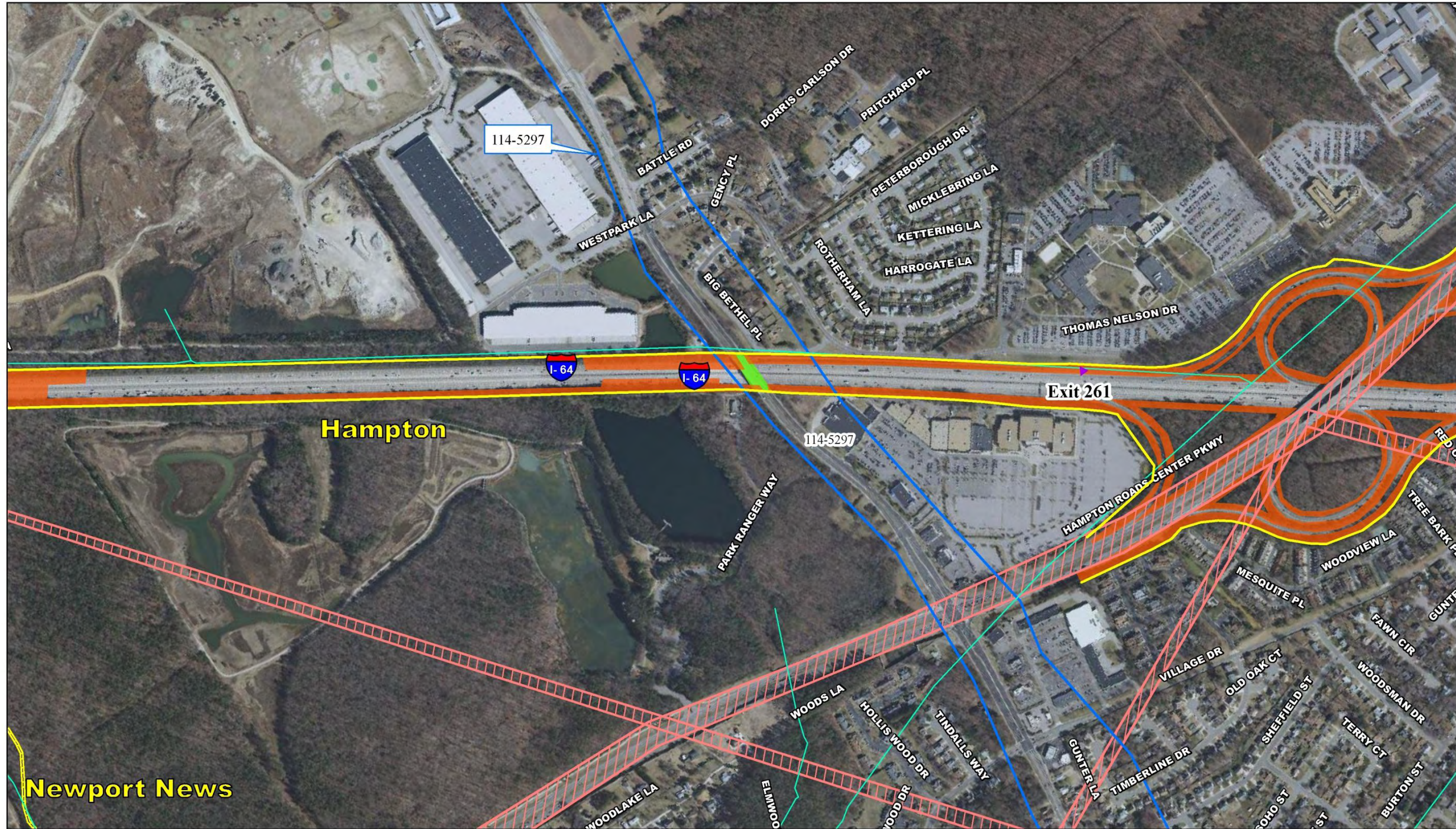
Sheet 40 of 43

- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Condition Undetermined
- Previously Surveyed Area
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

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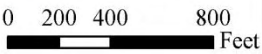


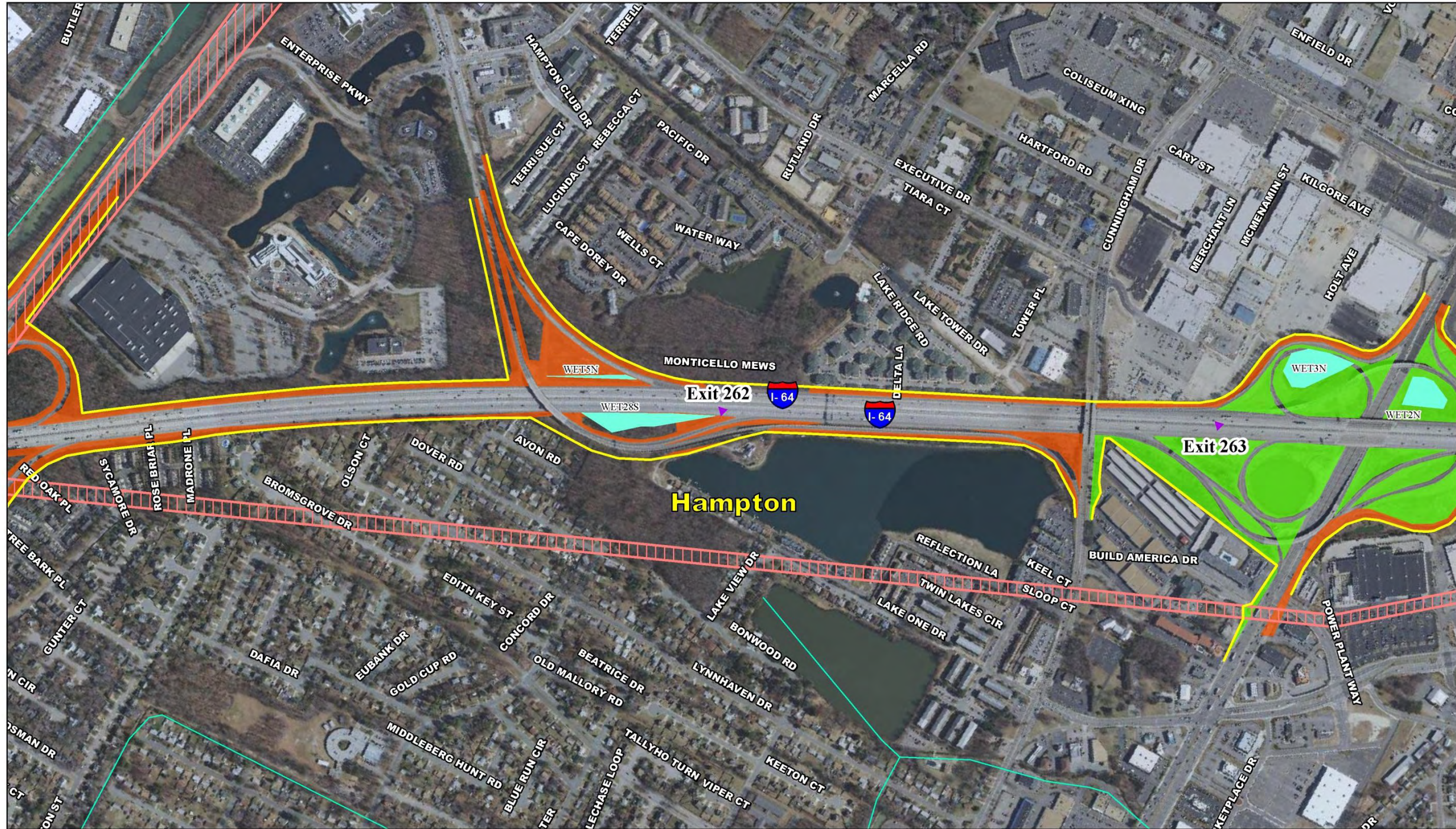
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- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Previously Surveyed Area
- Architectural Resource
- Jurisdiction
- Rail
- Streams and Waterbodies
- Wetlands

Notes:
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 Roads layer courtesy of VGIN.
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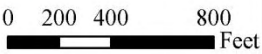


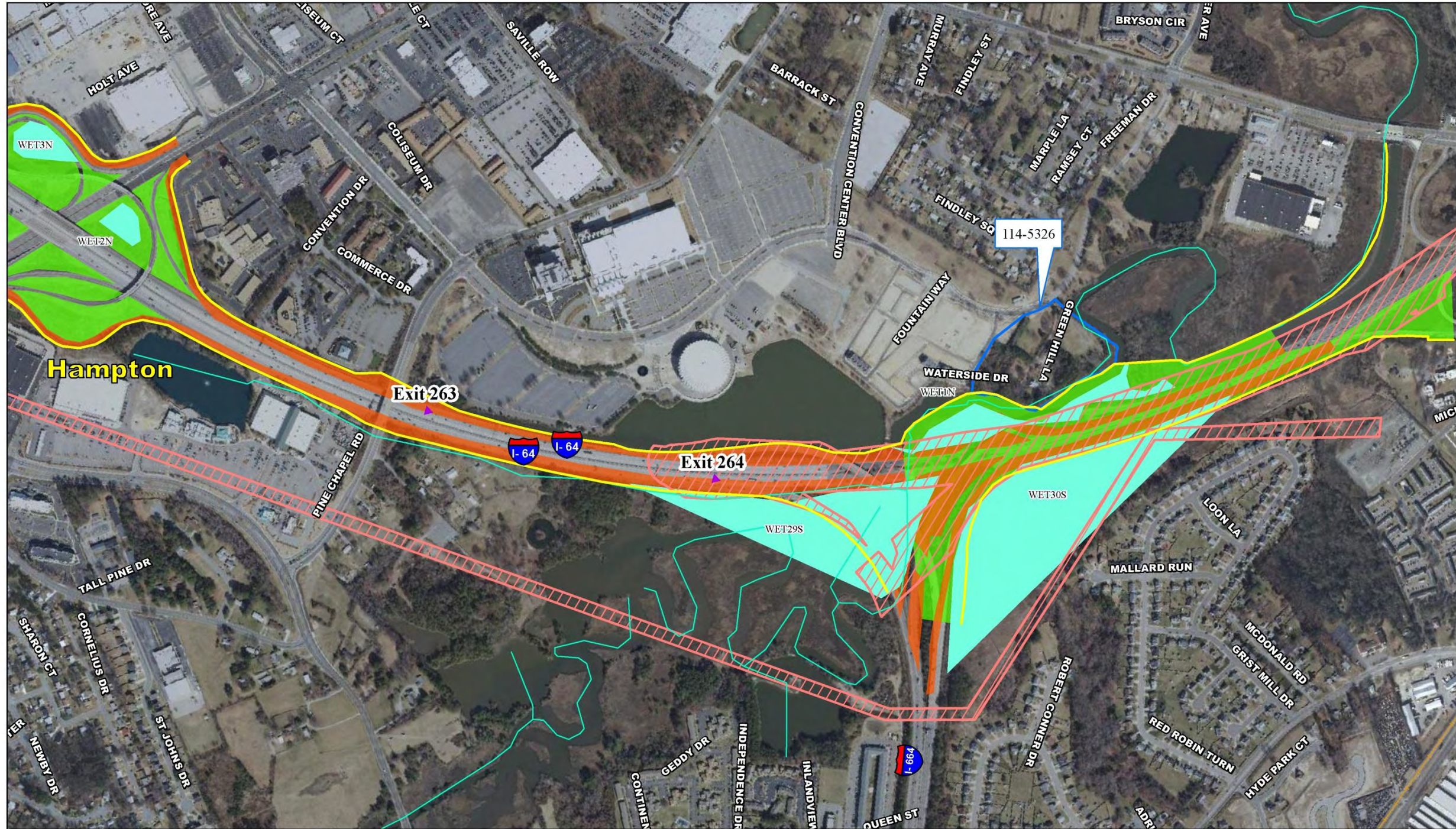
Sheet 42 of 43

- APE for Archaeological Resources
- Fill Area
- No Testing Recommended
- Previously Surveyed Area
- Streams and Waterbodies
- Wetlands
- Jurisdiction
- Rail

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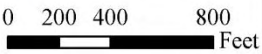
Sheet 43 of 43

- APE for Archaeological Resources
- Fill Area
- No Testing Recommended

- Previously Surveyed Area
- Architectural Resource
- Rail
- Streams and Waterbodies
- Wetlands
- Jurisdiction

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 Water features courtesy of National Hydrographic Dataset.
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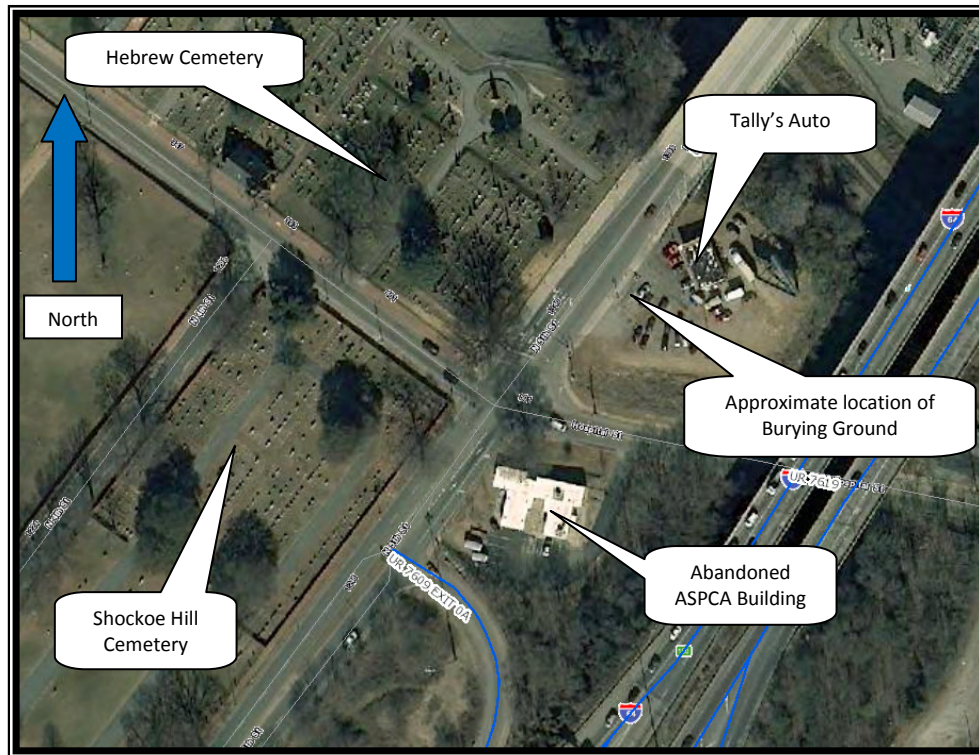



Slave and Free Black Burying Ground

The Virginia Department of Transportation (VDOT) is proposing to widen Interstate 64 from the City of Richmond east to the City of Hampton. As part of that project, it was requested that VDOT explore the possibility that an abandoned cemetery may be located within the vicinity of the proposed project. The research for this project was conducted by VDOT architectural historian Sarah M. Clarke. Research for this report was conducted at the Library of Virginia, the John Marshall Court House and the Virginia Historical Society in Richmond, Virginia; and the Library of Congress.

The slave and free black burying ground, hereafter referred to as the burying ground, was established in the early nineteenth century. The slave burying ground in Shockoe Bottom reached capacity and could no longer accommodate burials. Research established the approximate time the burying ground came into use and maps document the location. However, what remains uncertain is what happened to those individuals buried in the burying ground after the construction of the 5th Street Viaduct in 1890. What follows is a chronology of the establishment and use of the burying ground with some possible scenarios as to the possible removal of the interments.

The modern aerial below shows the location of the burying ground, which sat in the northeast corner of the intersection of 5th and Hospital Streets north of the City of Richmond.



Establishment of the Burying Ground

An ordinance from Richmond City Council Minutes for 1816 mentions a proposal put forth in October 1812 by free people of color, stating that the free people of color in the City of Richmond wish to revive an earlier proposal for the establishment of a cemetery for slaves and free people of color (Figure 1).

being in the
copy
 An motion made and seconded
 Ordered that the order made on the 19th day of October 1814 relative
 to the memorial of sundry free people of colour praying that a grave yard may
 be granted them, be revised and that the same be referred to a Committee consisting of
 Messrs Adams, Pomeroy and Street to inquire and report on that subject

Figure 1. Richmond City Council Minutes, 1816, Vol. 5, pg. 23.

A newspaper ad in the *Richmond Enquirer* for that same year also announced the establishment of a new cemetery in the City for both free people of color and slaves (Figure 2).

**This is to inform the Inhabitants of the
 City of Richmond,**
THAT an Ordinance is past by the Corporation
 for a public burying ground... One here for
 the free people of colour, and one for slaves in the
 City, belonging to the Corporation, contiguous to
 the Poor-House.
 I, therefore, give notice that the Keeper is ap-
 pointed to lay off the graves, and to furnish a grave-
 digger for the same, whose demand will be one
 dollar and twenty-five cents, according to the a-
 bove Ordinance.
JOHN LETELLIER, Keeper
of the Poor-House.
 Feb. 22. 95-w3w

Figure 2. *Richmond Enquirer* 22 February 1816.

The 1817 Richard Young map of the burying ground vicinity shows the Poorhouse/Workhouse, as well as the future Shockoe Hill Cemetery which is identified as "burying ground for white persons." The area that would become the burying ground is not marked on the map. Although this land lay in Henrico County, and the City of Richmond did not annex this property until 1856, the City had already obtained ownership. Deed research revealed that the City of Richmond purchased this property 30 July 1799 from Nathaniel Wilkerson and others, Trustees, "being a portion of the same property known as 'Poor House Tract.'" The City retained ownership of this parcel until 29 March 1960 (City of Richmond Deeds)(Figure 3).

The Burying Ground in the Nineteenth Century

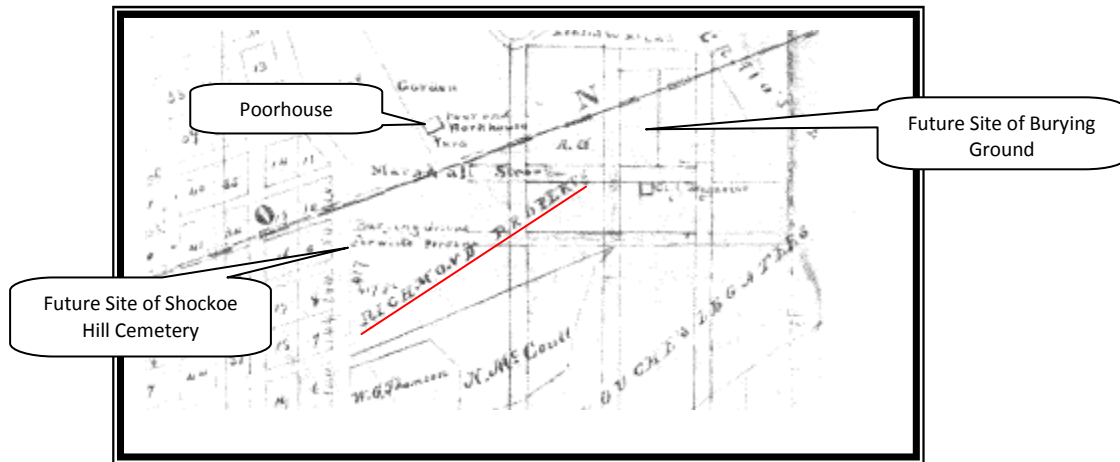


Figure 3. Richard Young Map of the City of Richmond, 1817.

The burying ground is clearly labeled and identified on the 1835 Micajah Bates map. The burying ground is divided into two sections; one labeled “Grave Yard for Free people of Colour” the other “For Slaves.” Other prominent landmarks include the Poor House, Jewish Cemetery and Shockoe Hill Cemetery referred to as “new burying ground” (Figure 4.).

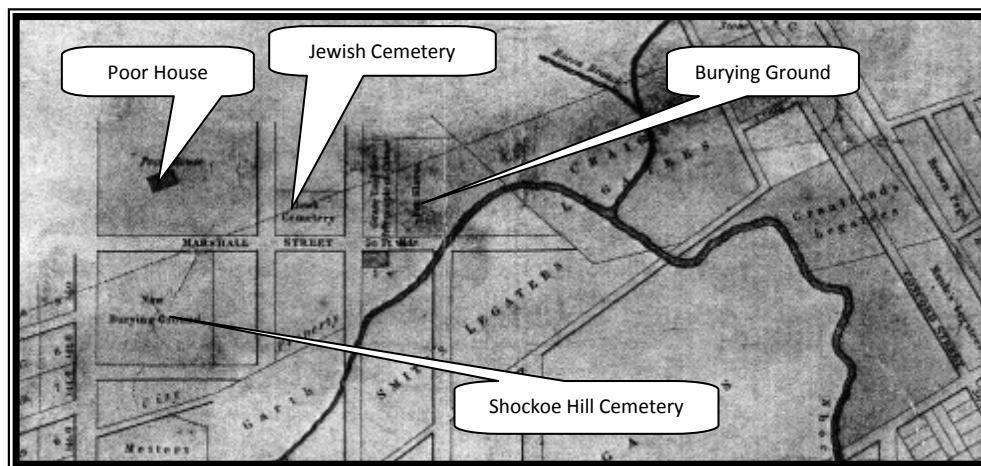


Figure 4. Micajah Bates Map of the City of Richmond, 1835.

Beyond the 1835 Bates map, the burying ground shows up intermittently on maps of the City. The 1856 Ellyson map identifies the Shockoe Hill Cemetery, Poor House, Jewish Cemetery, and powder magazine, but not the burying ground (Figure 5).

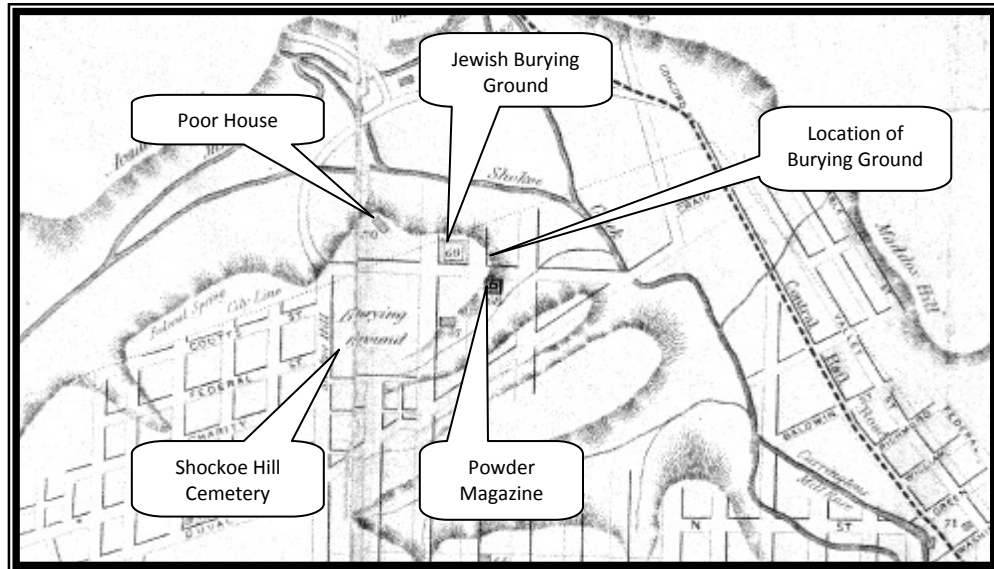


Figure 5. M. Ellyson Map of the City of Richmond, 1856.

This is also the case with the 1867 Michler Map. The map shows the Shockoe Hill and Jewish Cemeteries, and the Poor House, but not the burying ground (Figure 6).

