Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project

VDOT Project Number 0010-020-632, (UPC #101020) (VDHR File No. 1995-2174)

Phase I Architectural Identification Survey

Chesterfield County, Virginia

Prepared for:

Department of Transportation
9800 Government Center Parkway
Chesterfield, Virginia 23832

VDOT Richmond District
2430 Pine Forest Drive
Colonial Heights, Virginia 23834

Prepared by:

McCormick Taylor
Engineers & Planners Since 1946

McCormick Taylor, Inc.
North Shore Commons A
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060

May 2013

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Abstract

A Phase I Architectural Identification Survey was undertaken as part of ongoing environmental studies for the proposed Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. The proposed project is located in Chesterfield County, Virginia. The purpose of the survey was to identify architectural resources within the Area of Potential Effects (APE) for the project and provide recommendations regarding their eligibility for the National Register of Historic Places (NRHP).

The initial field investigations for the Phase I Architectural Identification Survey for above-ground architectural resources were conducted in June 2012. Prior to field investigations, the Virginia Department of Historic Resource's web-based Data Sharing System (DSS) was consulted and reviewed for previously recorded architectural resources, as well as for National Register of Historic Places (NRHP) eligible or listed historic districts and individual resources. No previously identified eligible or listed resources were identified within the APE. Survey work was completed on June 20-21, 2012.

The Phase I Architectural Identification Survey field investigations identified three (3) previously identified resources within the project study area, including the National Register eligible Ware Bottom Church Battlefield. A total of seventeen (17) newly recorded architectural resources fifty (50) years or older were identified and documented on DSS Reconnaissance Level Survey forms. Previously identified resources were documented through updates to existing DSS forms.

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1.0 INTRODUCTION

This report provides the results of the Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 Widening (Bermuda Triangle Road to Meadowville Road) Project. The project is located within Chesterfield County, Virginia **(See Figure 1)**. The report has been prepared for the purpose of identifying historic/architectural resources within the project's Area of Potential Effects (APE), assessing the potential for resource impacts, and to determine the level of coordination for any possible further investigations. The historic/architectural investigations included background literature research, survey, and analysis of results. Historic contexts were developed in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation and the VDHR's How to use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection and Treatment Projects (VDHR 1992). The cultural resources investigations for this project were conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

This report provides the results of the survey for above-ground architectural resources for the Route 10 Widening (Bermuda Triangle Road to Meadowville Road) Project. The historic/architectural investigations included background literature research, survey, and analysis of results. The Advisory Council on Historic Preservation's regulations require that the federal agency "make a reasonable and good faith effort to carry out appropriate identification efforts" {36 CFR § 800.4(b)(1)}. The survey was conducted in compliance with applicable state and Federal guidelines. State and Federal mandates that apply to the project include: the U.S. Department of Transportation Act of 1966; the National Historic Preservation Act of 1966 as amended, and its implementing regulations, 36 CFR § 800; the National Environmental Policy Act of 1969; the Archaeological and Historic Preservation Act of 1974; Executive Order 11593; the Secretary of the Interior's Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines (48 FR 44716-44742); and the Virginia Department of Historic Resources' Guidelines for Conducting Cultural Resource Survey in Virginia, 1999, revised 2003.

Lynda Kelly, of McCormick Taylor, Inc. Richmond office, served as project manager. Jerry Clouse, M.A. served as principal Investigator for the architectural survey. Charles Richmond, M.A. provided assistance with background research, field investigations, and document preparation. The cultural resources staff exceeds the minimum qualifications established by the National Park Service's Professional Qualifications Standards (36 CFR Part 61) **(See Appendix A).**

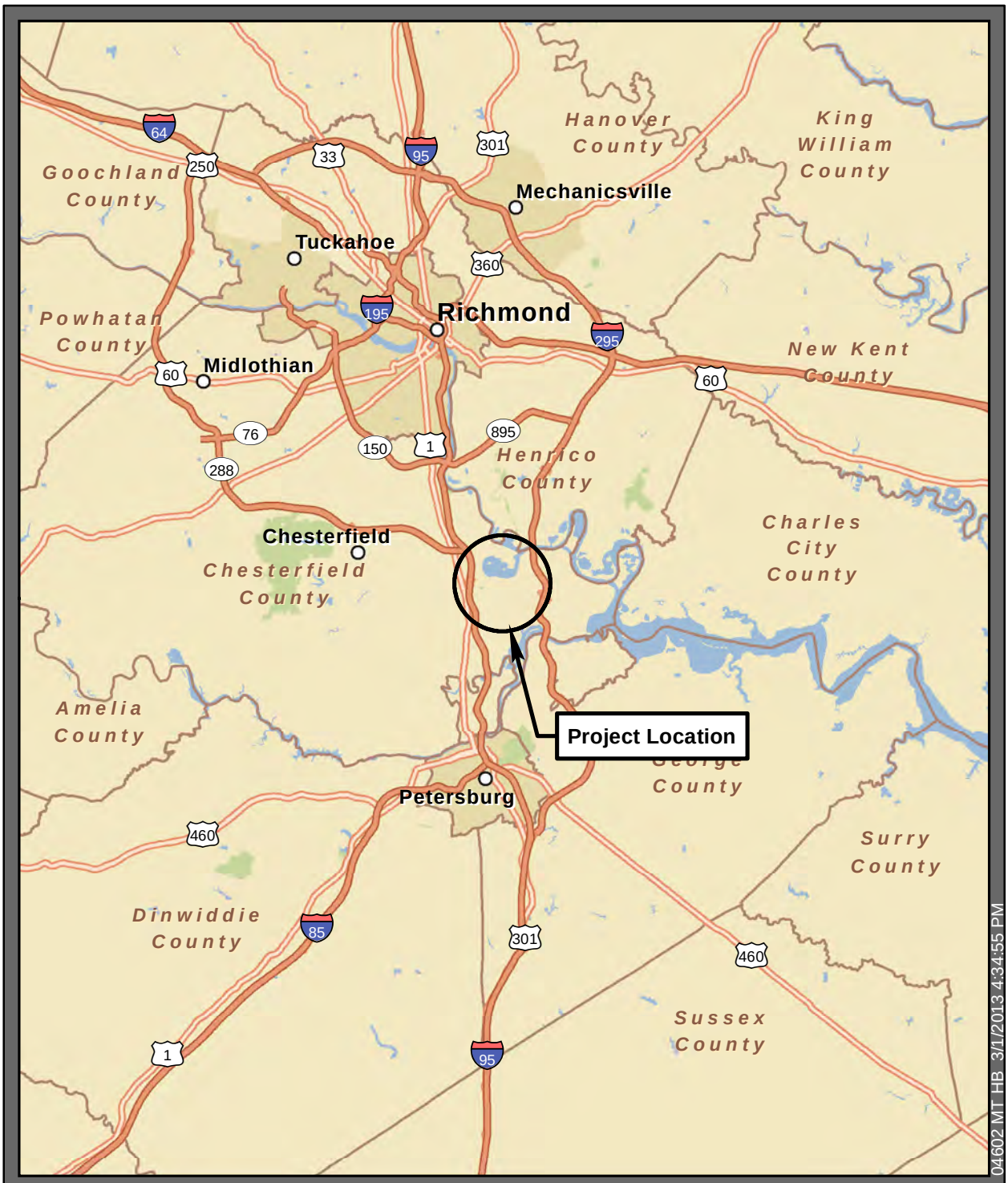


Figure 1
Project Location Map
Route 10 (Bermuda Triangle Road to Meadowville Road)
Chesterfield County, Virginia

(Source: Esri, 2012)

N W E S

0 2.5 5
Miles

2.0 PROJECT DESCRIPTION

The Route 10 Widening (Bermuda Triangle Road to Meadowville Road) Project consists of plans to widen current Route 10 to six lanes between Bermuda Triangle Road and Meadowville Road **(See Figures 2A & 2B, Appendix B)** on an ultimate eight lane right of way. The project was originally approved in 1999 as part of a larger project intended to widen Route 10 between Interstate 95 and Meadowville Road. The section of Route 10 between Interstate 95 and Bermuda Triangle Road is under construction. Additional improvements will be undertaken as part of the project to improve safety. The following improvements are included as part of the widening project:

- Along Route 10 from just east of the Ware Bottom Spring intersection to 100’ east of the Rivers Bend Boulevard intersection; 100’ from edge of existing pavement to the north and south.

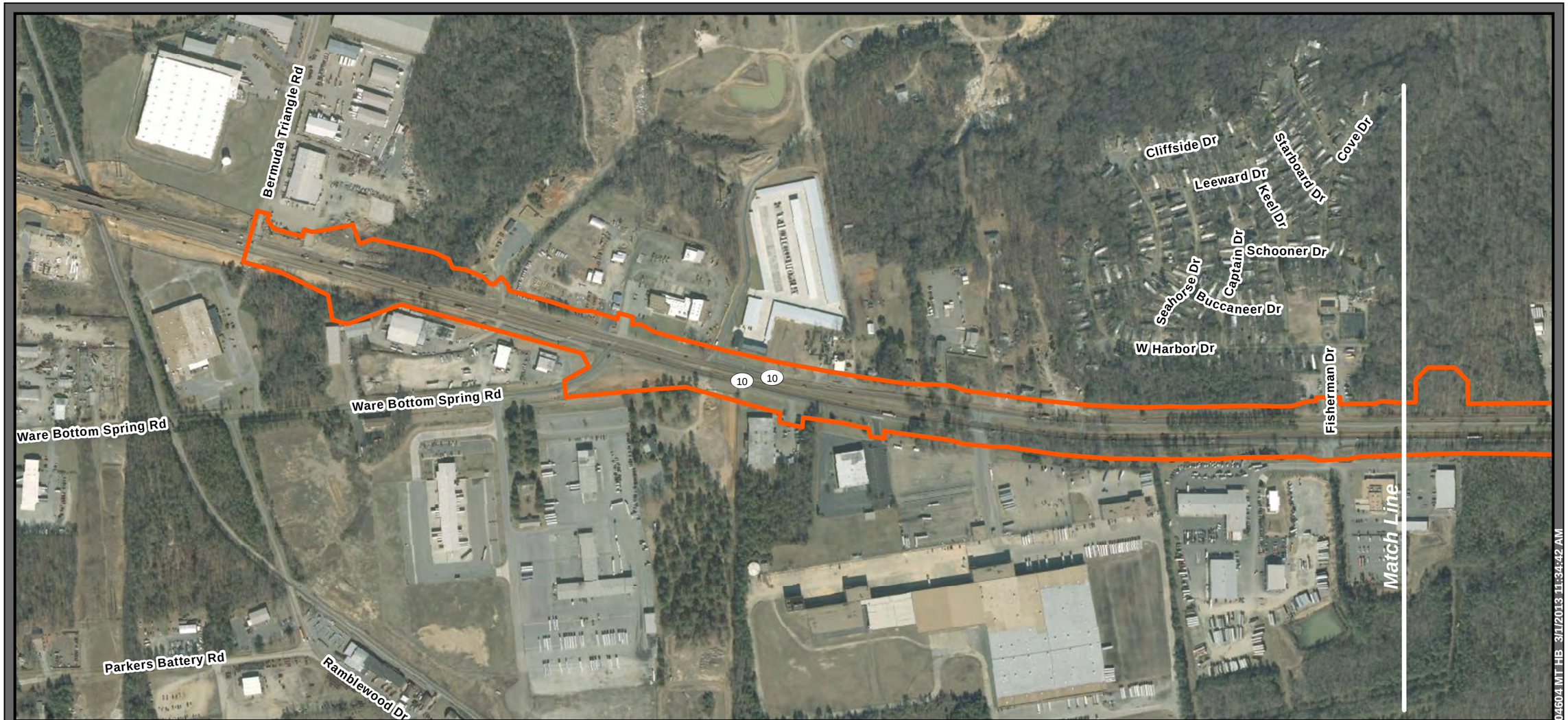
- Along Fisherman Dr 200’ from edge of Route 10 pavement, 30’ from edge of ex. pavement to east and west.

- Along Rivers Bend Road 200’ from edge of Route 10 pavement, 30’ from edge of ex. pavement to east and west.

- Along Old Bermuda Hundred Rd 1500’ from edge of Route 10 pavement to the south, 200’ from edge of pavement to the east and west.

- Along Meadowville Road from Route 10 to Rivers Bend Blvd, 200’ from edge of pavement to the east and west.

- Along Rivers Bend Blvd to 100’ beyond Hogans Drive, 200’ from edge of pavement to east and west.



Project Limits

0 250 500 1,000 Feet

0 60 120 180 240 Meters

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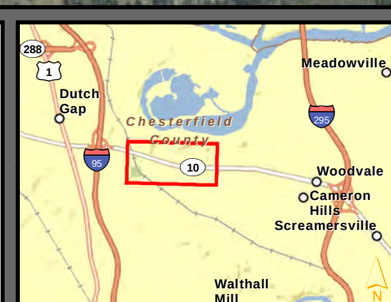
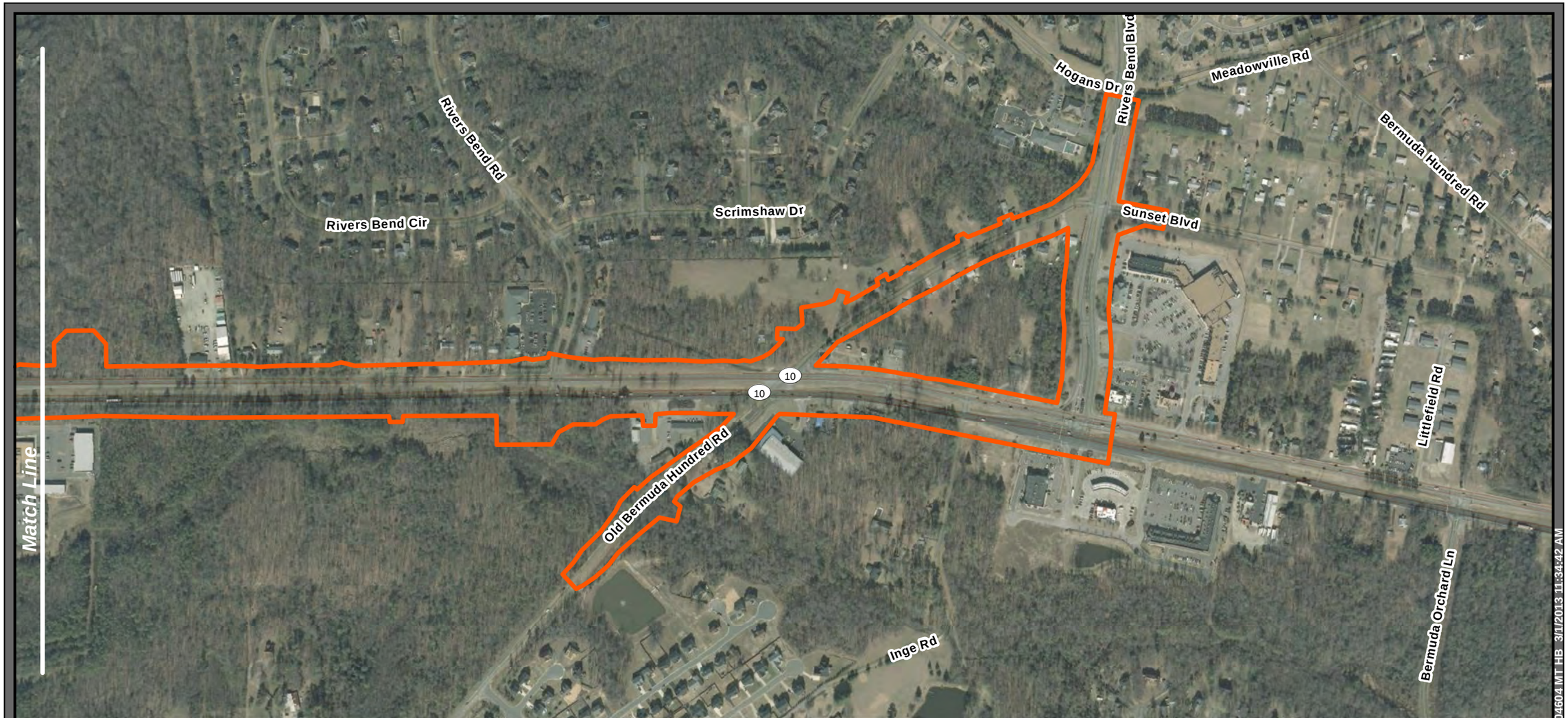