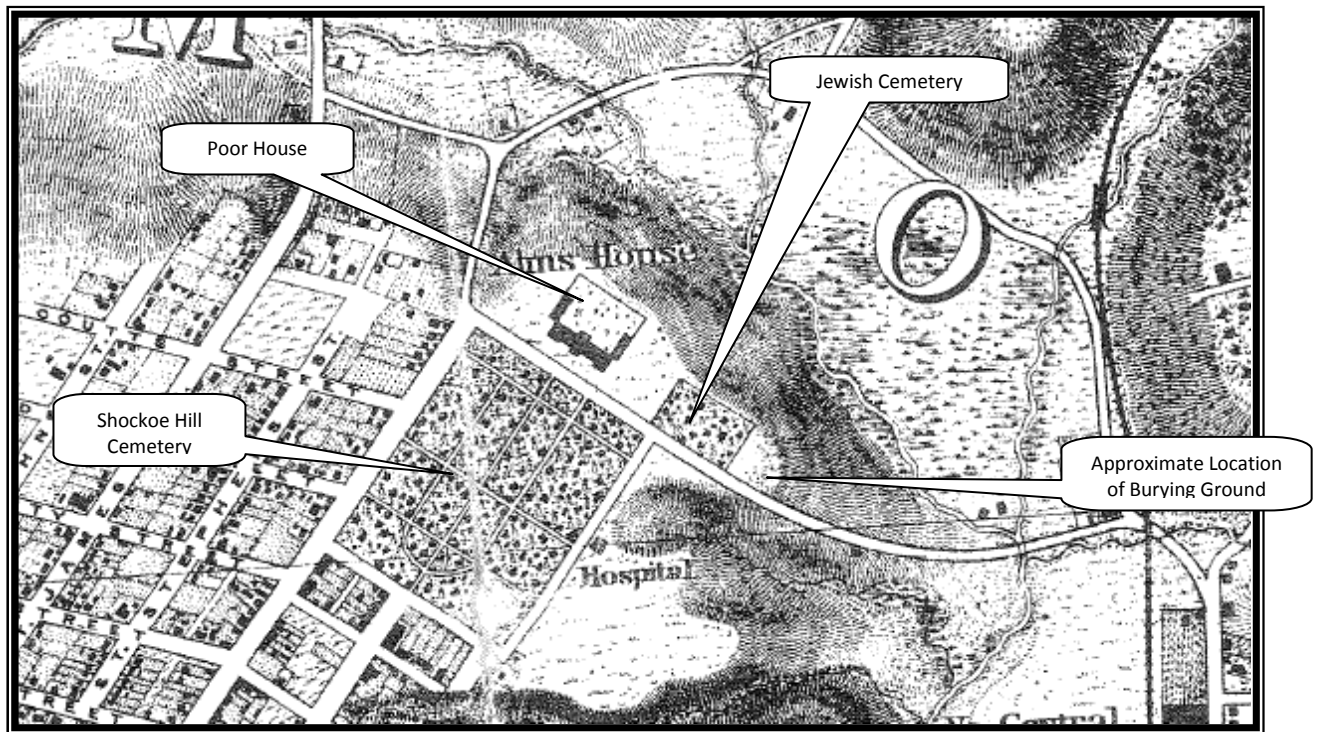


Figure 6. Michler Map of the City of Richmond, 1867.

The last time the burying ground shows up on any maps is on the 1877 F.W. Beers map. By this time, the burying ground is not referenced as either a graveyard for free people of color or slaves, but is called

a potters field. At the time this map was made 5th Street did not extend beyond the cemeteries due to the ravine on the other side of Hospital Street (Figure 7).

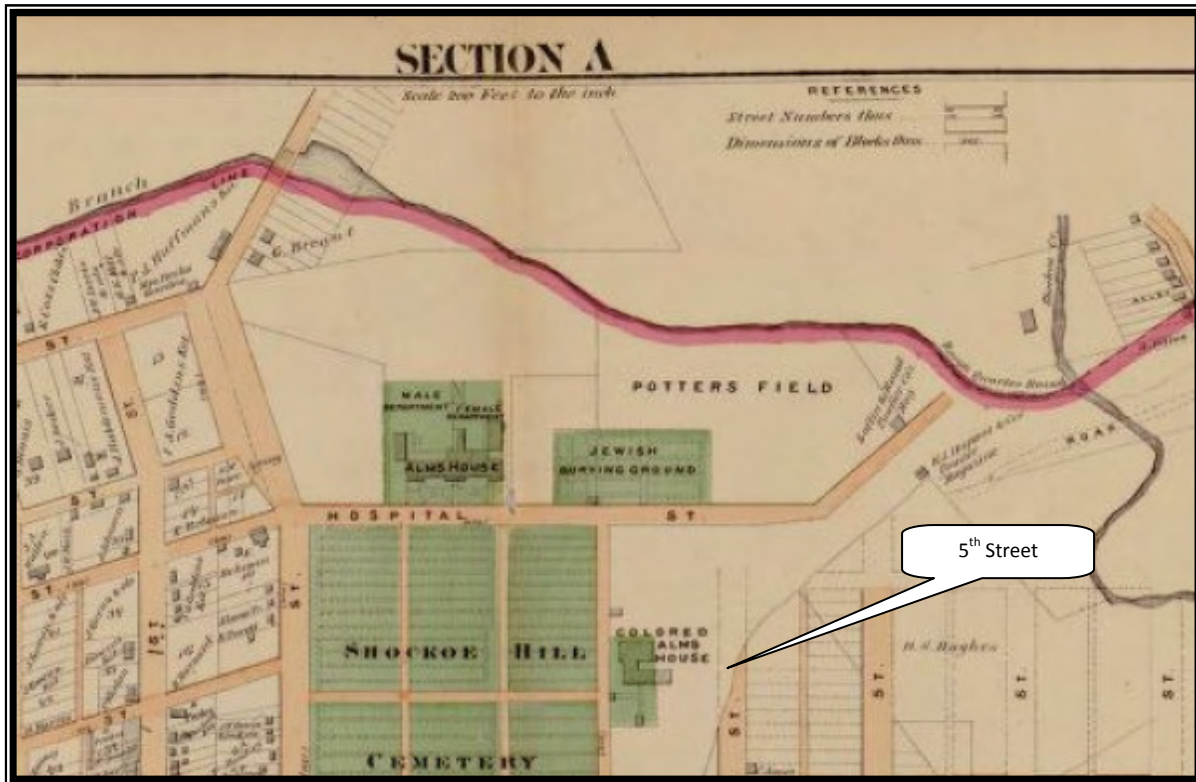


Figure 7. F.W. Beers Map of the City of Richmond, 1877.

The 5th Street Viaduct

In 1890 the City Council of Richmond passed an ordinance that would allow for the extension of 5th Street and the construction of a viaduct over Bacon's Quarter Branch, a branch of Shockoe Creek that flowed through downtown Richmond. The ordinance stated that the North Side Viaduct Company was "to erect a viaduct or bridge upon so much of the land belonging to the said City as would like in the extension of 5th Street, should the same be graded from its present northern termination. . ." The ordinance suggests that some type of grading would have been necessary to facilitate the construction of the viaduct. The grading would likely result in the disturbance and possible removal of graves from the burying ground. However, examination of Richmond City Council Ordinances, as well as Statues of the General Assembly from 1885 to 1895, did not provide any information pertaining to the cemetery (City of Richmond City Council).

The 5th Street Viaduct was replaced in the 1930s with the Stonewall Jackson Bridge. Again no City or State records from that time period acknowledge the presence of the burying ground. In the early 1990s the Stonewall Jackson Bridge was replaced yet again with the current structure that carries 5th Street to the north (City of Richmond City Council).

Late Twentieth Century History of the Burying Ground

The City of Richmond sold the parcel containing the burying ground to the Sun Oil Company in March 1960. The deed makes no mention of the burying ground, only that the City originally purchased the property in 1799. The property changed hands several times between 1960 and 1981 before it was sold to the current owners Walter L. and Leontyne Tally. None of the deeds make any mention of the burying ground. The property is currently owned by the Tallys, and Tallys Auto Shop, a commercial building built in 1960 currently stands on the property (City of Richmond Deeds).

As stated above, the Stonewall Jackson Bridge was replaced in the 1990s. A cultural resources survey was conducted as part of the environmental clearances for the project. During that investigation it was noted that documentary research indicated the existence of a cemetery in that vicinity. There was no testing of the property, however, the archaeologists acknowledged its potential as an archaeological site. They further suggested that the construction of Tallys Auto Shop probably destroyed a significant portion of the burying ground (Mouer, 18).

During the course of the current investigation, it was suggested that a portion of the burials in the burying ground were removed prior to, or during, the construction of the 1890 viaduct, and that they were reinterred in the graveyard at the Richmond Penitentiary. The Richmond Penitentiary closed in the early 1990s, and all of the graves were removed from the property and it was sold. During the archaeological exhumation, it was noted that dispersed amongst the prison burials were some that contained more than one individual and that were not consistent with other burials at the Penitentiary. Kathy Biedleman, who directed the project, stated that she accessed records that indicated that these burials were originally interred in the burying ground; and that when the viaduct was constructed in 1890, they were moved to the penitentiary (Interview with Robert Clarke). Unfortunately, the research conducted for the purpose of this report did not discover any records that substantiate this claim, and the several attempts to contact Ms. Biedleman have been unsuccessful.

Summary

The burying ground was established in 1816 after pleas from the free black community in the City of Richmond. The burying ground first appears on the Micajah Bates Map of 1835 and is clearly labeled as a cemetery for both free people of color and slaves. However, neither the 1856 Ellyson Map, nor the 1867 Michler Map identifies the burying ground. The 1877 F.W. Beers Map identifies the burying ground simply as a potters field. It is likely that the construction of the first 5th Street Viaduct in 1890 disturbed the burials interred in the burying ground. Furthermore, a portion of the burying ground was probably disturbed during the construction of Tally's Auto Shop. For these reasons it is highly probable that burials from the burying ground are still present.

References Cited

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1835 Map of the City of Richmond, available at the Library of Virginia, Richmond, VA.

Beers, F.W.

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City of Richmond Deed Books, available at the John Marshall Courts Building and the Library of Virginia, Richmond, VA.

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Clarke, Robert, archaeologist. Interview by author, January 20, 2012.

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Ellyson, M.

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Mouer, L. Daniel

1989 Phase I Cultural Resource Study of Proposed Replacement of the Stonewall Jackson Bridge
Bridge City of Richmond, Virginia.

Richmond Inquirer, February 22, 1816.

Statutes of the General Assembly, available at the Library of Virginia, Richmond, VA.

Young, Richmond

1817 Map of the City of Richmond, available at the Library of Virginia, Richmond, VA.



October 8, 2012

MEMORANDUM

TO: Nicholas Nies, VDOT Project Manager

FROM: Mike Klein, Archaeologist

SUBJECT: VDOT Project 0064-M11-002, P101; UPC No. 92212 (Hospital Street Auguring)

Dovetail Cultural Resource Group, Inc. conducted augur testing for the proposed improvements within the Interstate 64 (I-64) Peninsula Study Area. The augur testing assessed the extent of previous disturbance and the potential for preservation of undisturbed cultural features in a portion of the map-projected location of one of Richmond's nineteenth-century slave and free black burying grounds (Clark 2012). The assessment was performed on behalf of the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc. as part of a Draft Environmental Impact Statement prepared by VDOT. This work was completed in September of 2012. The project is being completed by VDOT as State Project No. 0064-M11-002, P101; UPC No. 92212 and Virginia Department of Historic Resources (DHR) File #2008-1573.

Results

No bores were placed within approximately 50 feet (15.2 m) of Hospital Street, which appeared disturbed by various processes. Seven augur bores spaced at 10-to-20-foot (3.0 to 6.1 m) intervals were excavated near the intersection of the steep slope to the west with the gentle slope beneath the I-64 Bridges (Photo 1 to Photo 3; Figure 1). The bores, excavated on September 6, 2012, were located west of the I-64 bridge (i.e., toward 5th Street). The precise location of the augur bores was chosen to avoid dense concentrations of debris and road-paving material.

No evidence of intact topsoil or E horizon soils was encountered. Rather, grading of the landform during various construction projects cut into the subsoil. Fill soil apparently was deposited on the graded surface, probably to level the landform.

Two of the bore holes did not reach subsoil or encounter clear fill soils. Bore 4, excavated to 3.0 feet (0.9 m) below the ground surface, revealed only fill soil well below the subsoil encountered elsewhere on the landform; the fill was probably associated with the installation of the I-64 support pier 15 feet (4.6 m) to the east. Asphalt buried approximately 2.0 feet (0.6 m) below the ground surface prevented full excavation of

Bore 5. The results of the excavations of Bores 4 and 5 suggest that the construction of I-64 disturbed a fairly large area near the existing piers.

The two northernmost bores encountered subsoil at depths between 1.0 and 2.6 feet (0.3 and 0.8 m) below the present ground surface, with the deepest fill deposits at the northern end of the landform. Sandstone embedded in the subsoil stopped the excavation of Bore 2 at approximately 1.5 feet (0.5 m) below the ground surface.

Bores 1 and 3, located at the southern end of the project area, cut into hard, compacted silt between 0.8 and 1.5 feet (0.2 and 0.5 m) below the surface. Nevertheless, a sample of the compacted silt was tested with a ten percent HCl solution to determine if the material was compacted limestone dust. The absence of a reaction suggests that the compacted silt likely represents a component formation of the Chesapeake Group. Chesapeake Group Formations identified within in eastern Richmond include the Eastover and Calvert Formations, reported near the Interstate 295/Route 360 interchange and along Proctor's Creek at Routes 288 and 145, and the Eastover, Calvert, and Aquia Formations, recognized near the East Richmond Road Landfill. The three formations are often acidic (Orndorff and Daniels 2002:22).

The Middle and Lower Miocene Calvert Formation, the oldest of the three formations, refers to fining upward sequences of light to dark olive gray sediments. The uppermost of the sediments typically consists of sandy, diatomaceous clay-rich silt. The upper Paleocene Aqua formation comprises fine- to coarse-grained, very clayey and silty glauconitic quartz sand. Colors include light- to dark olive gray and grayish olive green. The upper Miocene Eastover Formation consists of dark-gray to bluish-gray, very fine to fine, micaceous, muddy sand interbedded with sandy silt and clay (Rader and Evans 1993).

Summary

The absence of topsoil in the augur bore implies extensive grading has altered the landform. The fill gravels and soils encountered in Bores 4 and 5 suggest that the installation of the support piers for the I-64 Bridge disturbed a significant portion of the project area.

The Chesapeake formation sediments appear similar to the very dark gray (5Y3/1) compacted silt encountered at the southern end of the landform at the base of Bores 1 and 3. Acidic, compacted deposits constitute poor environments for the preservation of organic material, including human remains and wooden coffins.

The depth of fill soils increases to 2.0 to 2.6 feet (0.6 to 0.8 m) in the northernmost two augur bores, indicating that the landform originally sloped down to the north and east to stream bottoms. Taken together, the profiles excavated in the study area suggest that disturbance associated with the construction of I-64 and, perhaps, the extension of 5th Street, reconfigured the landscape, making the probability that burials remain intact in the portion of the ROW between the westernmost piers of the I-64 Bridge and the base of the steep ridge low.



Photo 1: View South Across the Area Tested.



Photo 2: Slope Separating the Study Area from the Ridge Top along 5th Street.

Mr. Nicholas Nies
October 8, 2012
VDOT Project 0064-M11-002, P101; UPC No. 92212



Photo 3: View Northwest of the Northern End of the Survey Area.

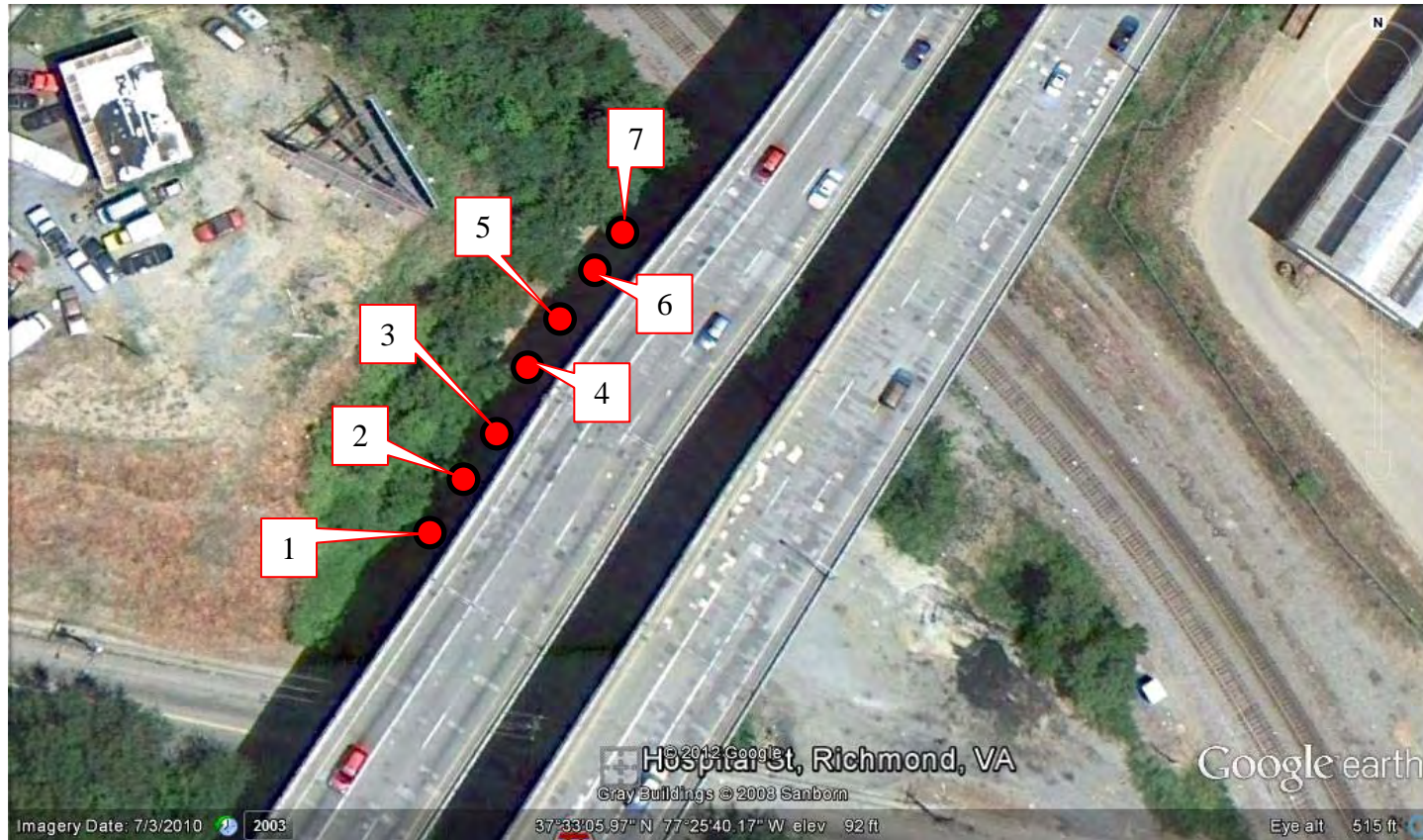


Figure 1: Plan Map of the Survey Area. The red circles represent augur bore holes.

AUGUR BORE LOG

Bore 1

The profile in Bore 1 revealed five distinct strata within 1.5 feet (0.5 m) of the surface of the landform. Stratum 1 consisted of dark grayish brown (10YR3/3) sandy loam and road gravels. The sandy loam capped a deposit of yellowish brown (10YR5/4) sandy loam and 50 percent gray road gravels. Brown (10YR5/6) silty clay loam located between 0.65 and 0.9 feet (0.2 and 0.3 m) formed Stratum III, which appears to be fill based on the presence of deep deposits of similar soil in a bore excavated approximately 15 feet (4.6 m) west of a support beam for I-64 (Bore 4). The lower two strata may be natural.

Stratum IV, observed between 0.9 and 1.3 feet (0.3 and 0.4 m) below the surface, consisted of light olive brown silty clay loam with iron bands. The silty clay loam occurred directly above very dark gray (5Y3/1) compacted silt; the augur would not drill into the very dark gray material, probably a geological formation broadly classified as the Chesapeake Group.

Bore 2

Dark gray (2/5Y4/1) coarse sand and gravel occupied the upper 0.7 feet (0.2 m) of the profile, above a 0.25-foot (7.6 m) deposit of light gray (5Y7/2) silty clay with iron banding. Stratum III consisted of gray (2.5Y5/1) silty clay loam that extended to 1.1 feet below the surface. Stratum IV, light gray silty clay with iron banding, was excavated to 1.5 feet (0.5 m) below the surface. Sandstone rock prevented further excavation.

Bore 3

Shallow Bore 3 revealed only three strata above the very dark gray (5Y3/1) compacted silt encountered in Bore 1. Stratum I, a 0.15 foot (0.1 m) deep deposit of fill, consisted of dark gray (2.5Y4/1) coarse sand and gravel. Stratum II, only 0.2 foot (0.1 m) thick, comprised dark grayish brown (2.5Y5/2) mottled with strong brown (7.5YR5/6) sandy clay loam. Grayish brown (2.5Y5/2) mottled with pale yellow (5Y8/4) silty loam capped the compacted Yorktown Formation, which appeared 0.8 feet (0.2 m) below the ground surface.

Bore 4

Bore 4, located approximately 15 west of a pier of I-64, consisted entirely of fill soils. Stratum I was red (2.5Y4/6) clay loam with approximately 50 percent gravels. At 0.7 foot (0.2 m) below the ground surface, grayish brown (2.5Y5.2) silty clay loam appeared. The grayish brown silty clay loam extended below the base of the pit, which was excavated to a depth of 2.9 feet (0.9 m) below the ground surface.

Bore 5

Asphalt encountered at 1.4 feet (0.4 m) below the surface in Bore 5 demonstrates that the overlying four strata represent fill soils. Stratum I consisted of very dark gray (10YR3/1) coarses sand and gravel. A band of red (2.5Y4/6) clay loam, similar to soils scatted across the surface of the lot, was designated Stratum II. Stratum III consisted of brown (10YR4/3) sandy loam and gravel. Stratum IV, located directly above the asphalt, comprised light gray (5Y7/1) mottled with yellowish brown (10YR5/6) silty clay.

Bore 6

Red (2.5Y4/6) clay loam was the uppermost soil deposit in Bore 6. Stratum II comprised light olive brown (2.5Y5/3) and very dark grayish brown (2.5Y3/2) silty loam. Light brownish gray (2.5Y6/2) mixed with yellowish red (5Y4/6) sandy clay constituted the lowermost level above the subsoil. Stratum IV, which appeared to be natural subsoil, consisted of light olive gray (5Y6/2) mottled with brownish yellow (10YR6/6) silty clay. The subsoil appeared approximately 2.0 feet below the surface.

Bore 7

Bore 7, located approximately six feet (1.8 m) from the northern edge of the landform, revealed six strata above undisturbed subsoil. Stratum I consisted of brown (7.5YR4/3) sand and gravel. Very dark gray (2.5Y3/1) sandy loam, only 0.05 feet thick, formed Stratum II. Stratum III, very thin (0.01 foot thick), was dark olive gray (5Y3/2) sandy loam. Light yellowish brown (10YR6/4) sandy clay loam and gravel extended to 1.0 foot below the surface (Stratum IV). Stratum V consisted of a 0.75 foot (0.2 m) thick deposit of yellowish red (5Y5/8) silty fine sand. A portion of a shoe recovered from Stratum VI demonstrates that the dark grayish brown (2.5Y4/2) silty loam with iron and manganese deposits was a cultural layer. Stratum VII, olive (5Y5/3) clayey silt, appeared to represent undisturbed subsoil.

REFERENCES

Clark, Sarah

- 2012 Appendix B: Slave and Free Black Burial Ground. In Klein, Mike, Marco Gonzalez, and Michael Carmody, Archaeological Potential Assessment of the Interstate 64 Peninsula Study Area from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia. Report prepared by the Dovetail Cultural Resource Group, Fredericksburg, Virginia, for McCormick Taylor, Inc., Glen Allen, Virginia on behalf of the Virginia Department of Transportation, Richmond, Virginia.