Figure 2A
West Extent
Project Limits Map

Route 10
(Bermuda Triangle Road
to Meadowville Road) Project
Chesterfield County, Virginia

(Aerial Source: VBMP, 2011)



Project Limits

0 250 500 1,000 Feet

0 60 120 180 240 Meters

N W E S

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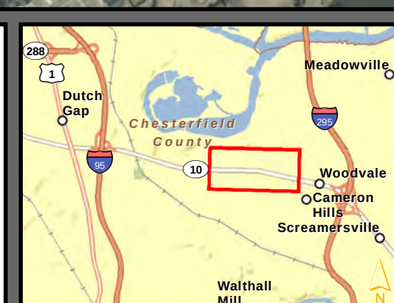

Figure 2B
East Extent
Project Limits Map

Route 10
(Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

(Aerial Source: VBMP, 2011)

3.0 AREA OF POTENTIAL EFFECTS (APE)

The Area of Potential Effects (APE) is defined as the "geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist (36CFR§800.16 [d])." The APE for the Route 10 Widening (Bermuda Triangle Road to Meadowville Road) Project was drawn in consideration of potential visual as well as other direct and indirect effects. The APE was drawn to reflect the potential effects of the proposed roadway widening and intersection improvements. In general, the APE extends approximately 200 feet from the location of proposed ground disturbance **(See Figure 3)**. The APE was established based upon examination of the built-up character of the corridor adjacent to the proposed widening and improvements. The area has experienced significant commercial and industrial development along the Route 10 corridor during the mid-to-late twentieth century. As project needs are defined, the APE may be further refined to take into account the potential for proposed alternatives to affect historic resources.

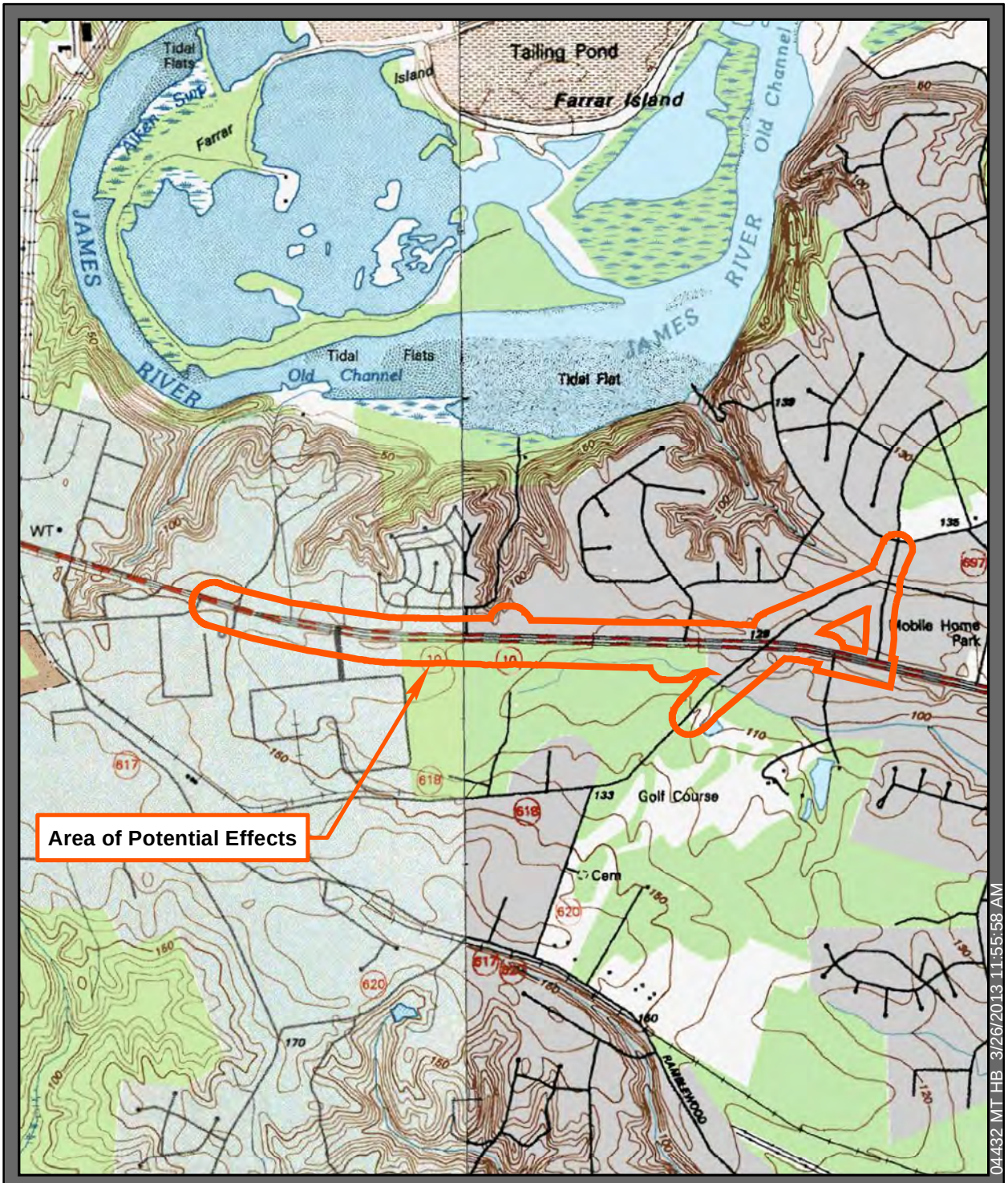

Figure 3
Area of Potential Effects (APE) Map
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

Area of Potential Effects

(Sources: Chester, VA 7.5' USGS Quadrangle,1994 and Hopewell, VA 7.5' USGS Quadrangle, 1996)

N W E S

0 1,000 2,000
Feet

4.0 BACKGROUND RESEARCH

4.1 Archival Research

Archival research was undertaken at the Library of Virginia, the Virginia Department of Historic Resources (VDHR), and the Virginia Historical Society. Historians examined secondary resources in order to develop an appropriate Historic Context for the project area. Historians also examined the historic maps located in the map room in order to better understand the evolution of the project area. Representative copies of those maps are included in the Historic Context portion of this report. Background research was conducted at the Chesterfield Historical Society in Chester. Online records of the Library of Congress were searched in relation to the Civil War and Bermuda Hundred campaign.

In addition, the VDHR files pertaining to historic structures were examined in order to retrieve information on all structures located within a one-mile radius of the project area so that archaeologists could better predict the structure types that may be found within and around the project area. The Chesterfield County GIS database was accessed to provide land records for properties identified within the project study area. Construction dates were obtained through Chesterfield County tax data and confirmed through field investigations.

Based on this background research, McCormick Taylor developed an historic context for both archaeological and architectural resources consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation and the VDHR's *How to use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection and Treatment Projects* (VDHR 1992).

4.2 Previously Identified Historic Resources within Area of Potential Effects (APE)

Prior to any field investigations archival research was undertaken at the Library of Virginia and the Virginia Department of Historic Resources (VDHR). The VDHR's Data Sharing System (DSS) was reviewed to identify all resources previously identified within the immediate vicinity of the proposed widening project. The DSS identified a small number of previously documented resources in the vicinity of proposed widening project. An initial review of the VDHR DSS revealed approximately eleven (11) previously identified above-ground architecture resources within one (1) mile radius of the project study area **(See Figure 4)**.

The files of the VDHR were reviewed to identify any previously surveyed resources within the APE established for the Route 10 Widening Project. A total of three (3) previously identified above-ground resources were noted within the project APE. The resources include: Ware Bottom Church Battlefield (020-5319), Motel, East Hundred Road (020-0675), and Sharpe Houses (020-0368). The Ware Bottom Church Battlefield was determined eligible for the NRHP on January 24, 2007 **(See Figure 5, Appendix C)**. The other previously identified resources have not been formally evaluated for the NRHP.

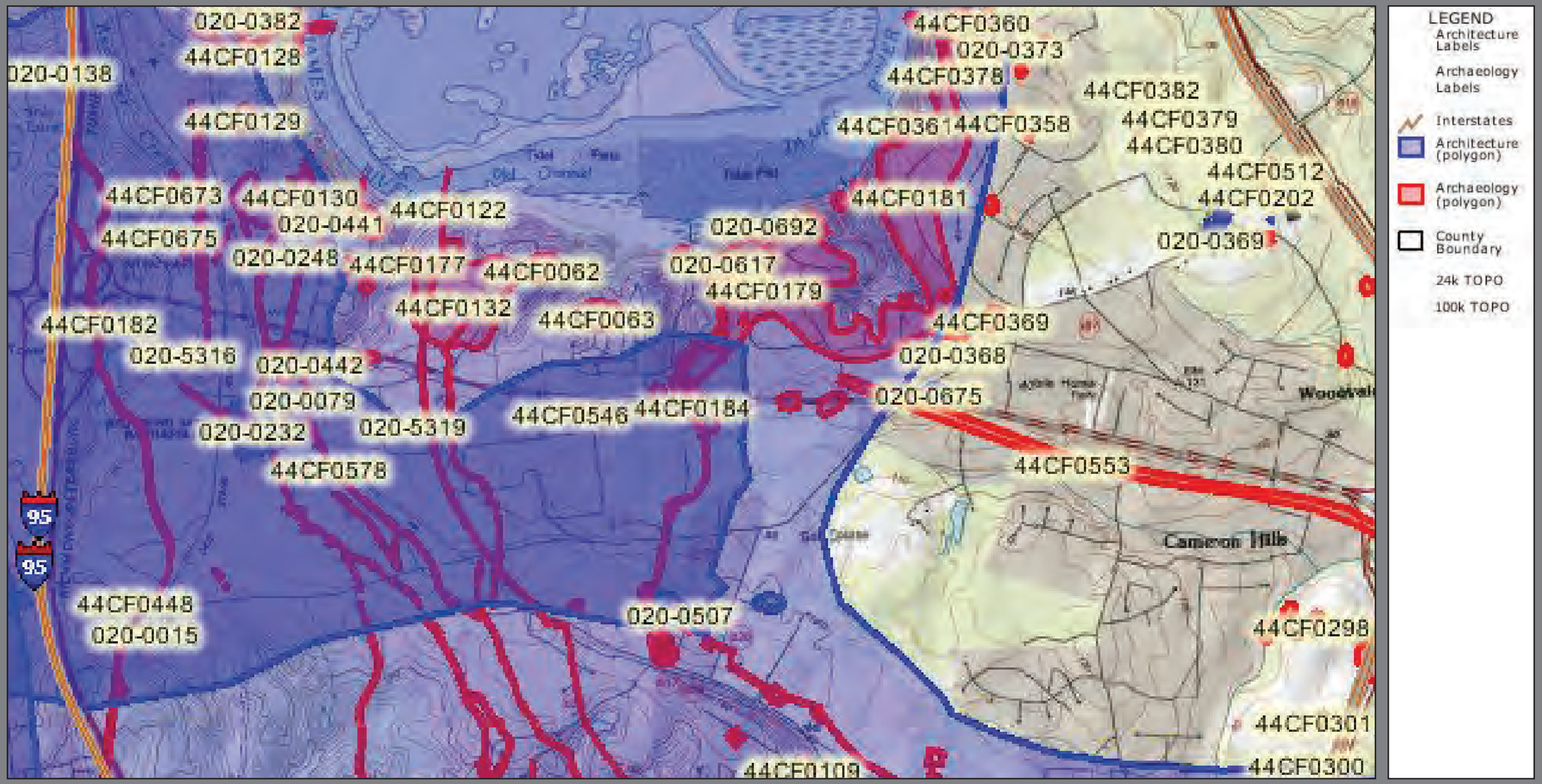

Figure 4
Previously Identified Historic Resources

Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

Source: Virginia Department of Historic Resources, 2012

Figure 5
Ware Bottom Church Battlefield

Route 10
(Bermuda Triangle Road to Meadowville Road)
Chesterfield County, Virginia

0 1,000 2,000
Feet

(Sources: Chester, VA 7.5' USGS Quadrangle,1994 and Hopewell, VA 7.5' USGS Quadrangle, 1996)

The Ware Bottom Church Battlefield is designated as a Class C battlefield as part of the Civil War Sites Advisory Commission Report (CWSAC), prepared by the American Battlefield Protection Program – a unit of the National Park Service, United States Department of the Interior. The CWSAC Reference number for the Ware Bottom Church Battlefield is VA054. The CWSAC designated the Ware Bottom Church Battlefield as a Preservation Priority: II.3 (Class C) site. Class A and B battlefields represent the principal strategic operations of the war. Class C and D battlefields usually represent operations with limited tactical objectives of enforcement and occupation. As part of the CWSAC report, 128 sites (33%) have been ranked Class C (having observable influence on the outcome of a campaign).

Previously identified resources have been noted on mapping and included in Table 1: Previously Identified Historic Resources within APE **(See Table 1)**. The presence of previously identified resources was confirmed through field investigations.

TABLE 1:
Previously Identified Historic Resources within APE

Property Name	DHR ID#	Status
Ware Bottom Church Battlefield	020-5319	Eligible
Motel, East Hundred Road	020-0675	Undetermined
Sharpe Houses	020-0368	Undetermined

4.3 Expected Results

Based on the review of VDHR's Data Sharing System (DSS) and preliminary reconnaissance of the project area, it was anticipated that approximately sixteen (16) to twenty (20) properties 50 years or older, not previously documented, would be identified during the course of the survey. It was anticipated that the identified resources would consist primarily of mid twentieth century residential properties. It was also established that two overlapping Civil War era battlefields were expected to be identified within the project study area. The presence of previously identified historic resources would be confirmed through field investigations and documentation.