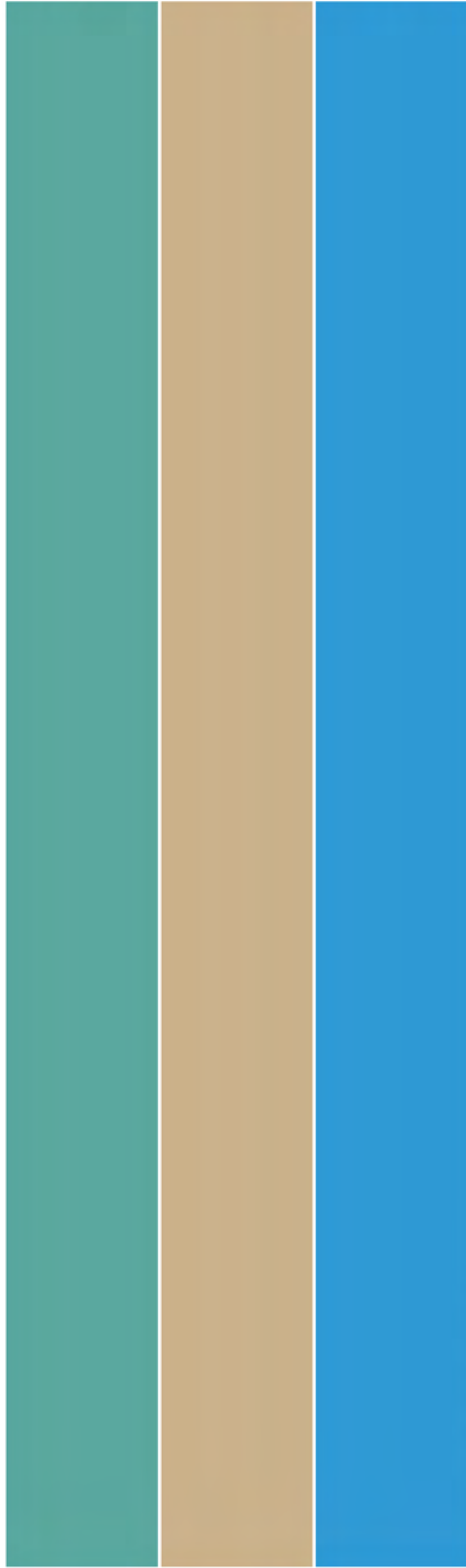
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Rader, Eugene K., and Nick H. Evans

- 1993 Geologic Map of Virginia: Expanded Explanation. Virginia Division of Mineral Resources, Charlottesville, Virginia.

INTERSTATE 64 PENINSULA STUDY



Correspondence



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1700 North Main Street
Suffolk, VA 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

June 2, 2009

Ms. Kathleen S. Kilpatrick, Director
ATTN: Mr. Marc Holma, Division of Resource Services and Review
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Route: 64
Project: 0064-964-009
County: York
Funding: Federal
PPMS: 92212 (formerly 89231)
DHR File: 2008-1573

Dear Ms. Kilpatrick:

The Virginia Department of Transportation (VDOT) is conducting environmental studies for the proposed median improvements to Interstate 64 between Interstate 295 in Henrico County (Exit 200) and Route 199 East (Exit 243) in York County. The proposed project would add a third travel lane in each direction to Interstate 64. All widening would be to the median side of the interstate, where practicable. The project is approximately 43 miles in length. The proposed project is listed in the approved FY09-12 STIP (State Transportation Improvement Plan) but is currently deferred due to funding and other issues.

As part of these environmental studies, the VDOT is submitting to your office two copies of the archaeological evaluation report, *Archaeological Evaluation of Site 44YO0051/099-0040 Within the Proposed I-64 Median Improvements Corridor, York County, Virginia* (May 2009) prepared by William H. Moore and David W. Lewes of the William and Mary Center for Archaeological Research (WMCAR), for your review and comment in accordance with the existing federal consultation process as described in 36 CFR Part 800. We believe the archaeological evaluation and report meet your department's *Guidelines for Archaeological Investigations in Virginia* (1996), the 1999 *Programmatic Agreement Between the Virginia Departments of Transportation and Historic Resources Concerning Interagency Project Coordination*, and the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (*Federal Register* 48:44716-44742). While the project itself is

Ms. K. S. Kilpatrick
June 2, 2009
Page Two

temporarily deferred, the archaeological evaluation conveyed by this letter needs to be finalized as a decision concerning the National Register eligibility of a site located on land owned by the Commonwealth.

Site 44YO0051/099-0040 was originally recorded by Edward Chappell in 1977 based upon historic map projection and limited field inspection. Chappell identified the site as the likely location of Redoubt 9 in the line of Confederate earthworks and defenses constructed across the James-York peninsula in 1861 and early 1862 during the Civil War. Chappell's map projection placed the location of Redoubt 9 within the Interstate 64 right-of-way, suggesting that the site had been affected by the construction of the interstate. A site visit by VDOT staff in 2007 confirmed that a portion of the redoubt may have survived in the median on Interstate 64. Based on this information, the determination was made to proceed with a Phase II Archaeological Evaluation of the site including close interval shovel testing and metal detector survey rather than beginning with a survey.

Archaeological evaluation of site 44YO0051/099-0040 confirmed that the southwest wall of Redoubt 9 survives relatively intact in the Interstate 64 median. The evaluation also discovered that the site continues on both sides of the interstate in and outside of existing VDOT right-of-way. The site includes several possible gun emplacements or firing positions just southwest of Redoubt 9 and evidence of post-battle occupation of the Redoubt 9 location, possibly by Union cavalry units. The median contains the remains of the southwest wall of Redoubt 9, evidence in test units of the defensive ditch surrounding the redoubt, and just northeast of the redoubt, evidence of post-battle occupation by Union troops including metal artifacts, potentially plundered food and drink, and evidence of ditches used around shelter tents for drainage purposes.

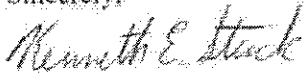
The proposed site boundaries for site 44YO0051 have been drawn to include activities that were within or immediately adjacent to Redoubt 9 in order to try and distinguish the redoubt and its activities from the larger Williamsburg Battlefield. Site 44YO0051 is proposed to contain approximately 11.1 acres within its individual boundary. Within this boundary, for its role in the Battle of Williamsburg and for the information it has provided regarding the Military/Defense theme during the Civil War period (1861-1865), the VDOT recommends that site 44YO0051 is a contributing element to the National Register eligibility of a larger, as yet undefined and unrecorded, Battle of Williamsburg Battlefield District and is individually eligible for the National Register under Criteria A and D; Criteria B and C are considered not applicable.

The VDOT invites you to indicate your concurrence with our recommendation by completing the signature block below within 30 days of receipt of this letter and the attached report. Please return the original signature to this office and provide a copy to Ms. Mary Ellen Hodges in VDOT's Central Office, in Richmond.

Ms. K. S. Kilpatrick
June 2, 2009
Page Three

Thank you for your assistance. If you have any questions or need additional information about this report or this project, please do not hesitate to contact me at (757) 925-2372.

Sincerely,



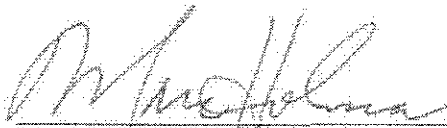
Kenneth E. Stuck
Cultural Resource Coordinator (Archaeologist)

KES:
Attachment

cc: Mr. Joe B. Jones, WMCAR

.....

The Virginia Department of Historic Resources concurs with the Virginia Department of Transportation's recommendation that site 44YO0051/099-0040 is individually eligible for the National Register of Historic Places under Criteria A and D; Criteria B and C are considered not applicable (VDOT Project No. 0064-964-009; PPMS 92212 [formerly 89231]) and is eligible as a contributing element to an as yet undefined and unrecorded National Register eligible Battle of Williamsburg Battlefield District under Criteria A and D; Criteria B and C are considered not applicable.



Ms. Kathleen S. Kilpatrick
Director, Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

2 July 09
Date

DHR# 2008-1573



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1700 North Main Street
Suffolk, VA 23434
VirginiaDOT.org

DAVID S. EKERN, P. E.
COMMISSIONER

July 6, 2009

MEMORANDUM

TO: Mr. Nick Nies

FROM: Mr. Kenneth E. Stuck

SUBJECT: Route: Interstate 64
Project: 0064-964-009
County: York
Funding: Federal
PPMS: 92212 (formerly 89231)
VDHR File No.: 2008-1573

The Virginia Department of Historic Resources (VDHR) has concurred with the Virginia Department of Transportation's (VDOT) recommendations that archaeological site 44YO0051/099-0040, described in *Archaeological Evaluation of Site 44YO0051/099-0040 Within the Proposed I-64 Median Improvements Corridor, York County, Virginia* (May 2009), prepared by William H. Moore and David W. Lewes of the William and Mary Center for Archaeological Research, is individually eligible for the National Register of Historic Places under Criteria A and D; Criteria B and C are considered not applicable, and is eligible as a contributing element to an as yet undefined and unrecorded National Register eligible Battle of Williamsburg Battlefield District under Criteria A and D; Criteria B and C are considered not applicable. A copy of the letter to the VDHR and their response is attached. If you have any questions regarding this information, please contact me at (757) 925-2372 or Ken.Stuck@VDOT.Virginia.gov.

Attachment

Mr. Nick Nies
July 6, 2009
Page Two

bcc: Ms. M. E. Hodges, w/attachment



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

February 17, 2011

Ms. Kathleen S. Kilpatrick, State Historic Preservation Officer (SHPO)

Attn: Mr. Marc Holma

Office of Review and Compliance

Virginia Department of Historic Resources

2801 Kensington Avenue

Richmond, VA 23221

PROJECT: I-64 Peninsula Study
COUNTY/CITY: Counties of Henrico, James City, New Kent, and York
Cities of Richmond, and Hampton
FUNDING: Federal
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Holma:

The Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) have initiated a study of the I-64 Corridor from I-95 in the City of Richmond to I-664 in the City of Hampton. The purpose of this study is to identify transportation needs within the I-64 corridor and to evaluate the impacts of proposed improvements to meet those needs. VDOT intends to look at a reasonable range of improvements. In conjunction with the options being explored, VDOT also intends to look multiple operational strategies. The study area is approximately 75 miles in length and is bounded by I-95/I-64 to the west and I-64/I-664 to the east (see enclosed map). An Environmental Impact Statement (EIS) is being prepared for the project in accordance with the National Environmental Policy Act. The purpose of this letter is to initiate Section 106 Consultation in accordance with 36 CFR 800.3.

Area of Potential Effect(s)

The preliminary Area of Potential Effect(s) (APE) for this undertaking consists of the construction footprint of any candidate build alternative where direct effects to historic properties, particularly archaeological resources, may occur. In addition, the APE also includes a sufficient viewshed of any construction footprint where historic properties may be indirectly affected by alterations or diminishment of historic setting, feeling, or association. Typically this larger area will capture all buildings 50 years of age or greater from which the undertaking may be seen and those properties which share a common boundary with the undertaking even if a resource is not necessarily visible. The APE likely will be adjusted as preliminary engineering efforts move forward. VDOT will consult with your office as this occurs.

Section 106 Approach

VDOT soon will be identifying and inviting potential consulting parties to participate in the Section 106 process for this undertaking including, but not limited to, local governments, local historic societies and

commissions, local units of the National Park Service, Federally recognized Native American Tribes, The Council on Virginia Indians, and owners of potentially affected historic properties. VDOT would appreciate any specific suggestions your office may have concerning additional parties that may have an interest in this undertaking.

As you are aware, VDOT has been conducting a Phase I architectural survey of the preliminary APE and will be submitting those records to your office during the next few weeks. Shortly thereafter we will consult with your office and any consulting parties concerning the potential National Register eligibility of those properties. In addition, VDOT will be conducting an archaeological assessment of the potential construction footprint (primarily the existing right-of-way of the I-64 corridor, including the median) to determine the likely presence of archaeological resources important primarily for reasons other than information and to delineate areas of prior disturbance where archaeological field survey is unnecessary. In addition, VDOT will be conducting limited archaeological survey to verify the results of the assessment. VDOT will consult with your office and any consulting parties on the results of that assessment. Ultimately, VDOT anticipates that the Section 106 process for this undertaking will be concluded by execution of a Programmatic Agreement sometime prior to completion of a final EIS.

At this early stage of the study, our efforts are focused on identifying transportation needs, environmental resources, and other relevant factors to be included in the study. To that end, please review the enclosed map and provide comments on any issues or concerns regarding cultural resources under your jurisdiction or interest within the project area indicated.

I would also like to take this opportunity to inform you that VDOT intends to hold an Agency Scoping Meeting as well as a Citizen Information Meeting in March to gain additional insight into the items describe above. Information on these meetings is forthcoming.

We would greatly appreciate your views on the preliminary APE and consulting Parties by **March 21, 2011**. Please submit comments to me at Nicholas.Nies@VDOT.Virginia.gov.

I also wish to inform you that the Department will be employing the services of McCormick Taylor, Inc., and its sub-consultant, Dovetail, Inc., to perform all necessary field work and analysis to support this project.

If you have questions or need additional information, please contact me by phone at (804)786-1092.

Sincerely,



Nicholas Nies
Project Manager

Enclosures



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

RICHMOND DISTRICT
2430 Pine Forest Drive
COLONIAL HEIGHTS, VA 23834
www.VDOT.Virginia.gov

Gregory A. Whirley
COMMISSIONER

May 13, 2011

Ms. Kathleen S. Kilpatrick, Director
Attn: Mr. Marc Holma, Resource Services and Review Division
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

VDOT Project No.: 0064-M11-002, P101; UPC: 92212
VDHR File No.: 2008-1573
City /County: Richmond and Hampton Roads Districts
Funding: Federal
Action Required: Determination of Eligibility

Dear Mr. Holma:

The Virginia Department of Transportation (VDOT) is planning improvements to the I-64 corridor between the City of Richmond and the City of Hampton. An architecture survey was needed to determine if historic properties are present within the Area of Potential Effects (APE). The VDOT is coordinating this federally-funded project with the Virginia Department of Historic Resources (VDHR) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800.

The architecture survey for this project was completed by VDOT architectural historian Sarah Clarke. VDOT believes the documentation of the results of the surveys meets the standards set forth in both the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48FR44716-44742) and the Virginia Department of Historic Resources' (VDHR) *Guidelines for Preparing Identification and Evaluation Reports* (1992).

Project Description

The VDOT proposes a study to identify future capacity needs and improvements along the I-64 Corridor. The corridor extends from the City of Richmond east to the City of Hampton at the I-664 interchange. The Area of Potential Effects (APE) for architecture is the vicinity where alterations to feeling and setting may occur. The resources surveyed for this corridor study are those that are currently visible from I-64 or those from which I-64 is visible.

Architectural Resources

Previously Identified Architectural Resources

There are a total of 44 previously recorded architectural resources within the I-64 Corridor surveyed for the project. Of these resources, the following are eligible for or listed on the National Register of Historic Places (NRHP): the St. Luke Building (VDHR No. 127-0352), the Hebrew Cemetery (VDHR No. 127-6166), Shockoe Hill Cemetery (VDHR No. 127-0389), the Chestnut Hill-Plateau Historic District (VDHR No. 127-0340), Battle of Chaffin's Farm (VDHR No. 043-0307), Fair Oaks and Darbytown Road Battlefield (VDHR no. 043-5073), Savage Station Battlefield (VDHR No. 043-0308), and Cold Harbor Battlefield (VDHR No. 042-5017). The Big Bethel Battlefield (VDHR No. 114-5297) has been determined to be not eligible for the NRHP.

In addition to those eligible battlefields listed above, there are five battlefields that have not been evaluated for eligibility to the NRHP. These include: Seven Pines Battlefield (VDHR No. 043-5081), Battle of Garnett and Golding's Farm (VDHR No. 043-5273), Oak Grove Battlefield (VDHR No. 043-5079), Battle of Williamsburg (VDHR No. 099-5282), and Battle of Yorktown (VDHR No. 099-5283). In January 2007, the National Park Service (NPS) sent a letter to the VDOT concerning the integrity and potential eligibility of battlefields in Virginia. In that letter, the NPS determined that the land comprising the Seven Pines Battlefield and the Oak Grove Battlefield do not retain enough integrity to be eligible for the NRHP.

Interstate 64 runs through the study area for the Garnett and Golding's Farm Battlefield (VDHR No. 043-5273) along the southern edge of the battlefield boundary (please see enclosed Civil War Sites Advisory Commission Report Map). This particular section of the battlefield is heavily developed with residential housing to the north and south of I-64. New industrial development has severely compromised the integrity of the landscape in this area (please see enclosed aerials). The southern portion of the Garnett and Golding's Farm Battlefield along the I-64 corridor lacks integrity of setting, feeling and association and does not contribute to the overall significance of the Garnett and Golding's Farm Battlefield. Therefore, for the purpose of this project, the VDOT maintains that this portion of the Garnett and Golding's Farm Battlefield, that part that abuts the I-64 corridor, is not eligible for the NRHP.

The I-64 corridor also goes through the core and study areas of the Battle of Williamsburg Battlefield (VDHR No. 099-5282) (please see enclosed Civil War Sites

Advisory Commission Report Map). The National Register eligible section of the battlefield abuts the I-64 corridor and possesses a high degree of integrity with minimal modern intrusion. The core study area of the Battle of Williamsburg Battlefield sits to the east and west of Interstate 64, with a majority of the core area being that part to the west of I-64. The larger study area for the Battle of Williamsburg Battlefield extends in all directions from the I-64 corridor. Current aerials show a considerable amount of residential development west of I-64 in the core area of the battlefield. The larger study area also contains a significant amount of residential and industrial development to the west of I-64 but less modern intrusion to the east of the interstate (please see enclosed aerials). The VDOT recommends that the portions of the core and study areas of the Battle of Williamsburg Battlefield that sit to the west of I-64 are not eligible for the NRHP. These particular portions of the battlefield have diminished integrity of setting, feeling, and association and do not contribute to the overall significance of the Battle of Williamsburg Battlefield.

Interstate 64 bisects the Battle of Yorktown Battlefield (VDHR No. 099-5283) (please see enclosed Civil War Sites Advisory Commission Report Map). The existing National Register boundary for the Battle of Yorktown sits to the east of I-64 and approximately 0.54 miles from the I-64 corridor. The potential National Register boundary lays to the east and west of the interstate corridor and encompasses undeveloped and pristine land that appears to retain a high level of integrity. However, modern aerials show that outside of the potential National Register boundary, the area that abuts the I-64 corridor is heavily developed with modern residential and commercial construction (please see enclosed aerials). Therefore, the VDOT recommends that the portions of the core and study areas of the Battle of Yorktown Battlefield that are contiguous to the I-64 corridor are not eligible for the NRHP. These portions of the core and study areas have diminished integrity of setting, feeling, and association and do not contribute to the overall significance of the Battle of Yorktown Battlefield.

The Data Sharing System (DSS) forms were updated for nine previously recorded resources. These nine resources include the Antioch Baptist Church (VDHR No. 043-0051), the Batkins Farm (VDHR No. 063-0210), the Commercial Building at 10 E. Baker Street (VDHR No. 127-0805), and six single dwellings. The VDOT is recommending that none of these resources are individually eligible to the NRHP or a contributing resource to a historic district under Criteria A, B, C, or D. There is no known association with important people or events and the resources are typical examples of their time periods. The property resource types are common, the design and workmanship undistinguished, and the materials stock. The resources do not have the potential to yield future information. One resource, the Bray Cottage (VDHR No. 127-0035) was moved from its original location and now sits at the edge of the Jackson Ward Historic District at the corner of Chamberlayne and W. Duval Street. Seventeen of the previously recorded architectural resources are no longer extant.

There are two previously recorded architectural resources that the VDOT recommends for Phase II/Intensive surveys; Cedar Knoll (VDHR No. 043-0078) and House, 4430 Cedar Point Lane (VDHR No. 047-5141). The Cedar Knoll property and House, 4430

Cedar Point Lane (VDHR No. 047-5141) are recommended for a Phase II/Intensive surveys to determine their eligibility for the NRHP under Criterion C for architecture. The dwellings appear to retain integrity of design, workmanship, and materials; however an intensive survey is needed to substantiate this supposition. In addition, intensive surveys will determine whether these resources are eligible for the NRHP under Criteria A, B, or D.

Previously Recorded Architectural Resources

VDHR No.	Resource	Resource Type	Eligibility Recommendation
043-0051	Antioch Baptist Church	Church	Not Eligible
043-0078	Cedar Knoll	Single Dwelling	Phase II/Intensive Survey Recommended
063-0210	Batkins Farm	Single Dwelling	Not Eligible
063-0093	House, Route 612	Single Dwelling	Demolished
127-6140	House, 903 N. 2 nd Street	Single Dwelling	Demolished
127-6155	Apartment House, 913 N. 2 nd Street	Multiple Dwelling	Demolished
127-6153	Waldbauer Grocery Store, 900 N. 2 nd Street	Commercial Building	Demolished
127-6154	Fischer House, 908 N. 2 nd Street	Single Dwelling	Demolished
127-0807	Double House, 914-916 1 st Street	Double House	Demolished
127-0806	House, 902 1 st Street	Single Dwelling	Demolished
127-0802	Double House, 22-24 Baker Street	Double House	Demolished
127-0804	Commercial Building, 10 E. Baker Street	Commercial Building	Not Eligible
127-0805	Double House, 2 E. Baker Street	Double House	Not Eligible
127-0352	St. Luke Building, 900 St. James Street	Commercial Building	Listed NRHP
063-0026	Rose Garden	Single Dwelling	Demolished
047-5160	Hazelwood Farmhouse	Single Dwelling	Demolished
047-5161	House, 275 Old Stage Road	Single Dwelling	Demolished
047-5158	House, 9505 Old Stage Road	Single Dwelling	Not Eligible
047-5292	Stuckey's	Commercial Building	Demolished
047-0055	House, 4424 Cedar Point Lane	Single Dwelling	Demolished
047-5141	House, 4430 Cedar Point Lane	Single Dwelling	Phase II/Intensive Survey Recommended
047-5152	House, 4392 Rochambeau Drive	Single Dwelling	Not Eligible

Previously Recorded Architectural Resources (cont.)

VDHR No.	Resource	Resource Type	Eligibility Recommendation
047-0070	Major Barn	Barn	Demolished
099-5108	House, 1321 Lightfoot Road	Single Dwelling	Not Eligible
099-5109	Garage, E. Rochambeau Road	Garage	Demolished
099-5087	Gulden House, 9 Rochambeau Road	Single Dwelling	Demolished
099-5005	Cherry Hill	Single Dwelling	Not Eligible
099-5103	House, 1445 Pennimen Road	Single Dwelling	Not Eligible
127-0237	Jackson Ward Historic District	Historic District	Listed NRHP
127-6166	Hebrew Cemetery	Cemetery	Listed NRHP
127-0389	Shockoe Hill Cemetery	Cemetery	Listed NRHP
127-0340	Chestnut Hill/Plateau Historic District	Historic District	Eligible
043-0307	Battle of Chaffin's Farm	Battlefield	Eligible
043-5073	Fair Oaks and Darbytown Road Battlefield	Battlefield	Eligible
043-0308	Savage Station Battlefield	Battlefield	Eligible
042-5017	Cold Harbor Battlefield	Battlefield	Eligible
043-5081	Seven Pines Battlefield	Battlefield	Not Eligible
043-5273	Battle of Garrett and Golding's Farm	Battlefield	Eligible
043-5079	Oak Grove Battlefield	Battlefield	Not Eligible
099-5282	Battle of Williamsburg	Battlefield	Eligible
099-5283	Battle of Yorktown	Battlefield	Eligible
114-5297	Big Bethel Battlefield	Battlefield	Not Eligible

Newly Identified Architectural Resources

A total of 94 newly identified architectural resources were surveyed during the course of the fieldwork for this project. A majority of the resources, 62 of the 94 properties are single dwellings with construction dates ranging from the 1910s through to the late-1960s. By far the most common styles are the Ranch and Minimal Traditional styles. These styles consist of frame construction clad in a variety of sidings or veneers of brick and PermaStone. Examples of such dwellings are those found on Mimosa Lane, Tom Thomas Road, N. 29th Street, and Creighton Road. Another popular style is the Cape Cod dwelling, which is often of frame construction with siding or brick veneer; examples include those dwellings found on Mary Street. Several examples of Italianate and Craftsman Bungalow styles were found within the limits of the City of Richmond along W. Baker Street and Tuxedo Boulevard. In addition to the single dwellings, four double houses were identified during the fieldwork. All of the double houses are within

the boundary of the City of Richmond and are on E. Baker Street, N. 2nd Street, and Tuxedo Boulevard.

A total of 20 commercial buildings were identified during the fieldwork for the I-64 Corridor Study. These include the Virginia Farm Bureau and Dean Foods on Mary Street, as well as those located along Lumber Drive in Henrico County. The City of Richmond also contained a large number of commercial buildings including stores, storage facilities, and auto repair shops. Three gas stations were surveyed including the Shell Station (VDHR No. 043-5295) on Nine Mile Road in Henrico County, the Shell Station (VDHR No. 063-5028) in New Kent County, and the Gas Station (VDHR No. 099-5294) in York County.

One school was surveyed for this project, Fairfield Court Elementary School (VDHR No. 127-6663). The Fairfield Court Elementary School is located on Phaup Street in the City of Richmond. The Fairfield Court Elementary School is a long, linear building composed of a brick veneer constructed in 1961.

Two public housing facilities stand within the APE of the I-64 Corridor Study. Creighton Court Historic District (VDHR No. 127-6684) constructed in 1952 and the Whitcomb Court Historic District (VDHR No. 127-6685) built in 1958.

A total of five residential historic districts were identified during the course of fieldwork for this project. The first is Central Gardens Historic District (VDHR No. 043-5300), which consists primarily of Ranch and Minimal Traditional dwellings constructed in the mid-1950s. The second is Bluestone Court Historic District (VDHR No. 043-5301) is a horseshoe-shaped neighborhood that also contain mostly Ranch and Minimal Traditional dwellings built during the 1950s and 1960s. Next is the Gordon Lane Historic District (VDHR No. 043-5302) which consists entirely of frame, Minimal Traditional dwellings constructed in the 1950s and 1960s. The last two district, Defense Avenue Historic District (VDHR No. 043-5303) and Early Avenue Historic District (VDHR No. 043-5304) are located in eastern Henrico County. Defense Avenue Historic District contains mostly frame and veneered dwellings in the Minimal Traditional and Cape Cod styles built in the 1950s. The Early Avenue Historic District was built in two phases; the first constructed in the 1950s and consist on Minimal Traditional and Cape Cod dwellings. The second phase was built in the 1950s and 1960s and contain primarily houses built in the Ranch style, but also include two-story and tri-level frame dwellings.

The VDOT recommends that none of the newly identified architectural resources surveyed during the course of the fieldwork for this project are individually eligible, nor are they contributing resources to a historic district, for the NRHP under Criterion A, B, C or D. There is no known association with important people or events and the resources are typical examples of their time periods. The property resource types are common, the design and workmanship undistinguished, and the materials stock. The resources do not have the potential to yield future information.

Newly Identified Architectural Resources

VDHR No.	Resource	Resource Type	Eligibility Recommendation
043-5275	House, 1756 Mary St.	Single Dwelling	Not Eligible
043-5276	House, 1707 Mary Street	Single Dwelling	Not Eligible
043-5277	House, Mary Street	Single Dwelling	Not Eligible
043-5278	House, 1644 Mary Street	Single Dwelling	Not Eligible
043-5279	Virginia Farm Bureau	Commercial Building	Not Eligible
043-5280	Dean Foods	Commercial Building	Not Eligible
043-5281	Best Distributing Co., 100 Lumber Drive	Commercial Building	Not Eligible
043-5285	Commonwealth Trailer Sales, 15 Lumber Drive	Commercial Building	Not Eligible
043-5283	Fox's 4x4 Center	Commercial Building	Not Eligible
043-5194	House, Meadow Road	Single Dwelling	Not Eligible
043-5298	House, 3202 Old Williamsburg Road	Single Dwelling	Not Eligible
043-5299	House, 3222 Old Williamsburg Road	Single Dwelling	Not Eligible
063-5041	House, 7600 Mimosa Lane	Single Dwelling	Not Eligible
063-5042	House, 7610 Mimosa Lane	Single Dwelling	Not Eligible
099-5285	House, 106 Tom Thomas Road	Single Dwelling	Not Eligible
099-5286	House, 104 Tom Thomas Road	Single Dwelling	Not Eligible
099-5287	House, 102 Tom Thomas Road	Single Dwelling	Not Eligible
099-5288	House, 100 Tom Thomas Road	Single Dwelling	Not Eligible
099-5289	House, 117 Barlow Road	Single Dwelling	Not Eligible
099-5290	House, 121 Barlow Road	Single Dwelling	Not Eligible
127-6657	Shockoe Commerce Center, 711 Hospital Street	Commercial Building	Not Eligible
127-6658	Reco Biotechnology Building	Commercial Building	Not Eligible
127-6659	Old ASPCA Building	Commercial Building	Not Eligible
127-6660	Talley's Auto Service Center, 1305 N. 5 th Street	Commercial Building	Not Eligible
043-5291	Public Storage, 1717 Bloom Lane	Commercial Building	Not Eligible
127-6662	Clean Sweep Maintenance, 2501 Magnolia Street	Commercial Building	Not Eligible
043-5292	House, 2100 Cool Lane	Single Dwelling	Not Eligible

Newly Identified Architectural Resources (cont.)

VDHR No.	Resource	Resource Type	Eligibility Recommendation
043-5293	Commercial Building, 2104 Cool Lane	Commercial Building	Not Eligible
127-6663	Fairfield Court Elementary School	School	Not Eligible
043-5294	House, off Gordon Lane	Single Dwelling	Not Eligible
043-5295	Shell Station, Nine Mile Road	Commercial Building	Not Eligible
043-5296	Cape Cod, NW corner Laburnum Avenue and I- 64	Single Dwelling	Not Eligible
043-5297	House, NE corner Laburnum Avenue and I- 64	Single Dwelling	Not Eligible
127-6633	House, 3203 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6634	Duplex, 3205-3207 Tuxedo Boulevard	Double House	Not Eligible
127-6635	House, 3209 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6636	House, 3204 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6637	House, 3206 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6638	House, 3213 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6639	House, 3208 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6640	House, 3219 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6641	House, 3212 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6642	House, 3216 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6643	House, 3221 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6644	House, 18 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6645	House, 3301 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6646	House, 3303 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6647	House, 3300 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6648	House, 3304 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6649	House, 3307 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6650	House, 3308 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6651	House, 3310 Tuxedo Boulevard	Single Dwelling	Not Eligible

Newly Identified Architectural Resources (cont.)

VDHR No.	Resource	Resource Type	Eligibility Recommendation
127-6653	House, 3311 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6654	House, 3313 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6655	House, 3312 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6656	House, 3314 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6664	Double House, 208-210 E. Baker Street	Double House	Not Eligible
127-6665	Commercial Building, 923 N. 2 nd Street	Commercial Building	Not Eligible
127-6666	S&R Food Store, 1005 N. 2 nd Street	Commercial Building	Not Eligible
127-6667	Double House, 100 ½ E. Baker Street	Double House	Not Eligible
127-6670	Mixed Use, 14 W. Baker Street	Commercial Building	Not Eligible
127-6671	House, 10 W. Baker Street	Single Dwelling	Not Eligible
127-6668	East Market & Pizza, 100 E. Baker Street	Commercial Building	Not Eligible
127-6669	Double House, 906 N. 2 nd Street	Double House	Not Eligible
063-5014	House, Route 617	Single Dwelling	Not Eligible
063-5028	Shell Station, Old Stage Road	Commercial Building	Not Eligible
047-5317	House, Cedars Point Lane	Single Dwelling	Not Eligible
099-5291	House, 5703 Rochambeau Drive	Single Dwelling	Not Eligible
099-5292	House, 389 E. Rochambeau Drive	Single Dwelling	Not Eligible
099-5293	House, 387 E. Rochambeau Drive	Single Dwelling	Not Eligible
099-5294	Gas Station, 409 E. Rochambeau Drive	Commercial Building	Not Eligible
099-5295	House, 1453 Penniman Road	Single Dwelling	Not Eligible
121-5087	Commercial Building, 714 Old Oyster Point Road	Commercial Building	Not Eligible
114-5476	House, 1266 Big Bethel Place	Single Dwelling	Not Eligible
127-6672	House, 2800 Kane Street	Single Dwelling	Not Eligible
127-6673	House, 2804 Kane Street	Single Dwelling	Not Eligible
127-6674	House, 2300 N. 29 th Street	Single Dwelling	Not Eligible

Newly Identified Architectural Resources (cont.)

VDHR No.	Resource	Resource Type	Eligibility Recommendation
127-6652	House, 3309 Tuxedo Boulevard	Single Dwelling	Not Eligible
127-6675	House, 2302 N. 29 th Street	Single Dwelling	Not Eligible
127-6676	House, 2304 N. 29 th Street	Single Dwelling	Not Eligible
127-6677	House, 2307 N. 29 th Street	Single Dwelling	Not Eligible
127-6678	House, 2305 N. 29 th Street	Single Dwelling	Not Eligible
127-6679	House, 2303 N. 29 th Street	Single Dwelling	Not Eligible
127-6680	House, 2301 N. 29 th Street	Single Dwelling	Not Eligible
127-6681	House, 2300 Creighton Road	Single Dwelling	Not Eligible
127-6682	House, 2302 Creighton Road	Single Dwelling	Not Eligible
127-6683	House, 2306 Creighton Road	Single Dwelling	Not Eligible
127-6684	Creighton Court Historic District	Historic District	Not Eligible
127-6685	Whitcomb Court Historic District	Historic District	Not Eligible
043-5300	Central Gardens Historic District	Historic District	Not Eligible
043-5301	Bluestone Court Historic District	Historic District	Not Eligible
043-5302	Gordon Lane Historic District	Historic District	Not Eligible
043-5303	Defense Avenue Historic District	Historic District	Not Eligible
043-5304	Early Avenue Historic District	Historic District	Not Eligible

The VDOT invites you to concur with these findings by completing the signature block below, and returning the original signature to my attention within 30 days of receipt of this letter. If you have any questions about this project, please feel free to contact Sarah Clarke at Sarah.Clarke@VDOT.Virginia.gov or by phone at 804.524.6269.

Sincerely,



Sarah M. Clarke
VDOT Architectural Historian

Enclosures

The Virginia Department of Historic Resources (VDHR) concurs with the Virginia Department of Transportation (VDOT) that:

1. The Area of Potential Effects (APE) for architecture is the vicinity where alterations to feeling and setting may occur and includes those properties that are currently visible from I-64 or those from which I-64 is visible.

2. Cedar Knoll (VDHR No. 043-0078) and House, 4430 Cedar Point Lane (VDHR No. 047-5141) require a Phase II/Intensive Survey to determine the eligibility of the resource.

3. None of the newly identified architectural resources for this project are individually eligible, nor are they a contributing resource to a historic district, for the NRHP under Criteria A, B, C, or D.

4. The Antioch Baptist Church (VDHR No. 043-0051), Batkins Farm (VDHR No. 063-0210), Commercial Building, 10 E. Baker Street (VDHR No. 127-0804), Double House, 2 E. Baker Street (VDHR No. 127-0805), House, 9505 Old Stage Road (VDHR No. 047-5158), House, 4392 Rochambeau Drive (VDHR No. 047-5152), House, 1321 Lightfoot Road (VDHR No. 099-5108), Cherry Hill (VDHR No. 099-5005) and House, 1445 Pennimen Road (VDHR No. 099-5103) are not individually eligible, nor are they a contributing resource to a historic district, for the NRHP under Criteria A, B, C, or D.

~~5. The southern portion of the Garnett and Golding's Farm Battlefield (VDHR No. 043-5273) along the I-64 corridor lacks integrity of setting, feeling and association and does not contribute to the overall significance of the Garnett and Golding's Farm Battlefield; and for the purpose of this project, this portion of the Garnett and Golding's Farm Battlefield, that part that abuts the I-64 corridor, is not eligible for the NRHP.~~

~~6. The portions of the core and study areas of the Battle of Williamsburg Battlefield (VDHR No. 099-5282) that sit to the west of I-64 are not eligible for the NRHP because these particular portions of the battlefield have diminished integrity of setting, feeling, and association and do not contribute to the overall significance of the Battle of Williamsburg Battlefield.~~

~~7. Portions of the core and study areas of the Battle of Yorktown Battlefield (VDHR No. 099-5283) that are contiguous to the I-64 corridor are not eligible for the NRHP because these portions of the core and study areas have diminished integrity of setting, feeling, and association and do not contribute to the overall significance of the Battle of Yorktown Battlefield.~~

For VDOT Project No. 0064-M11-002, P101; UPC: 92212; VDHR File No. 2008-1573.



Kathleen S. Kilpatrick
Director, Virginia Department of Historic Resources
State Historic Preservation Officer

1 July 11
Date

2008-1573

DHR will withhold comment regarding the NRHP eligibility of the battlefields until such time as the consulting parties have the opportunity to comment.



March 6, 2012

Nicholas Nies
Project Manager
Virginia Department of Transportation
1401 Broad Street
Richmond, Virginia 23219

Re: Intensive Architectural Evaluation of Cedar Knoll (043-0078) Henrico County, Virginia

Dear Nick:

Dovetail Cultural Resource Group is pleased to submit four hard copies and two electronic copies of the final report detailing the results of the intensive evaluation of Cedar Knoll (043-0078) in Henrico County, Virginia. Also, enclosed is the updated DSS packet for this resource that should be submitted with the report. If you have any questions on the report or the project in general, please do not hesitate to contact me or Michael Carmody at (540) 899-9170.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sean Maroney".

Sean Maroney
Senior Historian/Architectural Historian

Cc: Brennan S. Collier, McCormick Taylor, Inc.

Enc:

- Four (4) Hardcopies and two (2) electronic copies of the Final Report and one (1) DSS packet



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Gregory A. Whirley
Commissioner

March 20, 2012

Ms. Kathleen S. Kilpatrick, State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Attn: Mr. Marc Holma

Re: Evaluation of Cedar Knoll (043-0078)
VDOT Project No. 0064-M11-002, P101; UPC No. 92212
VDHR File No. 2008-1573

Dear Mr. Holma:

Enclosed are copies of the report titled *Intensive Architectural Evaluation of Cedar Knoll (043-0078)/Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia* and the Data Sharing System (DSS) record for that property. Dovetail Cultural Resource Group prepared the report and the DSS record for the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc. to provide additional documentation necessary to reach a consensus determination of the eligibility of this property for listing in the National Register of Historic Places (NRHP). VDOT believes that this objective has been achieved and that the report satisfies your agency's *Guidelines for Conducting Cultural Resources Survey in Virginia* (October 2011) and the *Secretary of the Interior's Standards for Identification*.

Please note that this investigation is one of several ongoing efforts in the I-64 project to identify historic properties for Section 106 purposes. VDOT believes that the evaluation of Cedar Knoll is sufficiently discrete for consultation purposes and is being sent separately from other studies as a stand-alone document. Also note that Sarah Clarke, VDOT Richmond District Architectural Historian, concurs in the findings summarized below.

VDOT concurs with our consultant's recommendation that Cedar Knoll be considered eligible for NRHP listing under National Register Criterion C. However, VDOT disagrees with our consultant's recommended historic property boundary (Figure 12, page 27) for the following reasons:

- National Register guidance does not require the use of current tax parcel boundaries for historic property boundaries. National Register Bulletin 21 specifically directs that boundaries be selected "that define the limits of the eligible resources... Such resources usually include the immediate surroundings and encompass the appropriate setting." The boundaries recommended by our consultant far exceed what is necessary to define the limits of the Cedar Knoll building/dwelling and its immediate surroundings.
- As stated in the report, the property's original extent "has been significantly reduced in size over time through repeated subdivisions and as a result of several transportation improvement projects" (page 26). As such, the current tax parcel boundaries represent a coincidental and arbitrary configuration that bears no relationship to what makes the property eligible as embodying the distinctive characteristics of type, style, or method of construction (Criterion C).
- There is no empirical evidence to support our consultant's statement that the area north of the creek (pages 26 and 27) constitutes the "parcel's historically wooded sector lying north of the creek" during the proposed period of significance (1816-1840s, page 26). Civil War period mapping of the area is contradictory or ambiguous relative to forest cover (Figure 3: none, Figure 5: probably not, Figure 6: none). From a more general perspective, the presence or absence of forest cover – at considerable distance from the dwelling – has no bearing or influence on what makes the property eligible, its architectural character.
- Cedar Knoll is strongly oriented toward and situated in immediate proximity to the Old Williamsburg Road. Areas to the north, especially north of the creek, do not contribute to any sense of historic setting or feeling for a property focused on the adjacent secondary road.

VDOT recommends that the historic property boundaries for Cedar Knoll include those portions of the existing parcel north to the creek that runs diagonally through the property as depicted in the attached illustration. Such boundaries more-than-adequately include the aspects of the property that render it eligible for NRHP listing under Criterion C with a period of significance from 1816-1840s. Though VDOT's proposed boundaries include land more than is minimally necessary, use of the creek provides an unambiguous northern boundary clearly defining and highlighting the landform on which Cedar Knoll is situated. Also, VDOT's recommended boundaries exclude the site of the demolished frame structure north of the creek on a separate landform. There is no evidence to suggest that this discrete archaeological site shares Cedar Knoll's period of significance or contributes to what makes Cedar Knoll eligible under National Register Criterion C.

Like other archaeological sites likely present on this and adjacent parcels, its eligibility is independent from that of Cedar Knoll as an historic building.

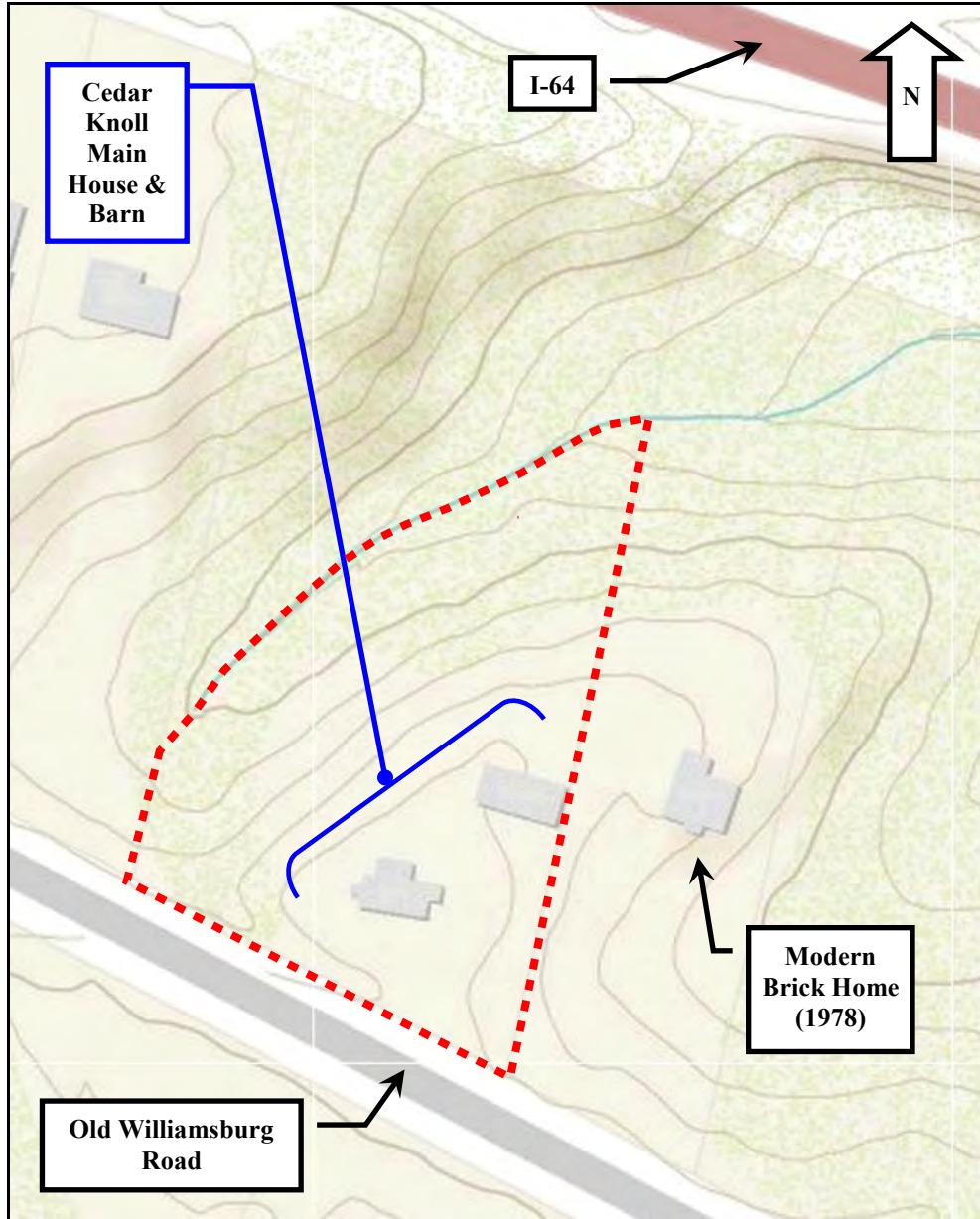
VDOT invites you to concur with our finding that Cedar Knoll be considered eligible for the NHRP under Criterion C and in the VDOT-recommended boundaries described above.

Sincerely,

A handwritten signature in black ink that reads "Antony F. Opperman". The signature is written in a cursive style with a large, prominent "A" and "O".

Antony F. Opperman
Cultural Resources Program Manager

I-64 PENINSULA STUDY
DHR COORDINATION LETTER, MARCH 20, 2012
CEDAR KNOLL HISTORIC PROPERTY BOUNDARIES



VDOT - Recommended Historic Property Boundaries for Cedar Knoll (DHR ID: 043-0078) overlain on a Henrico County Tax Parcel/Topographic Map (Henrico County [VA]Interactive GIS Website 2011).

Copies: [consulting parties]

CONCURRENCE:

The Virginia State Historic Preservation Officer (SHPO) hereby concurs with VDOT's finding that Cedar Knoll (043-0078) be considered eligible for listing in the National Register of Historic Places under Criterion C. The SHPO also concurs with VDOT's recommended historic property boundaries.

Kathleen S. Kilpatrick
Virginia SHPO

Date



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Douglas W. Domenech
Secretary of Natural Resources

Kathleen S. Kilpatrick
Director

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

1 May 2012

Mr. Tony Opperman
Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Re: Phase II Architectural Evaluation of Cedar Knoll (DHR Survey No. 043-0078)
Henrico County
VDOT Project # 0064-M11-002, P101; UPC No. 92212
DHR File # 2008-1573

Dear Mr. Opperman:

The Department of Historic Resources (DHR) received for our review and comment the report "Intensive Architectural Evaluation of Cedar Knoll (043-0078)/Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia" (March 2012) prepared by Dovetail Cultural Resources Group, Inc. (Dovetail). The Phase II architectural evaluation of Cedar Knoll was done in association of the proposed improvements to Interstate 64 (I-64) from the City of Richmond to the City of Hampton.

The DHR Architectural Evaluation Team considered the report and supplemental Data Sharing System (DSS) form at its regularly scheduled meeting on 26 April 2012. At this meeting the Evaluation Team concurred with VDOT's recommendation that Cedar Knoll is eligible for listing in the National Register of Historic Places under Criterion C for its architectural merit. Additionally, the Evaluation Team concurred with VDOT's recommended boundary.

If you have any questions regarding our comments, please call me at (804) 482-6090.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

C: Dr. Kerri Barile, Dovetail
Ms Sarah Clarke, VDOT

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6416
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Capital Region Office
2801 Kensington Office
Richmond, VA 23221
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Tidewater Region Office
14415 Old Courthouse Way 2nd
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Newport News, VA 23608
Tel: (757) 886-2807
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Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5428
Fax: (540) 387-5446

Northern Region Office
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PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Gregory A. Whirley
Commissioner

May 21, 2012

Ms. Kathleen S. Kilpatrick, State Historic Preservation Officer
Attn. Marc Holma
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Archaeological Survey and Assessment
VDOT Project No. 0064-M11-002, P101; UPC No. 92212
VDHR File No. 2008-1573

Dear Mr. Holma:

Enclosed are copies of reports titled *A Phase I Archaeological Survey of Selected Areas within the Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia* and *Archaeological Potential Assessment of the Interstate 64 Peninsula Study from Interstate 664 in Hampton to Interstate 95 in Richmond, Virginia*. Dovetail Cultural Resource Group prepared the reports for the Virginia Department of Transportation (VDOT) and McCormick Taylor, Inc. as part of VDOT's ongoing efforts, on behalf of the Federal Highway Administration (FHWA) to identify historic properties that may be affected by the undertaking in accordance with Section 106 of the National Historic Preservation Act of 1966 and 36 CFR 800. VDOT believes that the reports satisfy your agency's *Guidelines for Conducting Cultural Resources Survey in Virginia* (October 2011) and the *Secretary of the Interior's Standards for Identification*.