4.4 NRHP Criteria for Evaluation

The objective of the Phase I study was to determine if identified resources within the APE for the project had the potential to be eligible for inclusion in the NRHP. The significance of a historic property is identified when it is placed in and evaluated within its historic context or contexts. Historic contexts illustrate patterns which are identifiable through the examination of the property and the history of the surrounding area. Once a property is evaluated within its historic context, it must demonstrate that one or more of the four NRHP Criteria for Evaluation is applicable. These criteria represent the particular relationships a property may have to the nation, state or local area.

The four criteria of eligibility are: Criterion A, B, C, or D. Resources may be eligible for listing on the NRHP if:

> Criterion A: They are associated with events that have made a significant contribution to the broad patterns of our history.
>
> Criterion B: They are associated with the lives of persons significant in our past.
>
> Criterion C: They embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
>
> Criterion D: That have yielded, or may be likely to yield, information important in prehistory or history.

In addition, a property must possess integrity of location, design, materials, setting, workmanship, feeling, and/or association (National Register Bulletin 1990: 44). Once a property is evaluated within the appropriate criteria/criterion, the integrity of the property must be checked. All properties change over time. However, the property being evaluated must retain the essential features which convey its historic identity. These features describe why and when a property was significant (National Register Bulletin 1990: 46).

Under Criterion A or B, a property that is significant for its historic association is eligible "if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)." If a property is eligible under Criterion C, it must "retain most of the physical features that constitute that style or technique (National Register Bulletin 1990: 46)." For a property to be eligible under Criterion D, "integrity is based upon the property's potential to yield specific data that addresses important research questions (National Register Bulletin 1990: 46)."

A property eligible under Criterion A and/or B should possess some virtues of the seven aspects of integrity. Properties eligible under Criterion C must retain "those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association (National Register Bulletin 1990: 48)." For properties eligible under Criterion D, setting and feeling may not have direct bearing on the property's ability to yield important information. Evaluation of integrity will probably focus primarily on location, design, materials, and perhaps workmanship (National Register Bulletin 1990: 49).

5.0 HISTORIC CONTEXT

5.1 Settlement to Society (1607-1750)

Present-day Chesterfield County is located within the Upper Coastal Plain cultural region of Virginia. The region was initially explored in May 1607 and in 1611 the first settlement was established within present-day Chesterfield County. In that year Sir Thomas Dale and three hundred fifty men established the settlement of Henrico. The native population at the time of European contact consisted of the Algonquin-speaking Appomattoc, part of the Powhatan empire, and Sioux-speaking Monacans. Conflict arose between the Native American population and European settlers. In 1622 Opechancanough, leader of the Powhatan, led a campaign against the colony which resulted in the destruction of the town of Henricus and the obliteration of the iron works at Falling Creek (Cox 1906). The Bermuda Hundred colony was established in 1613 and received a charter in 1690 (Romaine 1936).

The region that comprises modern Chesterfield County was originally part of Henrico County. Chesterfield County was established in May 1749 by the House of Burgesses (Cox 1906). The county was named in honor of Philip Dormer Stanhope, 4th Earl of Chesterfield. Lumber and coal were among the prominent early industries of Chesterfield County. Between 1617 and 1622 the first sawmill in the county was established and the first iron furnace in Virginia operated at Falling Creek. By the early eighteenth century coal mining had been initiated in the vicinity of Midlothian (Weaver 1970).

The current study area for the Route 10 Widening Project was patented to several families during the late seventeenth and early eighteenth centuries (Walthall 1943). The west end of the project area was patented to Charles Evans in 1706. William Harris received a patent for the land within the study area in 1671. Martha Tanner received a patent in 1678 to a tract of land in the vicinity of the eastern portion of the Route 10 study area.

5.2 Colonial Period to Antebellum Period (1750-1860)

Chesterfield County was situated immediately west of the settlements of Richmond and Petersburg, along the James River (Kitchin 1783) **(See Figure 6)**. The James River served as an important transportation system during the colonial period. During this period several villages were established, including Warwick, Pocahontas (1752), Osborne (1761), and Manchester (1769) (O'Dell 1983). In 1790 Chesterfield County had a population of 14,214. By 1840 the population had increased 17,148 (University of Virginia 2011). In 1850 the county included 8,616 slaves, which accounted for 49 percent of the total population. On the eve of the Civil War the population was 19,016. Agriculture continued as the main industry for Chesterfield County throughout the Colonial and Antebellum periods. In particular, tobacco production emerged as a major industry during the Colonial era. The tobacco industry suffered during the Revolution as the major market for its exportation was cut off. As a result, agriculture during the post-Colonial period diversified as farmers produced grains and livestock. By the 1780s Chesterfield County farms began to suffer as a result of poor agricultural management and overproduction of tobacco.

Figure 6
Area of Potential Effects in 1783
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

(Source: Kitchin, Thomas, Map of the United States in North America, 1783)

Not to Scale

During the Revolution, Chesterfield County provided men and material in support of the conflict against the British. However, no major engagements occurred within the county as part of the conflict. In 1781 General Benedict Arnold led a British raid along the James River in an effort to destroy material that could be used for the war effort at Richmond. The next year British General William Phillips led a campaign in pursuit of Continental forces under the command of General Lafayette. During this campaign the courthouse at Manchester was attacked by British forces (Cox 1906).

The coal and timber industries emerged during the late eighteenth and early nineteenth centuries as important local enterprises (Cox 1906, Lutz 1954). Transportation improvements, including the construction of railroads and roads to ship coal to markets and manufactories, furthered commercial and industrial development. By the 1780s the coal mining had developed as an important industry for the county. In 1807 the Midlothian Turnpike was established to aid in the shipping of coal. In 1831 Virginia's first railroad was built to transport coal from Midlothian to the James River. By 1835 there were several coal mine companies operating in the Midlothian area of Chesterfield County. Mines were established at Midlothian and Winterpock (Clover Hill).

A number of communities were established within the county during the early to mid nineteenth century, including Midlothian, Ettrick, Matoaca, and Chester (O'Dell 1983). The Chesterfield Railroad began operating in 1831 and was the second commercial railroad to be built in the United States. It was a 13 mile long mule-and-gravity powered line that connected the Midlothian coal mines with wharves along the James River. The Richmond and Petersburg Railroad (chartered in 1836), Winterpock Railroad (chartered in 1840) and other rail lines were built to several coal pits. The Richmond & Danville Railroad, chartered in 1848, was in operation by 1849. Its tracks cut across the northwestern part of the county, passing through Coalfield (Midlothian) (O'Dell 1983).

5.3 Civil War (1861-1865)

During the American Civil War (1861–1865) Chesterfield County was the site of several military engagements. Drewry's Bluff, located along the west side of the James River, was an important defensive point for Confederate forces. Drewry's Bluff effectively blocked Union naval forces from advancing up the James River. On May 15, 1862 a Union naval expedition led by the ironclad *USS Monitor* advanced toward Richmond on the James River. Following a three hour battle with Confederate defenders at Drewry's Bluff the Union forces were prevented from advancing further up the James River (Chesterfield Historical Society of Virginia 2012).

Chesterfield County remained largely untouched by the war until 1864. The county's industry and transportation network were targeted by Union forces as military action centered on the Richmond-Petersburg region. In 1864 Union Major General Benjamin Butler led the Army of the James during the Bermuda Hundred Campaign (Robertson 1987). The campaign was part of a concerted Union effort to simultaneously strike the Confederacy on several fronts. The Army of the James engaged the Confederate forces commanded by General P.T.G. Beauregard in a series of battles, including Port Walthall Junction, Swift Creek, Chester Station, Drewry's Bluff, and Ware Bottom Church (Forman 2010). The campaign by Butler did not achieve any of its

major goals and resulted in a stalement (Chesterfield Historical Society of Virginia 2011). The Army of the James established a line of defensive fortications as part of the Bermuda Hundred campaign. The Confederate forces constructed a line of defensive works, known as the Howlett Line, between the James and Appomatox Rivers. The Confederates within their defensive line effectively blocked Union forces and prevented further offensive operations. The Bermuda Hundred defensive line continued to be occupied by Union forces until Confederate forces along the Howlett Line abandoned their works and joined in the retreat from the Richmond-Petersburg area begining April 2, 1865 (Wells 2011).