VDOT's approach to addressing archaeological issues for this project is based on our recognition that significant archaeological resources are present within the undertaking's Area of Potential Effect (APE) and that comprehensive archaeological identification and treatment efforts will be necessary as the project moves forward. VDOT believes that a Phase I survey of selected areas combined with an assessment of the entire study area is an effective means of characterizing anticipated archaeological issues and sufficient to support development of a Section 106 Programmatic Agreement (PA) in which future identification and treatment commitments will be defined. This is consistent with the approach we described in our letter of February 17, 2011 by which we initiated Section 106 consultation.

Archaeological Survey

Phase I archaeological survey efforts were performed in three areas along the I-64 corridor, areas that reflect the diversity of landforms and the potential range of archaeological resources that may be encountered. These areas include a substantial transect (two miles, 102.9 acres) across upland and riverine terraces adjacent to the Chickahominy River in Henrico and New Kent Counties and two transects spanning the Warwick River in Newport News (.68 miles, 34.3 acres). In addition, a small area near the Route 609 interchange area in New Kent County was examined due to the presence of periwinkle (*Vinca minor*) suggesting that a cemetery might be present in the median. The areas of the I-64 corridor examined during this investigation (2.68 miles), combined with the transect surveyed in 2009 during the evaluation of Williamsburg Battlefield (Civil War) Redoubt 9 (.09 miles) constitute an approximate 3.7% sample of the 75-mile I-64 project corridor.

Six sites were identified or re-examined during this survey. Of those six sites, no evidence of 44HE0004 was found within existing highway right-of-way (ROW) and our consultant recommends that any portion of that site within VDOT ROW be considered not contributing to the National Register eligibility of any portion of that site that may remain elsewhere. Similarly, that portion of site 44NK0283 within the ROW is recommended as not contributing to the eligibility of the site as a whole which may exist outside of the ROW. The remaining four sites (44HE1063, 44NK0100, 44NK0281, and 44NK0282) are recommended as potentially eligible under National Register Criterion D and that additional (Phase II) testing is warranted to conclusively determine eligibility. VDOT concurs with these recommendations.

Archaeological Assessment

The archaeological assessment had three primary objectives: 1) to assess the condition of the corridor and define areas for which field survey may not be necessary due to disturbance or other factors; 2) to characterize the kinds of archaeological resources likely to be present in the APE; and 3) to anticipate if any resources may be important chiefly for reasons other than information. VDOT believes that the assessment accomplished those objectives. Specifically, the condition assessment defined areas within the APE where archaeological survey may or may not be warranted at a level of detail sufficient to guide the scope of future archaeological survey efforts to be included as a commitment in a PA for this undertaking.

With regard to the second and third objectives described above, the assessment concluded that any significant archaeological sites likely would be considered “important chiefly because of what can be learned by data recovery and has minimal value for preservation in place” (23 CFR 774.13(b)(1)). This finding reflects the fact that most archaeological sites in the study corridor are *primarily* important as sources of information about past events, people, cultural practices, and history. VDOT concurs with our consultant’s recommendation while recognizing two exceptions. In York County, site 44YO0050 consists of a well-preserved earthwork (Redoubt 8) associated with the Civil War Battle of Williamsburg. VDOT believes that 44YO0050 may be important chiefly for preservation in place and we are examining ways to avoid or minimize impacts to that property. In the City of Richmond, a historical review indicates that a “Public Burying Ground” for “the free people of colour, and one for slaves” may have been present on the slope of Shockoe Hill west of the bridges carrying I-64 across Shockoe Creek valley (Appendix B). It appears that a portion of the Burying Ground was destroyed when 5th Street was extended in this area, though it is possible that graves exist below the fill slope below Tally’s Auto immediately east of 5th Street. There is no documentary evidence that graves existed at the base of the slope where I-64 is located and that area has been disturbed by erosion and highway construction. VDOT will be performing limited archaeological testing within the I-64 ROW to assess conditions at that

location within our ROW and determine the potential for the presence of graves. VDOT believes that 44YO0050 and the Burying Ground represent localized exceptions to the general expectation that significant archaeological resources elsewhere in the I-64 study area likely will be important chiefly because of what can be learned by data recovery (i.e., information).

Summary

VDOT invites you to concur with the following findings:

- 1) the portion of site 44HE0004 within VDOT ROW be considered not contributing to the National Register eligibility of any larger site that may still exist outside VDOT ROW;
- 2) the portion of site 44NK0283 within VDOT ROW be considered not contributing to the National Register eligibility of any larger site that may exist outside VDOT ROW;
- 3) sites 44HE1063, 44NK0100, 44NK0281, and 44NK0282 are considered potentially eligible for the National Register and additional Phase II testing is warranted to conclusively determine their eligibility;
- 4) except for site 44YO0050 and the Shockoe Hill Burying Ground, significant archaeological resources along the I-64 corridor are likely to be important chiefly because of what can be learned by data recovery.

In the near future VDOT will be coordinating the identification of Civil War battlefields with you and the consulting parties, an effort separate from the archaeologically-specific issues in this letter.

Sincerely yours,



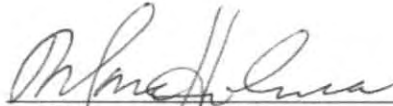
Antony F. Opperman
Preservation Program Manager

cc: Mr. Allen J. Murphy, Jr., James City County
Mr. James O. McReynolds, York County
Ms. Kelli L. Z. Le Duc, New Kent County
Mr. Skip Brooks, Colonial National Historical Park
Mr. Robert Crick, Richmond National Battlefield Park
Ms. Tanya Gossett, American Battlefield Protection Program
Mr. Mark Duncan, Colonial Williamsburg Foundation
Mr. Glen Oder, Fort Monroe Authority

CONCURRENCE:

The Virginia State Historic Preservation Officer (SHPO) hereby concurs with the following findings:

- 1) the portion of site 44HE0004 within VDOT ROW be considered not contributing to the National Register eligibility of any larger site that may still exist outside VDOT ROW;
- 2) the portion of site 44NK0283 within VDOT ROW be considered not contributing to the National Register eligibility of any larger site that may exist outside VDOT ROW;
- 3) sites 44HE1063, 44NK0100, 44NK0281, and 44NK0282 are considered potentially eligible for the National Register and additional Phase II testing is warranted to conclusively determine their eligibility;
- 4) except for site 44YO0050 and the Shockoe Hill Burying Ground, significant archaeological resources along the I-64 corridor are likely to be important chiefly because of what can be learned by data recovery.


Kathleen S. Kilpatrick
for Virginia State Historic Preservation Officer

11 June 12
Date

DHR# 2008-1573



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

RICHMOND DISTRICT
2430 Pine Forest Drive
COLONIAL HEIGHTS, VA 23834
www.VDOT.Virginia.gov

Gregory A. Whirley
COMMISSIONER

June 8, 2012

Ms. Kathleen S. Kilpatrick, Director
Attn: Mr. Marc Holma, Resource Services and Review Division
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

VDOT Project No.: 0064-M11-002, P101; UPC: 92212
VDHR File No.: 2008-1573
City /County: Richmond and Hampton Roads Districts
Funding: Federal
Action Required: Determination of Eligibility

Dear Mr. Holma:

The Virginia Department of Transportation (VDOT) is planning improvements to the I-64 corridor between the City of Richmond and the City of Hampton. As part of this project, the VDOT is also proposing interchange improvements to various interchanges along the I-64 corridor. An architecture survey was needed to determine if historic properties are present within the Area of Potential Effects (APE). The VDOT is coordinating this federally-funded project with the Virginia Department of Historic Resources (VDHR) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800.

The architecture survey for this project was completed by VDOT architectural historian Sarah Clarke. VDOT believes the documentation of the results of the surveys meets the standards set forth in both the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48FR44716-44742) and the Virginia Department of Historic Resources' (VDHR) *Guidelines for Preparing Identification and Evaluation Reports* (1992).

Project Description

The VDOT proposes a study to identify future capacity needs and improvements along the I-64 Corridor. The corridor extends from the City of Richmond east to the City of Hampton at the I-664 interchange. The VDOT proposes improvements to approximately 23 interchanges along the I-64 Corridor. The Area of Potential Effects (APE) for architecture is the vicinity where alterations to feeling and setting may occur. The resources surveyed for this corridor study are those that are currently visible from I-64 or those from which I-64 is visible.

Project History

The VDOT coordinated the eligibility of architectural resources with the VDHR in May 2011. However since that initial coordination, the VDOT has proposed improvements to approximately 23 interchanges along the I-64 Corridor. The initial survey that was conducted for this project encompassed all of the interchanges and the proposed improvements with the exception of one, the interchange at South Airport Drive. Therefore, this letter addresses architectural resources not initially included in the original survey for the I-64 Corridor project.

Architectural Resources

There are no previously recorded architectural resources located within the APE of the South Airport Drive interchange. A total of seven (7) resources were identified during the course of the fieldwork for this project. All resources are dwellings in the Minimal Traditional style and were constructed between 1957 and 1959. These are one-story, four-bay frame dwellings clad in asbestos siding, aluminum siding, or vinyl siding on a concrete block foundation and capped with a gable roof. The only exterior stylistic differences concern the presence or absence of a central-interior brick chimney flue or a bay window on the façade.

Newly Identified Architectural Resources

VDHR No.	Resource	Eligibility Recommendation
043-5317	House, 601 South Street	Not Eligible
043-5318	House, 603 South Street	Not Eligible
043-5319	House, 605 South Street	Not Eligible
043-5320	House, 607 South Street	Not Eligible
043-5321	House, 609 South Street	Not Eligible
043-5322	House, 611 South Street	Not Eligible
043-5323	House, 613 South Street	Not Eligible

The VDOT recommends that none of the newly identified architectural resources surveyed during the course of the fieldwork for this project are individually eligible, nor are they contributing resources to a historic district, for the NRHP under Criterion A, B, C or D. There is no known association with important people or events and the resources are typical examples of their time periods. The property resource types are common, the design and workmanship undistinguished, and the materials stock. The resources do not have the potential to yield future information.

Mr. Marc Holma
June 8, 2012
Page Three

The VDOT invites you to concur with these findings by completing the signature block below, and returning the original signature to my attention within 30 days of receipt of this letter. If you have any questions about this project, please feel free to contact Sarah Clarke at Sarah.Clarke@VDOT.Virginia.gov or by phone at 804.524.6269.

Sincerely,

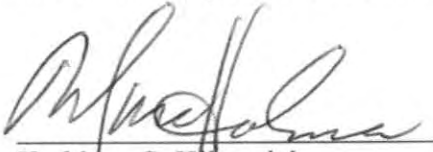


Sarah M. Clarke
VDOT Architectural Historian
Richmond and Hampton Roads Districts

The Virginia Department of Historic Resources (VDHR) concurs with the Virginia Department of Transportation (VDOT) that:

1. The Area of Potential Effects (APE) for architecture is the vicinity where alterations to feeling and setting may occur and includes those properties that are currently visible from I-64 or those from which I-64 is visible.
2. The following architectural resources, VDHR Nos. 043-5317 through 043-5323, are not individually eligible for the NRHP under Criteria A, B, C, or D, nor are they contributing resources to a historic district.

For VDOT Project No. 0064-M11-002, P101; UPC: 92212; VDHR File No. 2008-1573.



f
Kathleen S. Kilpatrick
Director, Virginia Department of Historic Resources
State Historic Preservation Officer

20 June 12

Date

DHR# 2008-1573



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Gregory A. Whirley
Commissioner

July 25, 2012

Ms. Kathleen S. Kilpatrick, State Historic Preservation Officer
Attn. Marc Holma
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Re: Civil War Battlefields, National Register Boundaries
VDOT Project No. 0064-M11-002, P101; UPC No. 92212
VDHR File No. 2008-1573

Dear Mr. Holma:

As noted in our letter of May 21, 2012, the Virginia Department of Transportation (VDOT) is hereby consulting with your agency on the identification of Civil War battlefields in the I-64 corridor study area from I-664 in Hampton to I-95 in Richmond. This communication is part of VDOT's ongoing efforts, on behalf of the Federal Highway Administration (FHWA) to identify historic properties that may be affected by the undertaking in accordance with Section 106 of the National Historic Preservation Act of 1966 and 36 CFR 800. VDOT believes that this effort to define those battlefields considered eligible for listing in the National Register of Historic Places (exclusively from the Civil War) satisfies your agency's *Guidelines for Conducting Cultural Resources Survey in Virginia* (October 2011) and the *Secretary of the Interior's Standards for Identification*.

In general, VDOT accepts the Potential National Register Boundary delineations for all battlefields in the I-64 corridor study area as defined by the American Battlefield Protection Program (ABPP) in that agency's *Update to the Civil War Advisory Commission's Report on the Nation's Civil War Battlefields* (2009). VDOT believes that the ABPP's National Register recommendations and delineations (see attachments) are authoritative and sufficiently definitive to be used as a consensus basis for the identification of historic properties (36 CFR 800.4(a)-(c)) and for future Section 106 consultation on effect (viz. 36 CFR 800.4(d) and 800.5) along the I-64 corridor study area.

The remainder of this letter describes each of the 10 battlefields, all Civil War, that are present along the I-64 corridor study area. The undertaking passes through the Study Area boundaries of each battlefield, though variably through the Core Areas and ABPP-recommended National Register lands as described below. Each of the 10 battlefields, excluding Big Bethel and Oak Grove, may be eligible for listing in the National Register in any combination of Criteria A through D. In some cases localized or isolated archaeological manifestations of each battlefield may be eligible solely under Criterion D, though that is beyond the purpose of this higher-level consideration of battlefields as larger sites, districts, or landscapes where important events took place.

The Battlefields (arranged east to west)

Big Bethel (VA003; VDHR No. 114-5297): The linear I-64 corridor study area crosses the linear route of Federal advance toward the Confederate position at Big Bethel. The Core Area of the battlefield is located at a considerable distance north of I-64 and the battlefield generally is described by the ABPP (2009:59) as having “been destroyed by land use incompatible with the preservation of historic features”. The ABPP does not recommend any potential National Register lands and therefore the Big Bethel Battlefield is not an historic property.

Yorktown (VA009; VDHR No. 099-5283): The I-64 corridor study area crosses into the southwestern margin of the ABPP-recommended potential National Register boundaries of the Yorktown Battlefield, but in an area between two localized and discontinuous Core Areas (Lee’s Mill and Dam No. 1) along the headwaters of the Warwick River. The principal Core Area is located a considerable distance to the northeast in the vicinity of Yorktown.

Williamsburg (VA010; VDHR No. 099-5282): The I-64 corridor study area crosses through the Study and Core Areas of the Williamsburg Battlefield, but the ABPP-recommended potential National Register boundaries are located northeast of the existing facility. Most of the Core Area of the battlefield is excluded from the potential National Register lands since “much of the landscape has been altered and fragmented, leaving some essential features” (ABPP 2009:313). One such essential feature, the well-preserved Redoubt 8 (VDHR Nos. 099-0039 and 44YO0050) is within the undertaking’s area of potential effects and will be discussed in more detail through future consultation concerning effect.

Cold Harbor (VA062; VDHR No. 042-5017): The I-64 corridor study area passes through the an isolated southeastern margin of the battlefield where both the interstate highway and Route 60 cross the Chickahominy River west of the Bottoms Bridge interchange. This area is within the recommended National Register boundaries for the Cold Harbor Battlefield, though the Core Area is located several miles to the northwest.

Savage’s Station (VA019; VDHR No. 043-308): The ABPP describes the Savage’s Station Battlefield landscape as “altered and fragmented, leaving some essential features” (2009:263). The existing highway infrastructure, including the substantial interchange of I-64 and I-295, contributes substantially to the altered and fragmented state of this battlefield along with residential development in the Sandston area. The I-64 corridor crosses irregularly through both the battlefield’s Core Area and the ABPP-recommended National Register boundaries from approximately three miles east of Sandston and centered on the I-64/I-295 interchange.

Seven Pines (VA014; VDHR No. 043-5081): Like Savage’s Station, the Seven Pines Battlefield landscape is described by the ABPP as “altered and fragmented, leaving some essential features” (2009:265). Most of the Core Area is excluded from the ABPP-recommended National Register boundary due to modern development, and the potential National Register lands are limited to the eastern portion of the battlefield where the ABPP notes that “development is accelerating”. The I-64 corridor study area crosses irregularly through both the Core Area and ABPP-recommended National Register boundary of the Seven Pines battlefield from approximately two miles west of the I-64/295 interchange and partially overlapping with the Savage’s Station boundaries.

Fair Oaks and Darbytown Road (VA080; VDHR No. 043-5073): Most of the Core Area and all of the ABPP-recommended National Register boundaries for this battlefield are located south of the I-64 corridor study area. The ABPP describes the battlefield landscape as “altered and fragmented, leaving some essential features” (2009:122). The I-64 corridor study area crossed the northern margin of the Core Area in the vicinity of the Airport Road interchange (Route 156), several miles north of the ABPP-recommended National Register boundaries.

Oak Grove (VA015; VDHR No. 043-5079): The ABPP describes the Oak Grove Battlefield landscape as “altered beyond recognition since the period of significance” and does not recommend any portions of it as eligible for National Register listing (2009:208). The I-64 corridor study area passes through this battlefield, including the Core Area, from approximately the I-64/I-295 interchange west through the Airport Road (Route 156) interchange. Due to the degree of alteration, this battlefield is not an historic property.

Garnett’s and Golding’s Farms (VA018; VDHR No. 043-5273): The I-64 corridor study area passes into the battlefield’s Study Area boundaries in the vicinity of Sandston and the Airport Road (Route 156) interchange. Both the Core Area and ABPP-recommended National Register boundaries, especially the latter, are located considerably north of the I-64 corridor and the battlefield landscape is described by the ABPP as “altered and fragmented, leaving some essential features” (2009:141).

Chaffin’s Farm and New Market Heights (VA075; VDHR No. 043-0307): The I-64 corridor study area crosses into the northern margin of the battlefield’s study area near the Laburnum Avenue interchange and between two isolated and discontinuous Core Areas to the north and south. The ABPP describes this battlefield’s landscape as “altered, but most essential features remain” (2009:79). Those features and the ABPP-recommended National Register boundaries are many miles south of the I-64 corridor study area.

Summary

VDOT invites you to concur that 1) VDOT’s acceptance and use of the ABPP’s proposed National Register recommendations for the 10 battlefields is appropriate for this undertaking, and 2) that neither the Big Bethel Battlefield (114-5297) nor the Oak Grove Battlefield (043-5079) should be considered historic properties. In the near future VDOT will be coordinating the effect(s) of the undertaking on historic properties, both individually by historic property and for the undertaking as a whole.

Sincerely yours,



Antony F. Opperman
Preservation Program Manager

cc: Mr. Allen J. Murphy, Jr., James City County
Mr. James O. McReynolds, York County
Ms. Kelli L. Z. Le Duc, New Kent County
Mr. Skip Brooks, Colonial National Historical Park
Mr. Robert Crick, Richmond National Battlefield Park
Ms. Tanya Gossett, American Battlefield Protection Program
Mr. Mark Duncan, Colonial Williamsburg Foundation
Mr. Glen Oder, Fort Monroe Authority

CONCURRENCE:

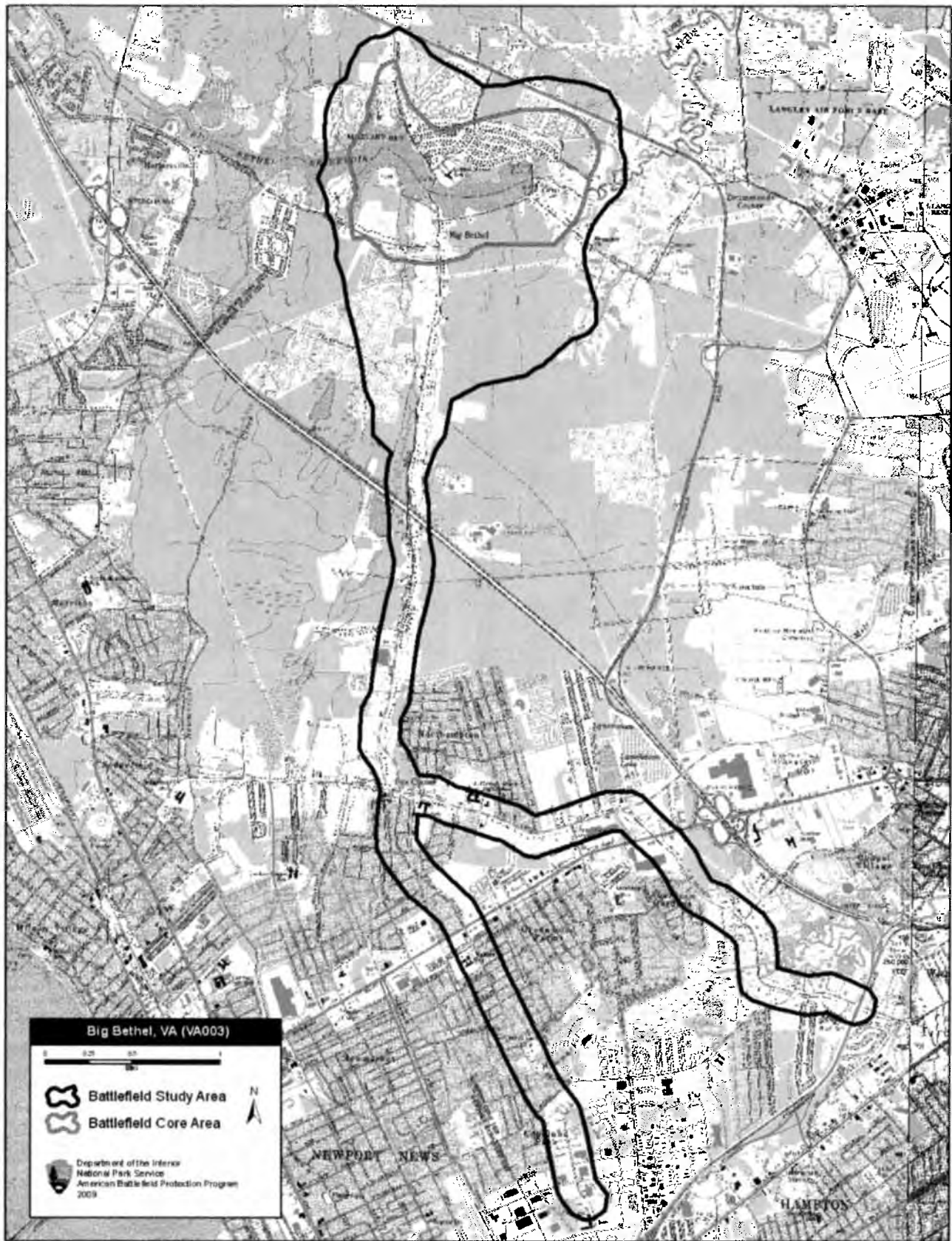
The Virginia State Historic Preservation Officer (SHPO) hereby concurs with the following findings:

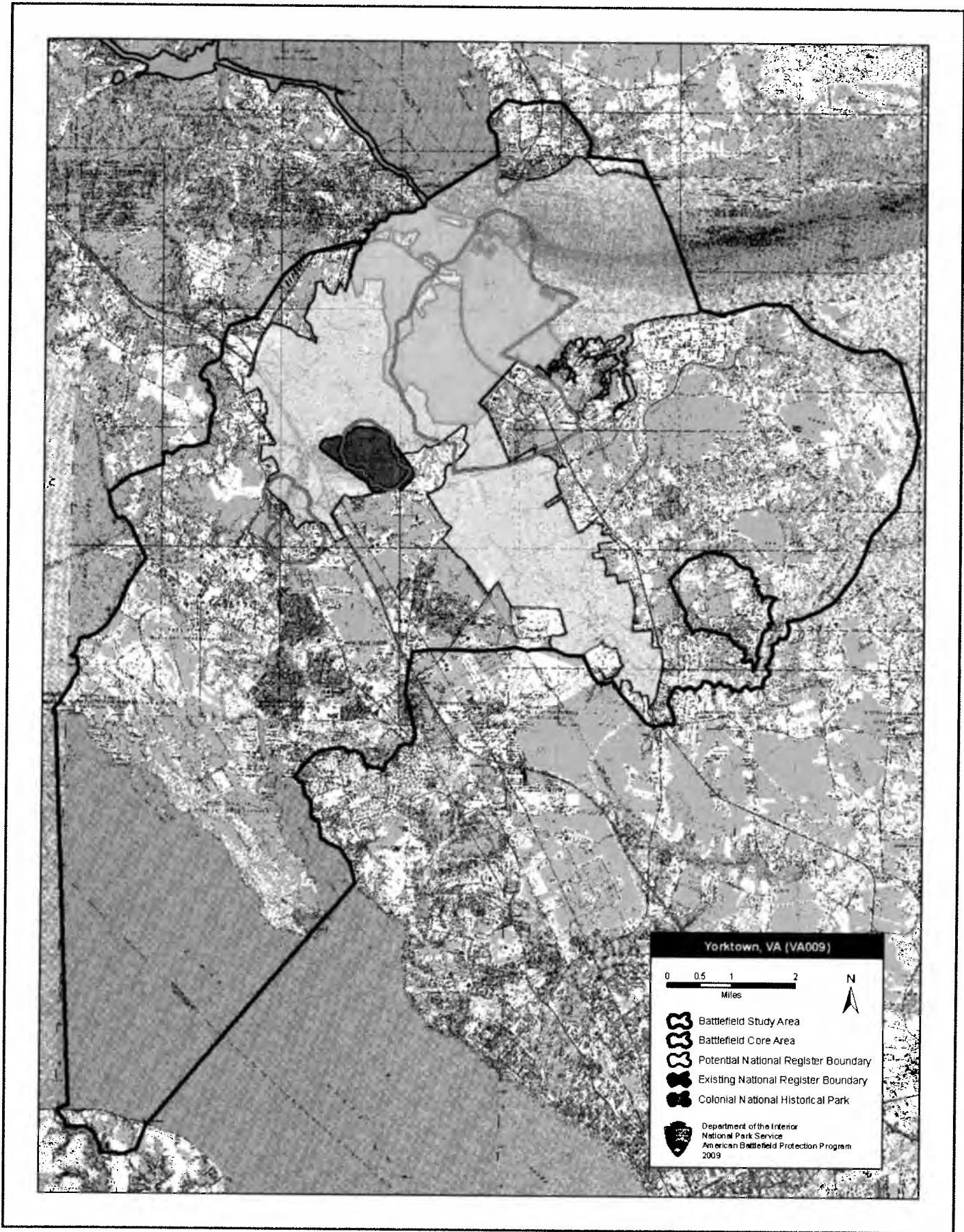
- 1) VDOT's acceptance and use of the ABPP's proposed National Register recommendations for the 10 battlefields is appropriate for purposes of identification of historic properties (36 CFR 800.4) and assessment of adverse effects (36 CFR 800.5) for this undertaking; and,
- 2) Neither the Big Bethel Battlefield (114-5297) nor the Oak Grove Battlefield (043-5079) should be considered historic properties for purposes of Section 106 consultation for this undertaking.