5.3.1 Bermuda Hundred Campaign

The Bermuda Hundred Campaign was initiated as part of a larger overall strategy developed by Lieutenant General Ulysses S. Grant, commander of Union forces, to simultaneously strike at Confederate forces (Catton 1969). While the Army of the James under Major General Benjamin F. Butler made approaches upon Richmond from the south, the Army of the Potomac would advance from the northeast. In addition, Major General Franz Sigel would move through the Shenandoah Valley toward Staunton, Virginia. Major General William T. Sherman would lead an advance from Chattanooga, Tennessee, toward Atlanta, Georgia. The final phase of Grant's spring 1864 offensive would be the movement of Major General Nathaniel Banks' army on Mobile, Alabama, and Atlanta. On April 2, 1864 General Grant informed General Butler that his primary objective was Richmond and that he was expected to advance in conjunction with the Army of the Potomac. Grant noted that it would be beneficial if Butler would be able to cut railroad communications between Richmond and Petersburg, if possible.

The Bermuda Hundred peninsula is situated southeast of the City of Richmond and northeast of the City of Petersburg. Bermuda Hundred was a small village at the eastern end of the peninsula and served as a port during the Colonial era. The peninsula was bounded by the James River to the north and east and by the Appomattox River to the south. City Point, a major logistical center for the Union forces, was located on the south side of the Appomattox River, opposite Bermuda Hundred. The important transportation corridors of the Richmond & Petersburg Railroad and Richmond-Petersburg Turnpike were located at the western end of the peninsula.

The campaign began on May 4, 1864 with the initial movement of the Army of the James. The army was composed of two army corps, the X Corps under Major General Quincy Gillmore and the XVIII Corps under Major General William "Baldy" Smith. On May 5th the Army of the James began their occupation of the Bermuda Hundred region. In addition, the Union forces occupied strategic locations of Fort Powhatan and Wilson's Wharf along the Appomattox River. On May 5th Union forces advanced from the landing site and began construction of entrenchments. General Butler established his headquarters at Point of Rocks. On May 6th Union forces advanced several miles toward Enon Church. The X Corps occupied the area adjacent to the James River, on the north, and extended south to link with the XVIII Corps. The XVIII Corps occupied the southern line, adjacent to the Appomattox River (Forman 2010).

The Army of the James was able to achieve an element of surprise with the Bermuda Hundred landing. The Confederacy did not have a sufficient force present in the immediate vicinity of Petersburg to meet the emergency. Major General George Pickett was in command of the area,

and he made rapid efforts to assemble a force to oppose Butler's army. Confederate forces were drawn from Virginia and North Carolina, but throughout the Bermuda Hundred campaign they would operate at significantly lower numbers of troops in comparison with the Army of the James. Major General P.T.G. Beauregard would assume overall command of the Confederate forces opposing the Army of the James (Wells 2011).

On May 6th Union forces began to advance from their defense line in an effort to make contact with Confederate forces. During the period between May 6th and May 16th a series of engagements took place between the Confederate forces under General Beauregard and Butler's Army of the James. The Union forces were attempting to sever railroad connections between Petersburg and Richmond. These engagements included First Port Walthall Junction (May 6), Second Port Walthall (May 7), Swift Creek (May 9-10), Chester Station (May 9), Wooldridge Hill (May 13), Drewry's Bluff (May 15-16) and Third Port Walthall Junction (May 16) (Forman 2010, Schiller 1988). Confederate forces repelled Butler's forces at Drewry's Bluff. General Butler then withdrew his forces to their existing entrenched Bermuda Hundred line following the engagement on May 16th in order to resupply and recover.

5.3.2 Battle of Ware Bottom Church, May 20, 1864

The Army of the James retreated to its protective defensive position following the defeat at the Battle of Drewry's Bluff on May 16, 1864. General Beauregard determined to construct a line of defensive positions parallel to the Union Bermuda Hundred line to block any further offensive operation along that front. The Confederate forces would need to push back the advance picket lines of the Army of the James in order to achieve this goal. Beauregard was aided in his endeavors by Butler's inclination toward occupying a strong defensive position. On the evening of May 19th the Confederate forces moved into position between Howlett's House, on the James River, and the Clay Farm, in the vicinity of Ware Bottom Church, and prepared to assault the Union forces in the morning.

In general, the battle along the Bermuda Hundred front on May 20, 1864 has been recorded as the Battle of Ware Bottom Church, noting the prominence of the church during the course of the engagement. The picket line assigned to Brigadier General Alfred Terry's First Division of the X Corps was stationed in the vicinity of the church at the start of the battle. Union accounts referred to the engagement as the Battle of Green Plains, particularly for the 97th Pennsylvania Infantry, and Battle of Foster's Plantation (Fry 1989, Bates 1871). Foster's Plantation was a property situated along the X Corps line and served as headquarters for Brigadier General Adelbert Ames, commander of the Third Division of the X Corps. Several Southern accounts refer to the engagements as the Battle of Clay's Farm and Battle of Howlett's Farm. These two locations were staging points for Confederate troops. A Confederate battery consisting of approximately sixteen cannon was constructed on the Clay Farm on May 19th and had a major role during the course of the battle (Owen 1885).

On the morning of May 20, 1864 the Confederate brigades under generals William S. Walker, Johnson Hagood, Alfred Colquitt, Robert Ransom, Bushrod Johnson, Thomas Clingman, Henry Wise and James Martin struck at the Union divisions of Ames and Terry with the X Corps. General D.H. Hill played a prominent role in organizing and leading the attack against General

Ames' division. Hill was a distinguished Confederate officer who had been refused battlefield command, but volunteered to aid General Beauregard during the campaign. The assault began with a Confederate artillery barrage and the infantry moved forward around 7:00 AM. The attack initially drove back the advanced picket lines of Union forces that were located in the area of Ware Bottom Church. However, the main defensive line was not breached at any point.

In the early afternoon General Terry and General Ames conducted counterattacks along their prospective fronts to re-occupy their lost positions. Colonel Howell's brigade, of Terry's division, including the 39th Illinois, 67th Ohio, and 85th Pennsylvania led the counterattacks of the Union forces (Dickey 1915, Forman 2010). The 6th Connecticut and 142nd New York assisted in the counter attack that reclaimed the Union rifle pits along the Terry's division's section of the Bermuda Hundred line. The assault by Howell's brigade succeeded to forcing a Confederate retreat to their original lines. During the counter attack Brigadier General William S. Walker, commanding a brigade of South Carolina troops, inadvertently rode in advance of his unit toward Union lines and was wounded and captured. The 97th Pennsylvania and 13th Indiana Infantry regiments spearheaded attempts to recover the Union picket lines along Ames' front. The 97th Pennsylvania Infantry sustained heavy casualties and failed to dislodge the Confederate forces.

In the evening the X Corps and XVIII Corps retired to their entrenched positions and advanced pickets several hundred yards in advance of their entrenchments. The Confederate troops not engaged during the day's combat were able to construct a line of rifle pits, batteries, and other defensive positions that effectively connected the Appomattox and James Rivers, paralleling the Army of the James' Bermuda Hundred line. The Confederate position was termed the Howlett Line for the prominence of the Howlett family's residence along the defensive line at the Appomattox River. Beauregard succeeded in forming a stronger defensive position and effectively "bottle up" Butler's Army of the James. Estimates of the battle note that approximately 10,000 troops in total were engaged. The engagement resulted in approximately 800 casualties to both the Confederate and Union forces (Wells 2011). According to Frederick Dyer, the Union suffered a total of 103 killed, 796 wounded, and 49 missing or captured (Dyer 1908).

During the battle, Fort Drake (Battery No. 1 at that time) provided artillery support for the Union forces. The 1st Connecticut Heavy Artillery had five cannon at Battery Drake, including three 29 pound Parrott guns and two 8-inch siege howitzers (Abbot 1893). The battery was positioned along General Terry's front and would have been occupied by infantry from Plaisted's brigade. The fort was also the main access point for the Ware Bottom Church vicinity and would have been the point where Howell's brigade advanced during its counterattack. The parapet along Fort Drake would also have been lined by infantrymen during the course of the battle in case of Confederate attack.

Major General Gillmore, commanding officer of the X Corps, summarized the results of the Battle of Ware Bottom Church as follows: "On the 20th a vigorous attack was made on my pickets and possession gained of the advance rifle-pits on General Ames front, and a portion of General Terry's. General Ames attempted to recover his ground but failed. On General Terry's front the line was re-established by Colonel Howell's brigade, after a severe and sanguinary

fight. Colonel Howell conducted the attack with great skill and gallantry. Our loss on that day was 702. The enemy acknowledge to a loss of 800, including Brig. Gen. W. S. Walker, wounded and taken prisoner (United States War Department 1891)."

On the tactical level the Battle of Ware Bottom Church led to a significant re-evaluation of the state of Union defenses along the Bermuda Hundred front. As part of after action reporting, Union officers determined that the Confederate success was due in part to incomplete and inadequate defensive fortifications, particularly in the area of the junction of Terry's division and Ames' division in the X Corps section. In response to these events, Brigadier General Godfrey Weitzel, acting as Butler's chief of engineering, provided orders intended to strengthen the line. On the evening after the Confederate attack Weitzel issued the following recommendations: for the defensive line held by Brigadier General Alfred Terry's division of the X Corps: "You should at once cut down all the trees in front of the right of your line. The trees in the ravine on which your right rests should be cut down from the bottom of the ravine to the crest on the side toward you, leaving but a thin fringe near the top to screen your works. You should construct rifle-pits on the crest of the slope of the ravine nearest to you, and hold this line of rifle-pits with a strong line of skirmishers. All rails used in the constructions of your abatis should be removed and branches of trees substituted. Your whole line should be strengthened, especially that part which crosses the low ground in your center (United States War Department 1891)."

A major result of the battle was the decision by the Confederate military command to transfer troops from Bermuda Hundred to the Army of Northern Virginia (Robertson 1987). In fact, several Confederate brigades were transferred to Lee's army prior to May 20th, indicating a confidence that Butler and the Army of the James was no longer viewed as a significant threat. Towards the end of May 1864 the XVIII Corps of the Army of the James was transferred from Bermuda Hundred to join the Army of the Potomac. The remaining enemy forces continued to oppose one another from their fortified positions along the Howlett Line and Bermuda Hundred Line. The opposing forces continued to skirmish throughout the Summer of 1864 and into the Fall and Winter. In conclusion, the Bermuda Hundred Campaign under Major General Butler failed in its primary directives to cut rail transportation between Petersburg and Richmond, aid in efforts to seize Richmond, or to prevent Confederate reinforcements to reach the Army of Northern Virginia (Forman 2010).

5.3.3 Bermuda Hundred Defensive Line

The Bermuda Hundred defensive line for the Army of the James stretched between the Appomattox River, on the south, to the James River, on the north. Construction of the defensive position began almost immediately as General Butler determined to establish a strong line in order to effectively hold the territory. Construction of a defensive line as part of the Bermuda Hundred campaign began as early as May 8th (Maxfield 1896). By May 9th Colonel Plaisted directed the artillery officers under his command to construct six (6) gun platforms, presumably for Battery No. 1 (Fort Drake) (United States War Department 1891). Throughout May 1864 the Army of the James was constantly engaged in building and improving its defensive position in Bermuda Hundred.

The defensive line of the Army of the James was selected for a number of reasons, the most important being the topography of the Bermuda Hundred peninsula. The two rivers, James and Appomattox, formed natural protection for the army's flanks. The Union superiority in naval forces also provided valuable defensive support on the flanks. The deep ravines extending south from the James River provided a natural defensive line. Likewise, the Union forces of the XVIII Corps quickly realized the defensive benefits of the ravine formed by the tributary running north from Ashton Creek. The greatest weakness in the Army of the James defensive line was at its center, which lacked natural features that typically could be easily defended. The center of the line also presented administrative difficulties, as this was also the junction of the X Corps and XVIII Corps. This would become more fully evident during the aftermath of May 20, 1864.

The defensive line at Bermuda Hundred consisted of fortifications and a connecting line of entrenchments **(See Figure 7)**. Roads, camps, supply depots and other structures required for army operations were also constructed in association with the defensive line. The fortifications making up the Army of the James' Bermuda Hundred defensive line included Battery Sawyer, Battery Spofford, Battery Parsons, Battery Wilcox, Fort Drake, Fort Carpenter, Battery Perry, Battery Anderson, Fort McConihe, Battery Marshall, Battery Pruyn, Fort Dutton, Battery Walker, Fort Ward, Battery Burpee, and Fort Zarriskie (Weitzel 1864a, Forman 2010). The redoubts, redans, and other defensive fortifications evolved throughout the campaign as engineers refined and strengthened positions to meet specific demands. The batteries and forts contained a variety of field and siege type guns. The types and numbers of armaments of each battery and fort differed, but mostly included 20- and 30-pounder Parrott guns, 8-, 12-, and 30-pounder howitzers, Dyer guns, James Rifle guns, and Napoleon guns. The 3-inch Ordnance Rifle, utilizing Dyer projectiles, were used by several batteries along the Bermuda Hundred line (Weitzel 1864b).

The Bermuda Hundred defensive line, including Fort Drake, was constructed by members of the 1st New York Volunteer Engineers under the immediate command of Colonel Edward Serrell. The 1st New York Volunteer Engineers (1st NYVE) was organized by Serrell, a prominent New York civil engineer, at New York City and was accepted by the State of New York on September 27, 1861 (Phisterer 1912). The 1st NYVE Regiment was assigned to the South Carolina Expeditionary Corps on October 21, 1861. The regiment participated in the capture of Forts Walker and Beauregard, Port Royal Harbor, and Hilton Head, South Carolina (New York State Division of Military and Naval Affairs 2012). Among the more well-known undertakings of Serrill's engineering regiment was the construction of the famous "Swamp Angel" battery that was used in siege operations against Charleston, South Carolina.

On May 1, 1864 the regimental headquarters was removed from Hilton Head, South Carolina, to Fort Monroe. The 1st NYVE Regiment was assigned to the Engineer Brigade, Army of the James, Department of Virginia and North Carolina. Companies B, D, E, F, H, K, L and M of the regiment participated in the campaign. Engineer companies worked on the construction of entrenchments and batteries along the Bermuda Hundred line, including Fort Drake. In general, the regiment was responsible for construction activities throughout the Bermuda Hundred theatre of operations. The unit constructed defensive positions at City Point, James Landing, Point of Rocks, Wilson's Landing, and along the Bermuda Hundred defensive line (Phisterer 1912). The 1st NYVE Regiment participated in the Bermuda Hundred campaign until June 15, 1864.