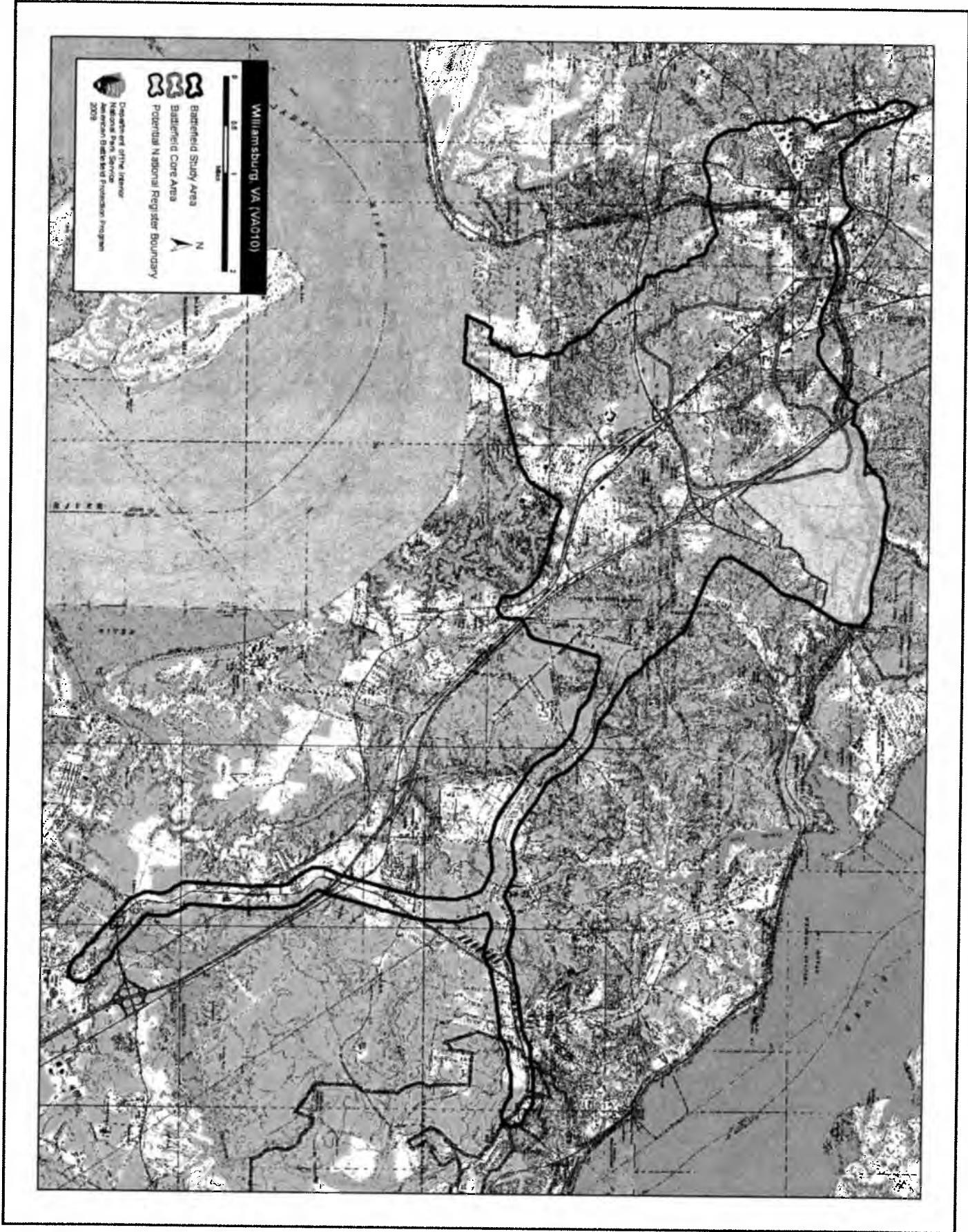
for Kathleen S. Kilpatrick
Kathleen S. Kilpatrick
Virginia SHPO

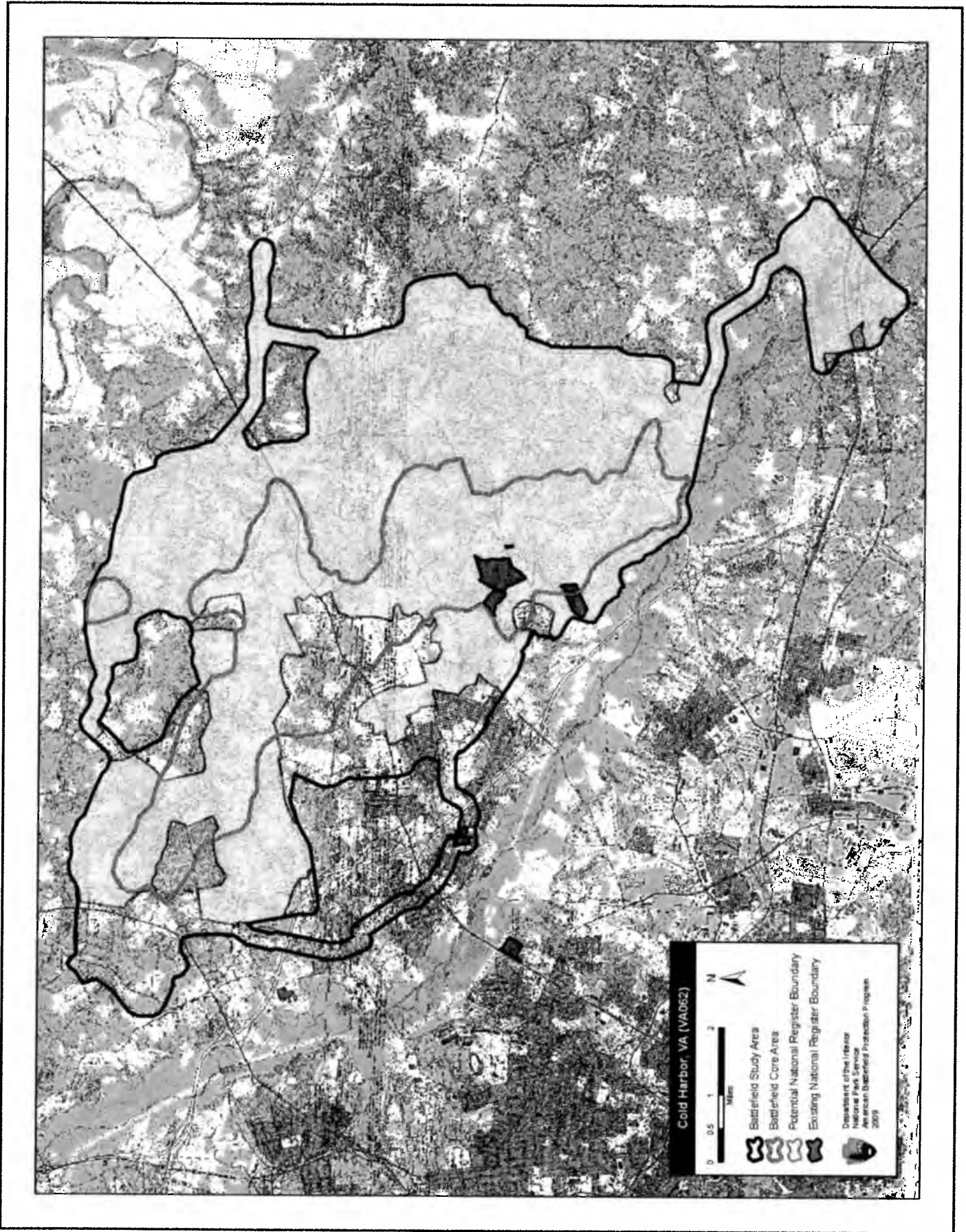
20 AUG 12
Date

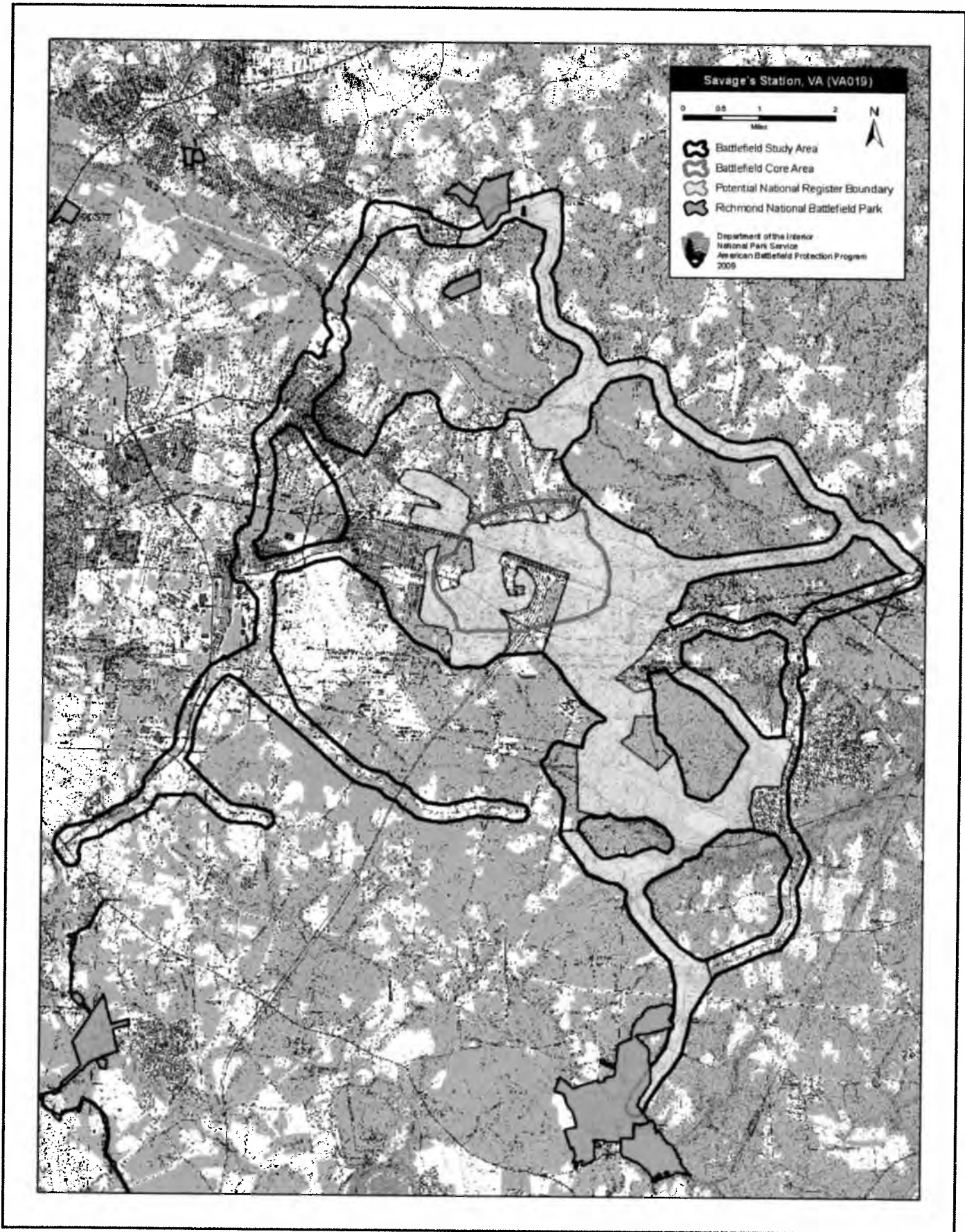
DMR# 2008-1573

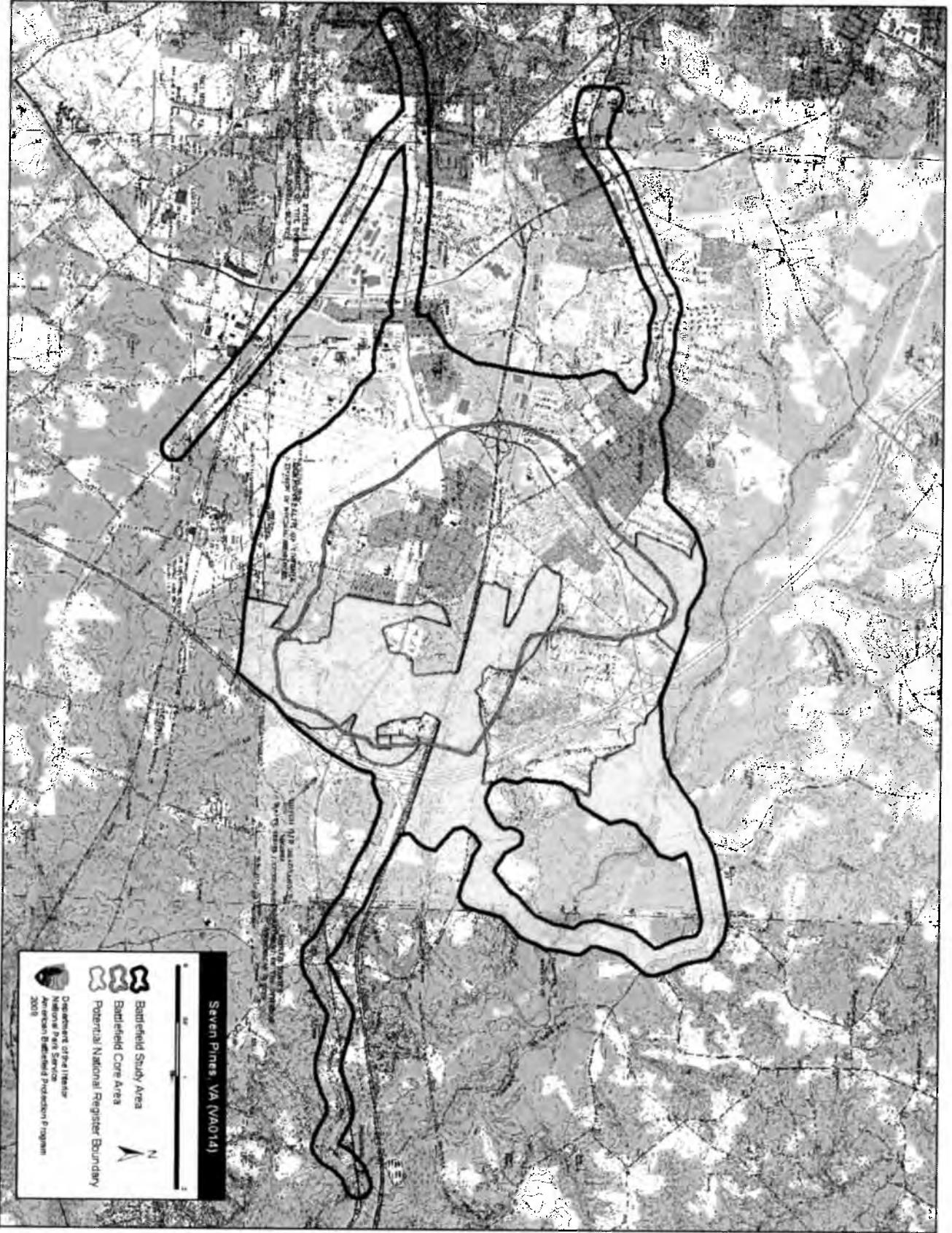


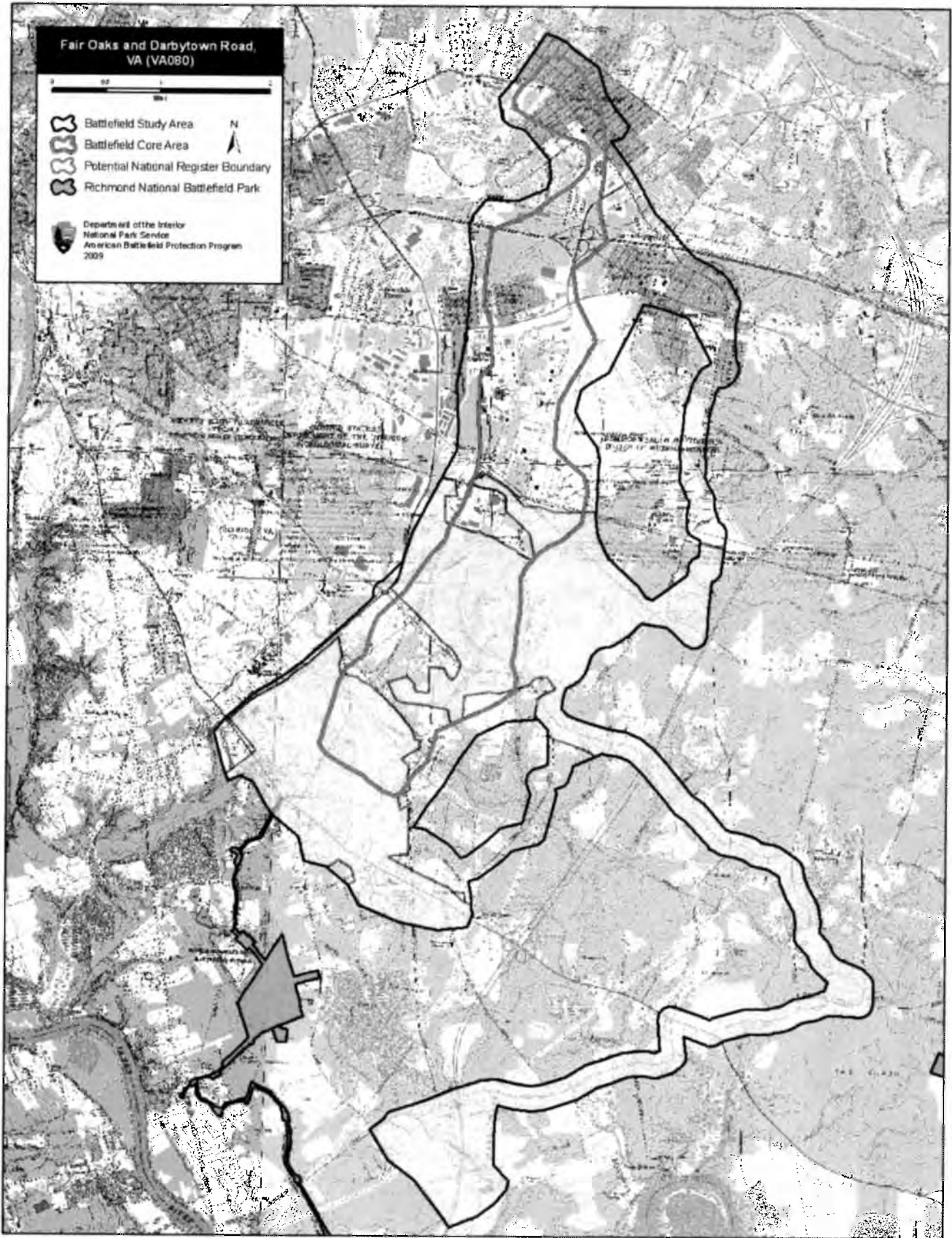


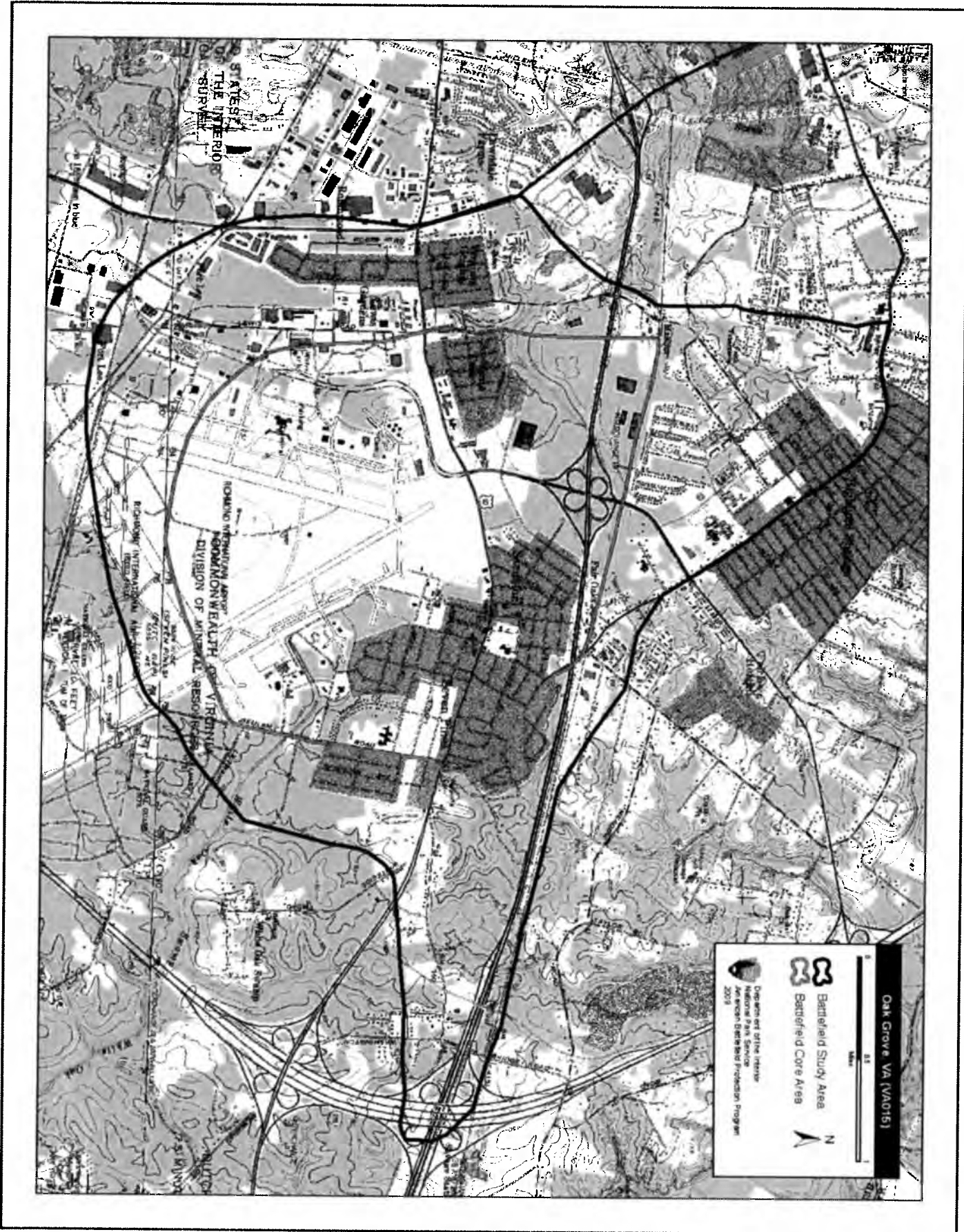


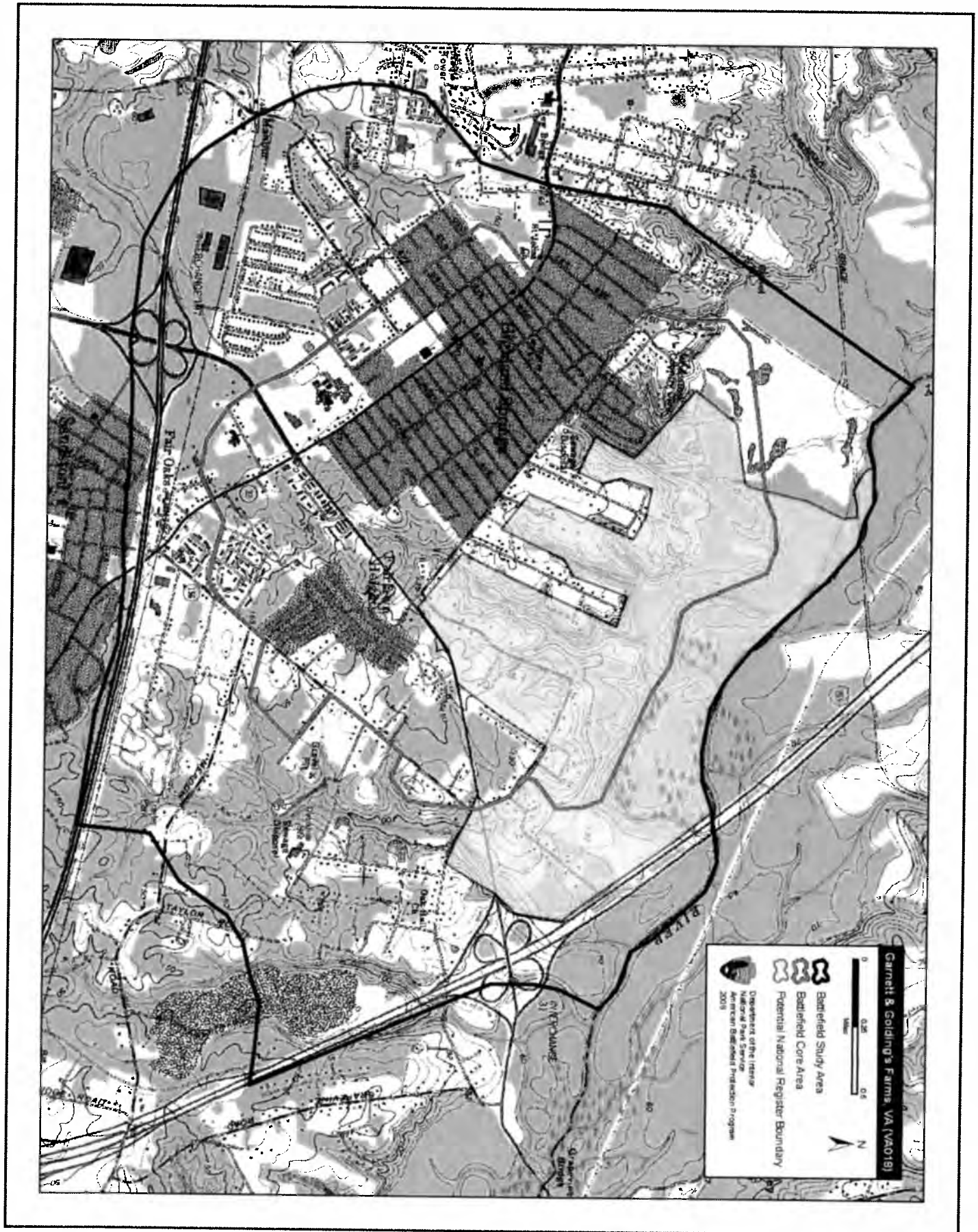


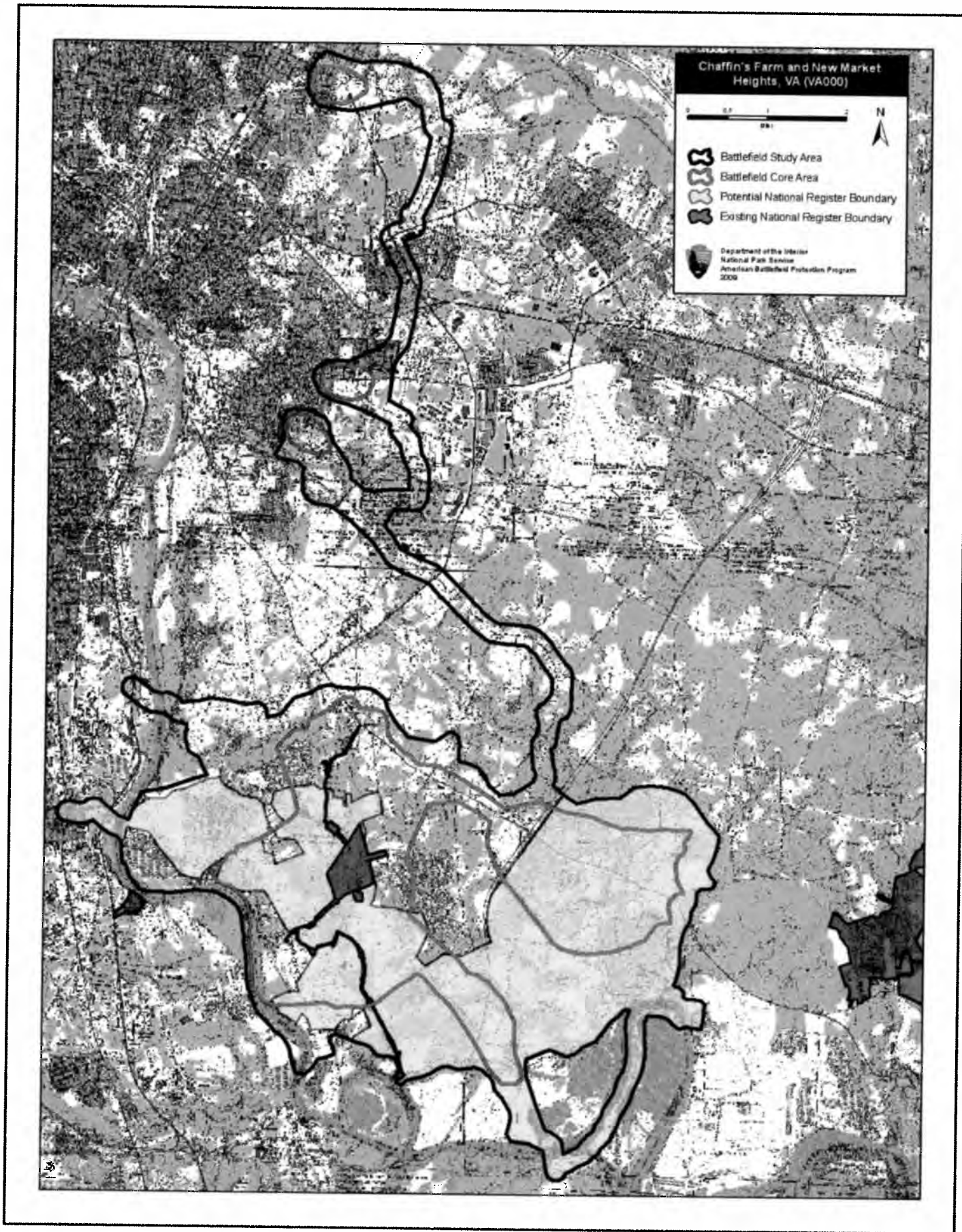












CONCURRENCE:

The Virginia State Historic Preservation Officer (SHPO) hereby concurs with the following findings:

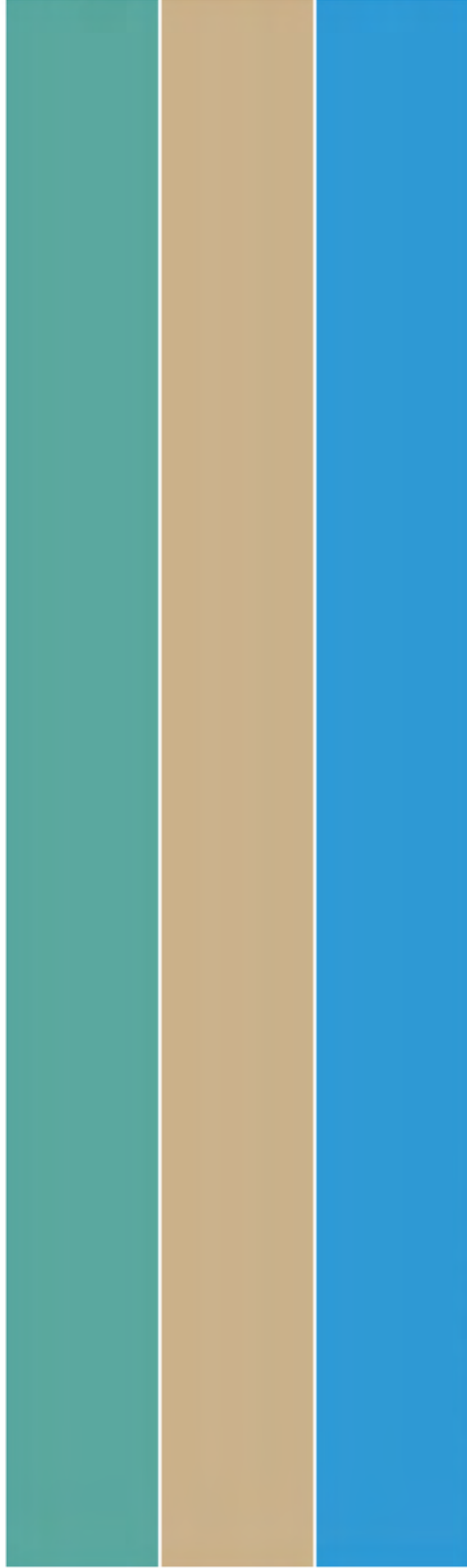
- 1) VDOT's acceptance and use of the ABPP's proposed National Register recommendations for the 10 battlefields is appropriate for purposes of identification of historic properties (36 CFR 800.4) and assessment of adverse effects (36 CFR 800.5) for this undertaking; and,
- 2) Neither the Big Bethel Battlefield (114-5297) nor the Oak Grove Battlefield (043-5079) should be considered historic properties for purposes of Section 106 consultation for this undertaking.


Kathleen S. Kilpatrick
Virginia SHPO

20 AUG 12
Date

DMR# 2008-1573

INTERSTATE 64 PENINSULA STUDY



Consulting Parties

From: Nies, Nick M. [Nicholas.Nies@VDOT.Virginia.gov]
Sent: Thursday, March 10, 2011 3:24 PM
To: Butala, Richard A.
Subject: FW: I-64 Peninsula corridor study (2008-1573)
FYI...

Nicholas M. Nies
Project Manager
VDOT – Environmental Division
(804)786-1092

From: Holma, Marc (DHR) [mailto:Marc.Holma@dhr.virginia.gov]
Sent: Wednesday, March 09, 2011 3:04 PM
To: Nies, Nick M.
Cc: John A. Simkins
Subject: I-64 Peninsula corridor study (2008-1573)

Nick,

I received your letters of 10 and 17 February 2011 regarding the above referenced project. I look forward to working with VDOT on this undertaking. In addition to the consulting parties you mention in your 10 February correspondence I would add the following:

- Hampton University
- Local and statewide Civil War organizations
- DoD installations along the project corridor (e.g. Fort Monroe, Fort Eustis, Langley Air Force Base, Camp Peary, Yorktown Naval Weapons Center, etc); mostly for their interest in any traffic problems that the project may create for their operations, not necessarily for historic properties concerns, although all of these installations have historic properties
- Fort Monroe Authority (mainly for the reasons above)
- Colonial Williamsburg
- APVA

That's all I can think of right now, but others may make themselves know.

Marc

*Marc E. Holma, Architectural Historian
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue*

Richmond, Virginia 23221
phone: (804) 367-2323 x114
fax: (804) 367-2391
web: www.dhr.virginia.gov

*** Learn more about DHR's [ePIX](#) - Electronic Project Information Exchange ***

From: Nies, Nick M. [Nicholas.Nies@VDOT.Virginia.gov]
Sent: Wednesday, March 23, 2011 8:54 AM
To: Butala, Richard A.
Subject: FW: I-64 Peninsula Study (2008-1573)
FYI...

Nicholas M. Nies
Project Manager
VDOT – Environmental Division
(804)786-1092

From: Holma, Marc (DHR) [mailto:Marc.Holma@dhr.virginia.gov]
Sent: Tuesday, March 22, 2011 4:53 PM
To: Nies, Nick M.
Cc: Deem, Angel N.
Subject: I-64 Peninsula Study (2008-1573)

Nick,

I just wanted to follow up the agency scoping meeting today with a brief email. The only comments I have at this point is to make sure that the right consulting parties are invited to participate. You had an impressive turnout today, but there were some groups that were not represented that need to have a seat at the table, or at least offered a seat, whether they choose to sit down or not is up to them. You may have already thought to include those that I'm about to recommend participating and they just didn't show up or have already let you know they don't have an interest in the project. Here is my list of those who I didn't see there today, but need to be involved:

- Colonial Williamsburg Foundation
- NPS at Yorktown/Jamestown
- APVA
- Local historical societies along the I-64 corridor
- Federal Indian tribes--especially the Catawba
- VCI
- Langley Air Force Base
- Fort Eustis (this is now under Air Force administration)
- Yorktown Naval Weapons Station
- United States Coast Guard Training Center Yorktown

Some others to consider, but may be more appropriate to include in the tunnel project are:

- Hampton University
- Fort Monroe Authority
- Contraband Society

If I think of any others I'll let you know. Please keep me informed as the project continues.

Marc

*Marc E. Holma, Architectural Historian
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221
phone: (804) 367-2323 x114
fax: (804) 367-2391
web: www.dhr.virginia.gov*

*** Learn more about DHR's [ePIX](#) - Electronic Project Information Exchange ***



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

American Battlefield Protection Program
Paul Hawke, Chief
Heritage Preservation Services, National Park Service
1201 Eye Street, NW, 2255
Washington, DC 20005

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Hawke:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Association for the Preservation of Virginia Antiquities
Ms. Elizabeth Kostelny, Executive Director
204 West Franklin Street
Richmond, VA 23220-5012

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Kostelny:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

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

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Chief Adkins:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

City of Hampton
Ms. Molly Ward, Mayor
22nd Lincon Street, 8th Floor
Hampton City Hall
Hampton, VA 23669

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mayor Ward:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

City of Newport News
Mr. McKinley Price, Mayor
City Council, 2400 Washington Avenue
Newport News, VA 23607

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mayor Price:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

City of Richmond
Mr. Dwight Jones, Mayor
900 E. Broad Street
Richmond, VA 23219

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mayor Jones:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Colonial Downs Holdings
Mr. Ian Stewart, President
10515 Colonial Downs Parkway
New Kent, VA 23124

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Stewart:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Colonial Williamsburg Foundation
Mr. Colin Campbell, President
P.O. Box 1776
Williamsburg, VA 23187-1776

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Campbell:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

The Contraband Historical Society
Gerri Hollins, President
512 Settlers Landing Road
Hampton, VA 23669

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Hollins:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

United States Army
Fort Eustis
Col. Glenn Grothe
210 Dillon Circle
Fort Eustis, VA 23604-5000

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Col. Grothe:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Fox Hill Historical Society
Ms. Katie Evans Arredondo, President
208 Beach Road
Hampton, VA 23664

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Arredondo:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Fort Monroe Federal Area Development Authority
Ms. Cherilyn E. Widell, Director of Heritage Assets and Historic Preservation Officer
Old Quarters #1, 151 Bernard Road
Fort Monroe, VA 23651

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Widell:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Hampton Heritage Foundation
119 Botetourt Road
Hampton, Virginia 23669

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

To Whom It May Concern:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Hampton History Museum
Ms. Bethany Austin, Registrar
22 Lincoln Street
Hampton, VA 23669

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Austin:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Hampton University
Dr. William R. Harvey, President
100 E. Queen Street
Hampton, VA 23668

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Dr. Harvey:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Henrico County
Mr. Todd Eure, Transportation Development Engineer
P.O. Box 90775
Henrico, VA 23273

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Eure:

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Henrico County Historical Society
Ms. Sara Pace, President
P.O. Box 90775
Henrico, VA 23273

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Pace:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Hugh S. Watson Genealogical Society of Tidewater Virginia
Ms. Emily McDonald, President
14451 Old Courthouse Way
Newport News, VA 23608

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Watson:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

James City County
Mr. Steven Hicks, Development Manager
101-A Mounts Bay Road
P.O. 8784
Williamsburg, VA 23187

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Hicks:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

James City County Historical Commission
Ms. Donna Garrett, Chairperson
Planning Division
101-A Monts Bay Road,
Williamsburg, VA 23187

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Garrett:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

United States Air Force
Langley Air Force Base
Col. David Benware, 633 Airbase Wing Commander
125 Mabry Avenue
Hampton, VA 23665

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Col. Benware:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Mattaponi Tribe
Chief Carl Custalow
1467 Mattaponi Reservation Circle
West Point, VA 23181

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Chief Custalow:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Nansemond Tribe
Chief Barry W. Bass
P.O. Box 6558
Portsmouth, VA 23703

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Chief Bass:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

New Kent Historical Society
Ms. Loretta Davis
P.O. Box 24
New Kent, VA 23124

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Davis:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Newport News Warwick Historical Preservation Association
Mr. Russell Parrish, President
P.O. Box 1812
Newport News, VA 23601

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Parrish:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

National Park Service
Colonial National Historical Park
Mr. P. Daniel Smith, Superintendent
P.O. Box 210
Yorktown, VA 23690

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Smith:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

National Park Service
Richmond National Battlefield Park
David Ruth, Superintendent
3215 East Broad Street
Richmond, VA 23223

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Ruth:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Pumunkey Tribe
Chief Robert Gray
175 Lay Landing Road
King William, VA 23086

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Chief Gray:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

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

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Chief Richardson:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Richmond, Fredericksburg, and Potomac Railroad Historical Society
Mr. Bill Sheild, President
P. O. Box 9097
Fredericksburg, VA 22403-9097

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Sheild:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

New Kent County
Mr. G. Cabell Lawton IV, County Administrator
P.O. Box 50
New Kent, VA 23124

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Lawton:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Upper Mattaponi Tribe
Chief Ken Adams
P.O. Box 174
King William, VA 23086

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Chief Adams:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

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Sincerely,

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Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

United States Coast Guard Training Center Yorktown
Captain Milne, Commanding Officer
1 U.S. Coast Guard Training Center
Yorktown, Virginia 23690

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Captain Milne:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

Virginia Council of Indians
Ms. Deanna Beacham
P.O. Box 1475
Richmond, VA 23218

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Beacham:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

York County
Mr. James McReynolds, County Administrator
224 Ballard Street
P.O. Box 532
Yorktown, VA 23690

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. McReynolds:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

York County Historical Committee
Ms. Lois Winter
P.O. Box 262
Yorktown, VA 23690

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Ms. Winter:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

York County Historical Society
P.O. Box 770
Yorktown, Virginia 23692

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

To Whom It May Concern:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

United States Navy
Yorktown Naval Weapons Station
Mr. Kendall Chapman
Building 16 Spring Road,
Yorktown, Virginia 23691

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

Dear Mr. Chapman:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in black ink that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources



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

Virginia Division
(804)775-3320

P.O. Box 10249
400 N. 8th Street Rm. 750
Richmond, Virginia 23240

IN REPLY REFER TO:

July 25, 2011

I-64 Peninsula Study
Counties of Henrico, James City, New Kent,
and York; and Cities of Richmond,
Newport News, and Hampton, Virginia
Invitation to Become a Section 106
Consulting Party

Donald Rogers, Chief
Catawba Indian Tribe
996 Avenue of the Nations
Rock Hill, SC 29730-7645

Dear Chief Rogers:

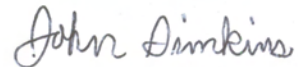
The Virginia Department of Transportation, in cooperation with the Federal Highway Administration has initiated a study of the Interstate 64 (I-64) corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. Attached is a map of the I-64 corridor.

Under regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), we are identifying consulting parties with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. We are hereby inviting the Catawba Indian Tribe to participate as a consulting party pursuant to 36 CFR 800. If you are interested in becoming a consulting party for this study, please let me know by August 25, 2011.

If you have any questions or need additional information, please contact me at (804) 775-3347 or John.Simkins@dot.gov.

Sincerely,

Irene Rico
Division Administrator



By: John Simkins
Planning and Environmental Team
Leader

Attachment

cc: Mr. Nick Nies, Virginia Department
of Transportation
Mr. Marc Holma, Virginia SHPO



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

Virginia Division
(804)775-3320

P.O. Box 10249
400 N. 8th Street Rm. 750
Richmond, Virginia 23240

IN REPLY REFER TO:

July 25, 2011

I-64 Peninsula Study
Counties of Henrico, James City, New Kent,
and York; and Cities of Richmond,
Newport News, and Hampton, Virginia
Invitation to Become a Section 106
Consulting Party

Leo R. Henry, Chief
Tuscarora Nation
2006 Mt. Hope Road
Lewistown, NY 14092

Dear Chief Henry:

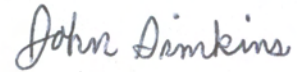
The Virginia Department of Transportation, in cooperation with the Federal Highway Administration has initiated a study of the Interstate 64 (I-64) corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. Attached is a map of the I-64 corridor.

Under regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), we are identifying consulting parties with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. We are hereby inviting the Tuscarora Nation to participate as a consulting party pursuant to 36 CFR 800. If you are interested in becoming a consulting party for this study, please let me know by August 25, 2011.

If you have any questions or need additional information, please contact me at (804) 775-3347 or John.Simkins@dot.gov.

Sincerely,

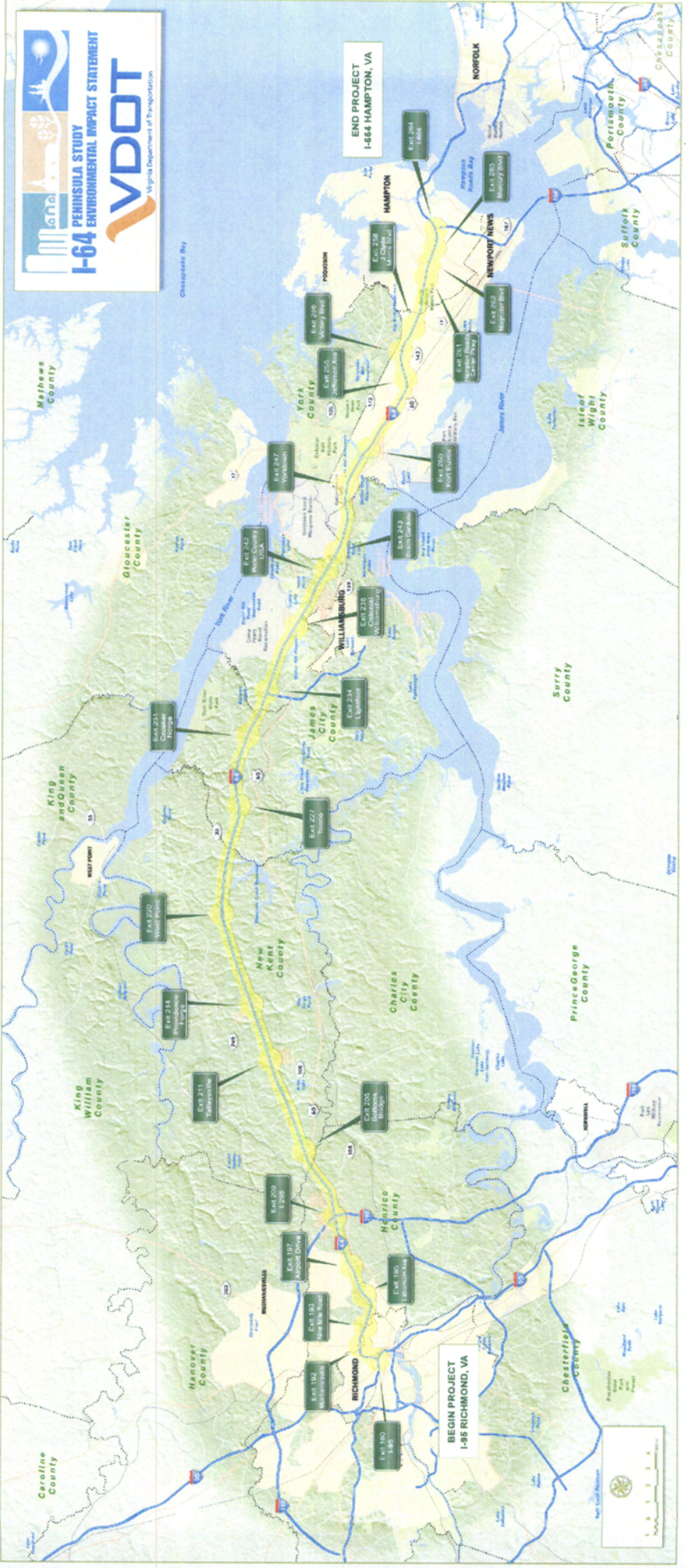
Irene Rico
Division Administrator



By: John Simkins
Planning and Environmental Team
Leader

Attachment

cc: Mr. Nick Nies, Virginia Department
of Transportation
Mr. Marc Holma, Virginia SHPO



From: Butala, Richard A.
Sent: Tuesday, July 26, 2011 11:09 AM
To: 'Nies, Nick M.'
Subject: Interstate 64 Peninsula Study - VA Council on Indians

Nick,

Thanks much for sending along. We will update our Agency Lists with this information and also let Dovetail know of this.

Rich

From: Nies, Nick M. [mailto:Nicholas.Nies@VDOT.Virginia.gov]
Sent: Tuesday, July 26, 2011 8:02 AM
To: Butala, Richard A.
Subject: FW: Interstate 64 Peninsula Study

FYI...

Nicholas M. Nies
Project Manager
VDOT – Environmental Division
(804)786-1092

From: Beacham, Deanna (GOV) [mailto:Deanna.Beacham@governor.virginia.gov]
Sent: Monday, July 25, 2011 1:59 PM
To: Nies, Nick M.
Cc: Holma, Marc; John Simkins
Subject: Interstate 64 Peninsula Study

Greetings Nick,

Thank you for writing to the Virginia Council on Indians regarding being a consulting party for the I-64 study. Given that both our organizations are aware of American Indian cultural resources that were impacted by the building of the Interstate, it seems likely that there are areas in the study area that also contain such resources as yet undisturbed. Therefore it is appropriate for the VCI to be a consulting party for this project.

I have attached a copy of the VDOT-VCI agreement in place which may be helpful to you, if you are not already familiar with it. I will be your contact and signatory should any additional agreements be necessary.

Thanks again for contacting this office.

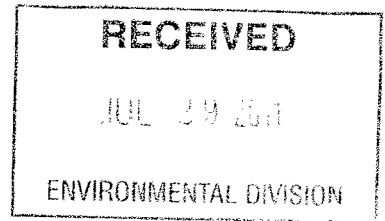
Deanna

Deanna Beacham
Virginia Council on Indians
Secretary of Natural Resources

8/28/2012

Office of the Governor
804.225.2084
deanna@governor.virginia.gov

Email to or from this address is subject to the Virginia Freedom of Information Act.



MEMORANDUM

DATE: July 27, 2011

TO: Nicholas M. Nies, Project Manager

FROM: Kelli L. Z. Le Duc, Planner, New Kent County

SUBJECT: Letter dated July 22, 2011 regarding VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

The aforementioned letter was sent to Mr. G Cabell Lawton IV, County Administrator of New Kent County, regarding an invitation to become a Consulting Party for the I-64 Peninsula Study. Mr. Lawton has passed this letter on to me, as I am the staff support for the New Kent County Historic Commission. Please consider this memo as our organization's wish to participate in the above-stated project regarding Section 106 of the National Historic Preservation Act.

You can reach me at 804-966-9690 or at klleduc@co.newkent.state.va.us

Thanks.

From: Nies, Nick M. [Nicholas.Nies@VDOT.Virginia.gov]
Sent: Monday, August 01, 2011 7:50 AM
To: Butala, Richard A.
Subject: FW: Consulting Party Invitation for the I-64 Peninsula Study

FYI...

Nicholas M. Nies
Project Manager
VDOT - Environmental Division
(804)786-1092

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

From: Tanya_Gossett@nps.gov [mailto:Tanya_Gossett@nps.gov]
Sent: Wednesday, July 27, 2011 4:47 PM
To: Nies, Nick M.
Cc: Paul_Hawke@nps.gov; Kristen_McMasters@nps.gov; Dave_Ruth@nps.gov; Karen_Rehm@nps.gov; Jeffrey_Durbin@nps.gov
Subject: Consulting Party Invitation for the I-64 Peninsula Study

Dear Mr. Nies,

On behalf of the American Battlefield Protection Program, I would like to thank you for your letter of July 22, 2011, inviting our office to participate as a consulting party pursuant to 36 CFR part 800 during the I-64 Peninsula Study. We have identified six Civil War battlefields that could be affected directly by the proposed widening of I-64. We have also identified other Civil War battlefields near the project corridor that could be affected indirectly by widening I-64's footprint and increasing motor vehicle capacity on the highway, or affected directly by secondary impacts associated with the I-64 project, such as improvements to feeder roads. The ABPP therefore accepts your invitation to become a consulting party in this case.

We look forward to working with you on this important undertaking. Please forward project correspondence to me at tanya_gossett@nps.gov or the address below.

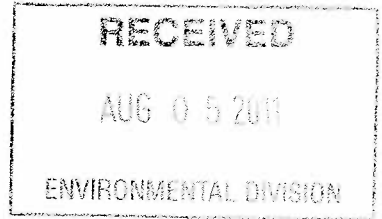
Yours sincerely,

Tanya M. Gossett
Preservation Planner & Federal Compliance Coordinator
American Battlefield Protection Program
National Park Service
1201 Eye Street, NW (6th Floor)
Washington, DC 20005
Phone 202-354-2019
Fax 202-371-1961



United States Department of the Interior

NATIONAL PARK SERVICE
Colonial National Historical Park
Post Office Box 210
Yorktown, Virginia 23690



IN REPLY REFER TO:

L7619

August 1, 2011

Mr. Nicholas M. Nies
Project Manager
Commonwealth of Virginia
Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Dear Mr. Nies:

On behalf of Colonial National Historical Park, I accept your invitation to become a Consulting Party for the I-64 Peninsula Study (VDOT Project Number: 0064-M11-002, P101; UPC No. 92212). The proposed project crosses over the Colonial Parkway, which is listed on the National Register of Historic Places as nationally significant. As this project may affect character defining features of the Colonial Parkway, park staff will need to review and comment on all studies and plans.

I look forward to hearing from you as the project advances.

Sincerely,

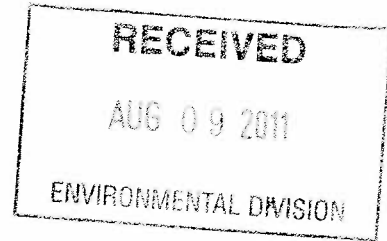
P. Daniel Smith
Superintendent

cc: Dr. Ethel Eaton, Virginia Department of Resources
Jonathan Connolly, Cultural Resource Management Specialist



August 4, 2011

Nicholas M. Nies
Project Manager, Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219-2000



RE: Invitation to become a Consulting Party for the I-64 Peninsula Study

Dear Mr. Nies,

Thank you for your consideration of the Fort Monroe Authority in identifying consulting parties under the Section 106 process. We would like to accept this opportunity and become a consulting party in the I-64 Peninsula Study.

We look forward to hearing more about this project. If you have any questions, please feel free to email me at cwidell@fmauthority.com or call my work phone at 757-251-2746 or my cell at 443-480-2862.

Sincerely,

Cheryl Widell
Fort Monroe Historic Preservation Officer and Director of Heritage Assets
Old Quarters #1, 151 Bernard Road, Fort Monroe, VA 23651



Development Management

101-A Mounts Bay Road, P.O. Box 8784, Williamsburg, VA 23187-8784

P: (757) 253-6671 F: (757) 253-6822

jccEgov.com

devman@james-city.va.us

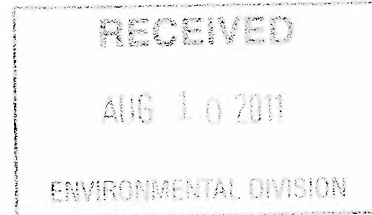
Building Safety and Permits
(757) 253-6620

Engineering and Resource Protection
(757) 253-6670

Planning
(757) 253-6685

Zoning Enforcement
(757) 253-6671

August 5, 2011



Nicholas M. Nies
Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Dear Mr. Nies:

RE: Invitation to Become a Consulting Party for the I-64 Peninsula Study (UPC 92212)

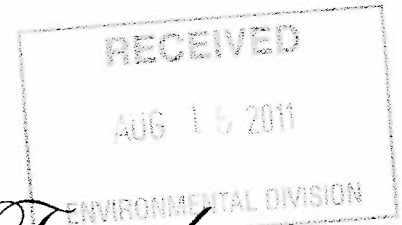
Thank you for the invitation to participate in I-64 Peninsula Study as a consulting party. Improving the I-64 corridor is vital to further economic development in James City County. At the same time, the County has great interest in preserving the properties and resources that are an integral component of its unique historic identity and appreciates the opportunity to provide feedback regarding the impact of this project on historically and culturally sensitive areas.

I look forward to working with you and representatives from the other localities as the study moves forward. You may contact me by telephone at 757-253-6674 or e-mail steven.hicks@james-city.va.us.

Sincerely,

Steven W. Hicks
Development Manager

SWH/bk



The Colonial Williamsburg Foundation

OFFICE OF THE PRESIDENT

August 9, 2011

Dear Mr. Nies:

Thank you for your recent letter inviting Colonial Williamsburg to participate in the Virginia Department of Transportation's study of the Interstate 64 corridor between Richmond and Hampton. As a major drive-to destination on the East Coast—whose focus is education and historic preservation—Colonial Williamsburg has a compelling interest in the future of I-64. Accordingly, the Colonial Williamsburg Foundation welcomes the opportunity to help identify ways to improve Virginia's interstate system while simultaneously being sensitive to any impact future changes to I-64 might have on historic properties. I have asked Mark Duncan, Colonial Williamsburg's Director of Community, College and Government Relations, to assist in this effort. Mark can be reached at (757) 220-7217 or mduncan@cwf.org.

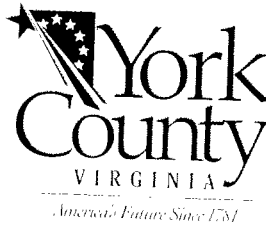
With all best wishes.

Sincerely,

Colin G. Campbell

Mr. Nicholas Nies
1401 East Broad Street
Richmond, VA 23219

COUNTY ADMINISTRATOR
James O. McReynolds



BOARD OF SUPERVISORS
Walter C. Zaremba
District 1
Sheila S. Noll
District 2
Donald E. Wiggins
District 3
George S. Hrichak
District 4
Thomas G. Shepperd, Jr.
District 5

August 9, 2011

Nicholas M. Nies
Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Dear Mr. Nies:

SUBJECT: VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

In response to your letter of July 22, 2011, I am writing to confirm that York County wishes to participate as a consulting party in the referenced project pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act. With over 11 miles of Interstate 64 running through our jurisdiction, York County is a major stakeholder in the future of this important transportation corridor, and we welcome the opportunity to be involved in the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating any adverse effects.

Sincerely,

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

James O. McReynolds
County Administrator

TCC

Copy to: Timothy C. Cross, AICP, Principal Planner

Behringer, Rebecca S.

From: Nies, Nick M. [Nicholas.Nies@VDOT.Virginia.gov]
Sent: Tuesday, September 13, 2011 2:18 PM
To: Denbigh Insurance Agency - Darcy Terry
Cc: Butala, Richard A.; Boelt, Fred; Kayaselcuk, Mary; Opperman, Antony F.; Collier, Brennan S.
Subject: RE: Newport News Warwick Historical Preservation Association
Attachments: Consulting Parties - Section 106 Overview.doc

Good Afternoon Mr. Terry,

Thank you for the clarification. Our goal is to reach out to those organizations that have a demonstrated interest in historic issues within the study area to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Based on this, I believe your organization(s) meets the standards. Regarding time commitments, meeting locations, etc., it may help if you take a look at the attached overview of the Section 106 process first. Once you have had an opportunity to review, we can discuss these items in more detail to determine whether or not you are interested in being a consulting party.

Thank you,

Nick

Nicholas M. Nies
 Project Manager
 VDOT – Environmental Division
 (804)786-1092

From: Denbigh Insurance Agency - Darcy Terry [mailto:darcy@denbighins.hrcoxmail.com]
Sent: Wednesday, August 31, 2011 11:14 AM
To: Collier, Brennan S.
Cc: Nies, Nick M.; Butala, Richard A.; Boelt, Fred; Kayaselcuk, Mary
Subject: Re: Newport News Warwick Historical Preservation Association

Gentlemen:

I have received this e-mail and wanted to respond with some clarifications and questions. The Newport News Warwick Historic Preservation Association (NNWHPA) is no longer an active entity as far as my knowledge goes. The NNWHPA was mostly concerned with the preservation and remodeling of the Warwick Courthouse buildings at Denbigh and once completed, the organization seemingly fell into inactive status - a very dear gentleman, Everette Hogge, was an early president and was the driving force behind the group which diminished with his passing in October of 2001 - Mr. Parrish stepped up for a short while through 2002 and I believe things fell apart shortly thereafter.

As far as local historical associations go, I guess our group is the closest thing - we are the only active historical society that I know of concerned with old Warwick. We are not the NNWHPA. I am president of the Warwick County Historical Society (WCHS). The WCHS was founded in November of 2010 and is an offshoot of the 45 yr-old Fort Eustis Historical and Archaeological Association (FEHAA) which is still in existence as well (I am pres of both groups)... We have an active membership of 47. Both groups operate

8/28/2012

as a non-profit but do not have the official status in that regard. Our headquarters is the 1810 Warwick County Courthouse (the smaller, older courthouse) at Denbigh.

You may need to decide if the Warwick Co Historical Society will fill the bill for your needs as a consulting partner. I will then need to have a bit more information regarding the time commitment involved in being a part of the group and where the meetings will be held, etc. I am a volunteer president of these two groups and have other duties as the owner/agent of the Denbigh Insurance Agency in Newport News, VA. I do, however, have some interest in participating (if you will have me and if I have sufficient time).

Most Sincerely,

Darcy Terry

cc: Frederick W. Boelt (1st VP - WCHS/FEHAA)
Mary Kayaselcuk - NN Historic Services

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

From: Collier, Brennan S.

To: darcy@denbighins.hrcoxmail.com

Cc: Nies, Nick M. ; Butala, Richard A.

Sent: Tuesday, August 30, 2011 9:59 AM

Subject: Newport News Warwick Historical Preservation Association

Mr. Terry,

On behalf of VDOT and the I-64 Peninsula Study team, we are working to identify those organizations and individuals interested in becoming a Consulting Party during the Section 106 consultation process for this highway corridor improvement study. In July, VDOT mailed a letter to Russell Parrish, the former President of the Newport News Warwick Historical Preservation Association (as listed on the Association website at <http://www.rootsweb.ancestry.com/~vannwhpa/vannwhpa/>); however the letter was unable to reach your organization and was returned. I contacted Mary Kayaselcuk with the City of Newport News and she provided me with your email and updated mailing address (14415 Old Courthouse Way). I understand you are the current President of the Newport News Warwick Historical Preservation Association. Please find an electronic version of the letter we attempted to mail to your organization attached to this email. If you are interested in being a consulting party, please respond as soon as possible. Mr. Nicholas Nies, the VDOT Project Manager, is copied on this email. If you have any questions, please let us know.

Thank you for your time.

Brennan Snyder Collier

McCormick Taylor, Inc.

4951 Lake Brook Drive, Suite 275

Glen Allen, Virginia 23060

Office: (804) 762-5800 x2512

Cell: (804) 517-5969

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bscollier@mtmail.biz

OVERVIEW OF SECTION 106 PROCESS

NATIONAL HISTORIC PRESERVATION ACT OF 1966, as amended
16 U.S.C. 470f (Section 106); 36 CFR 800 Protection of Historic Properties [Section 106 process];
36 CFR 60 [National Register of Historic Places]

MAJOR PROVISIONS: Section 101 authorized the Secretary of Interior to maintain a **National Register of Historic Places** “composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture.” **Section 106** requires **federal** agencies to “take into account the **effect** of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.” Title II of the Act created the Advisory Council on Historic Preservation (ACHP) and specified its membership and duties. The Advisory Council on Historic Preservation must be afforded a “reasonable opportunity to comment.”

EFFECT ON HIGHWAY PLANNING: For federal-aid highway projects, the Federal Highway Administration (FHWA) must consider the effect of the project on historic properties that are in or eligible for the National Register of Historic Places (the official list of historic properties deemed worthy of preservation). Section 106 also applies to projects that are not federally funded, but which require Corps of Engineers permits. In these cases, the Corps considers the effects of the project on historic properties. For projects that are not federally funded, but which require right of way or easements from federal lands, the federal landowner considers the effects of the project on historic properties (e.g., Blue Ridge Parkway, federally owned battlefield parks).

TIMING OF REQUIRED ACTIONS: Consideration of effects and required consultations must occur prior to project approval or issuance of a license or permit for an undertaking, and preferably early in the planning stages when the widest feasible range of alternatives is open for consideration. Generally, this is done concurrently with the process of complying with the National Environmental Policy Act (NEPA). NEPA is the “umbrella” legislation under which federal agencies document the environmental consequences of their proposed actions.

SECTION 106 PROCESS (concurrent with NEPA process):

STEP 1: IDENTIFY AND EVALUATE HISTORIC PROPERTIES

The Federal agency (or its agent):

Determines area of potential effects (APE) - “the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties.”

Consults State Historic Preservation Officer’s (SHPO) records for previously recorded historic properties- in Virginia the SHPO is the director of the Virginia Department of Historic Resources.

Collects data to establish historic and architectural context - cultural themes, geographical and chronological limits, patterns of development, etc.

Conducts identification survey - record buildings, structures, objects, districts, and sites that may be potentially eligible for the National Register; (see *Secretary of Interior’s Standards and Guidelines for Archeology and Historic Preservation*).

Evaluates for National Register Eligibility - eligibility criteria (36 CFR 60.4)

- A. Associated with important historical **events** (e.g., Civil War battle).
- B. Associated with important historical **persons** (e.g., George Washington).
- C. Embody **distinctive characteristics** of a type, period, or workmanship (usually architecture).
- D. Contains **information** important in history or prehistory (e.g., archaeological sites).

Reviews/consults with SHPO - SHPO concurs, or not, with eligibility recommendations; silence is presumed to be affirmation (upon expiration of 30-day review period, see 36 CFR 800.3(c)(4); Secretary of Interior (Keeper of the National Register) is arbiter of disputes.

STEP 2: ASSESS EFFECTS

Federal agency applies Criteria of Adverse Effect (36 CFR 800.5(a)) - An adverse effect is found when an undertaking may **alter characteristics** of the property **that qualify it for the National Register** (e.g., features of the location, setting, or workmanship of the property) in a manner that would **diminish integrity** of the property's location, design, setting, materials, workmanship, feeling, or association (e.g., physical destruction, isolation from setting, visual, audible, or atmospheric elements that are out of character with the property).

If no effect: notify SHPO and other consulting parties; if no objections within 30 days, proceed.

If no adverse effect: submit finding and supporting documentation to SHPO and other consulting parties; if SHPO and consulting parties concur or offer no objections within 30 days, proceed.

If adverse effect: consult with SHPO, other consulting parties, and ACHP (if appropriate) and prepare Memorandum of Agreement (MOA) stipulating mitigation measures to be implemented to avoid, reduce, or mitigate the adverse effects.

CONSULTING PARTIES:

Who can be a consulting party - organizations and individuals who may be concerned with the possible effects of an agency action on historic properties, including the Advisory Council on Historic Preservation, which is the federal agency that oversees the national historic preservation program; the State Historic Preservation Officer (SHPO), who reflects the interests of the state and its citizens in the preservation of their cultural heritage; applicants for federal assistance, permits, licenses, and other approvals, such as VDOT; representatives of local governments with jurisdiction over the area in which the effects of an undertaking may occur; and individuals and organizations with a demonstrated interest in the undertaking due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties.

Roles and responsibilities of consulting parties - consulting parties are entitled to receive documentation as detailed under 36 CFR 800.11 (i.e., the same documentation that is provided the SHPO) that is appropriate to the step in the Section 106 process for which consultation is occurring. Consulting parties are invited to public meetings regarding the project as they occur (a public meeting is defined as a meeting about which the general public as a whole is notified and permitted to attend). Consulting parties have the right to provide comments on findings and

determinations applicable to the step of the Section 106 process for which consultation is occurring.

Link to most current version of Section 106 regulations:

<http://www.achp.gov/regs-rev04.pdf>

Additional guidance on the Section 106 process:

[ACHP | Section 106 Regulations Users Guide](#)

Collier, Brennan S.

From: Collier, Brennan S.
Sent: Friday, December 02, 2011 3:32 PM
To: 'yorkcountyhistory@yahoo.com'
Cc: Butala, Richard A.; 'Nies, Nick M.'
Subject: I-64 EIS - Invitation to Participate as a Consulting Party
Attachments: York County Historical Society - Resend 12-2-11.pdf

Mr. Green,

Earlier this summer, VDOT attempted to mail the York County Historical Society an invitation to participate in the Section 106 process for the I-64 Peninsula Study as a Consulting Party. The letter was recently returned to VDOT so we contacted York County to verify the organization's address. Tim Cross, York County's Principal Planner and representative for the I-64 project, provided me with your name and email address for the organization. Please see the attached letter we attempted to mail you for more information and please respond by January 2, 2012, if you would like to participate in the project.

Thank you,

Brennan Snyder Collier

McCormick Taylor, Inc.
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060
Office: (804) 762-5800 x2512
Cell: (804) 517-5969
Fax: (804) 762-5803
bscollier@mtmail.biz



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

July 22, 2011

York County Historical Society
P.O. Box 770
Yorktown, Virginia 23692

Re: Invitation to become a Consulting Party for the I-64 Peninsula Study
Counties of Henrico, James City, New Kent, and York
Cities of Richmond, Newport News, and Hampton
VDOT Project Number: 0064-M11-002, P101; UPC No. 92212

To Whom It May Concern:

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) have initiated a study of the Interstate 64 (I-64) Corridor from Interstate 95 in the City of Richmond to Interstate 664 in the City of Hampton. The study area is approximately 75 miles in length. The purpose of this study is to identify transportation needs within the I-64 Corridor and to evaluate the environmental impacts of transportation improvements to meet those needs. You or your organization are being offered the opportunity to participate in consultation regarding historic properties pursuant to the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800).

We believe that historic properties will be an important element of the study. Under regulations implementing Section 106 of the National Historic Preservation Act, we are interested in identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because yours is an organization with a demonstrated interest in historic property issues in the project area, we would like to extend to you the opportunity to participate in the project studies as a consulting party. Attached is a summary of the Section 106 process and the roles and responsibilities of consulting parties. Also attached is initial historic property information.

If you or your organization decides to participate as such, please provide a written response to this effect. I would appreciate hearing back from you within thirty days of receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Nicholas M. Nies".

Nicholas M. Nies
Project Manager

Enclosures

Cc: John Simkins, Federal Highway Administration
Mark Holma, Virginia Department of Historic Resources

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