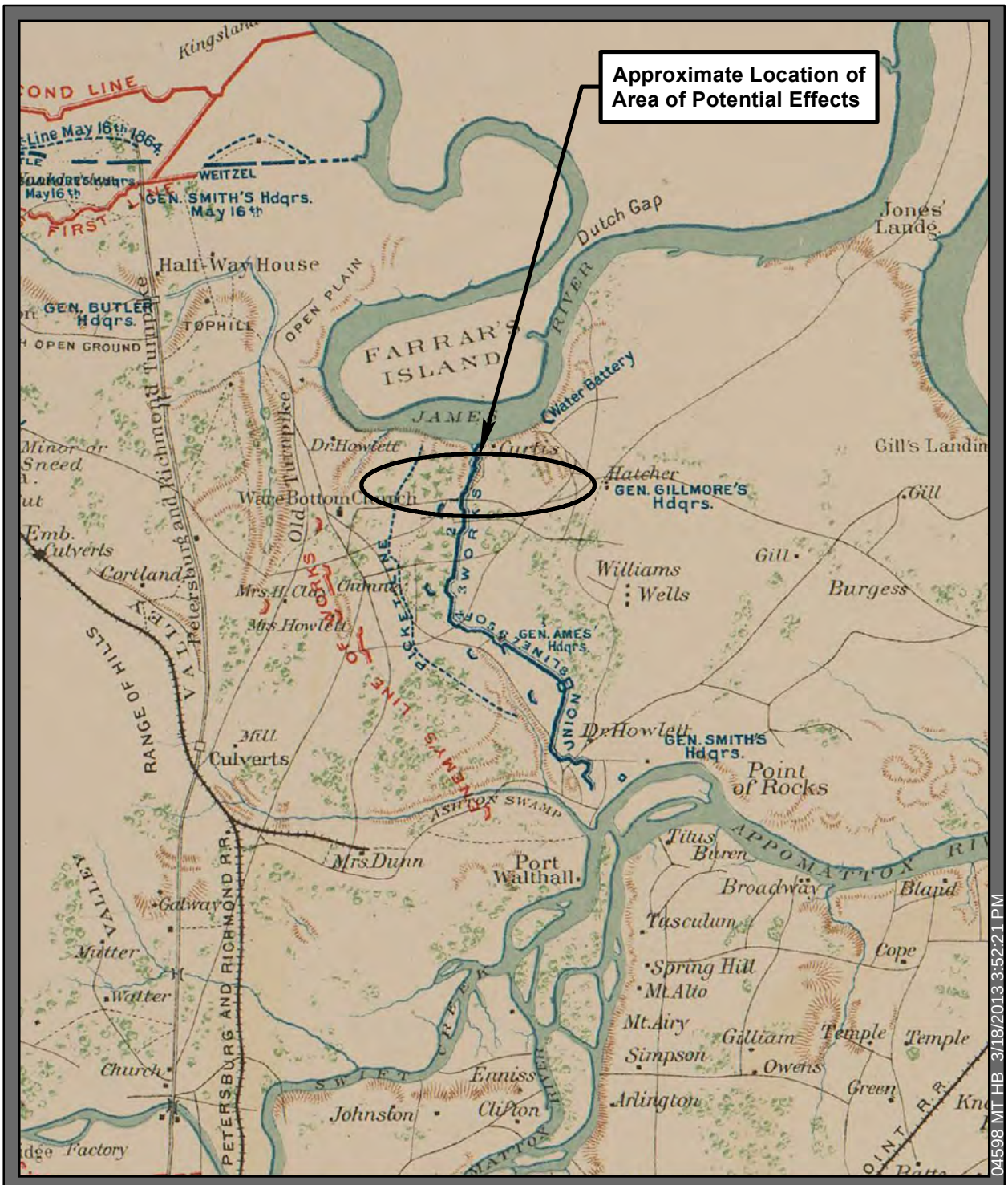

Figure 7
Bermuda Hundred, 1864
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

(Source: Engineer Office, 10th Army Corps, Sketch No. 8 of Road Between Bermuda Hundred and Enemy's First Line of Intrenchments on the North and Petersburg on the South June 15, 1864)

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Colonel Serrell had served as assistant to General Gillmore, who served as chief engineer for operations in South Carolina in 1863. Gillmore commanded the X Corps during the Bermuda Hundred campaign and appointed Serrell to serve as his chief of engineers. During the course of the Bermuda Hundred campaign Colonel Serrell had disputes with General Butler over the construction of the defensive line and his jurisdiction over it. Serrell, supported by Gillmore, would eventually be replaced as chief engineer in response to his supposed failures of management. Butler would replace Serrill with Brigadier General Godfrey Weitzel, a close associate of Butler from New Orleans and a division commander from Smith's XVIII Corps (Robertson 1991). Serrill would continue to serve under General Gillmore as the unit's commanding officer throughout the campaign.

The 1st NYVE Regiment was assigned to assist in the construction of a more permanent fortification. Colonel Serrill appointed Captain Joseph Walker to oversee construction of the defensive line within Plaisted's command. Colonel Plaisted indicated that he did not receive support from the engineering officer assigned to his section, Captain Joseph Walker of the 1st NYVE Regiment. The two officers apparently conflicted with each other regarding their duties and responsibilities to such a degree that Colonel Plaisted arrested Captain Walker for his refusal to obey orders. Colonel Plaisted also recorded that he did not receive sufficient support from Colonel Barton, from whom he requested troops to construct defenses. (United States War Department 1891). By the end of day on May 9th thirty-two artillery pieces were in place along the X Corps line.

Brigadier General Godfrey Weitzel served the dual role of Chief Engineer and commander of 2nd Division, XVIII Corps during the Bermuda Hundred Campaign. Weitzel graduated from West Point in 1855 and received a commission in the United States Army Corps of Engineers (National Park Service 2012). At the start of the war Weitzel assisted with the construction of defenses at Washington. He was later appointed chief engineer of the Department of the Gulf, where he first served under the command General Butler. General Weitzel received a transfer in April 1864 to the Army of the James. He served as a division commander and participated in several battles during the campaign. Butler enlisted Weitzel to serve as his chief engineer following the Battle of Ware Bottom Church, and he supervised the improvements of the defensive line. As part of these duties, Weitzel produced several detailed plans of Fort Drake and the Bermuda Hundred line.

The defensive line was constructed beginning almost immediately following the landing of troops in early May 1864. The defensive line evolved over the course of the campaign from a series of rifle pits and artillery positions to an extensive line of interconnected entrenchments and fortifications. General Butler issued orders to strengthen defensive positions immediately following the Union defeat at the Battle of Drewry's Bluff on May 16th. The historian for the 11th Maine Infantry Regiment recorded the Bermuda Hundred defenses as follows: "The intrenchments now begun finally extended all the way across the neck of Bermuda Hundred peninsula, from river to river, a distance of three miles. Beyond these works, composed of heavy parapets connecting formidable batteries, all behind strong abatis, the outposts occupied a lightly intrenched line (Maxfield1896)." The Army of the James constructed fifteen batteries, redoubts, and forts along the defensive line between the James River and Appomattox River as part of the campaign. The line was held by an army composed of two corps (X Corps and XVIII Corps).

In General Weitzel's report for June 1864, he noted: "The line of intrenchments in our front, with the detached works in advance, have never for a day been free from some effort to strengthen them, and every pains has been taken to make them as complete as possible. For the greater part of the month they have been under the charge of Colonel H. L. Abbot, First Connecticut Heavy Artillery (captain U. S. Engineers), to whose untiring activity, zeal, and industry their perfection is in a great measure due." (United State War Department 1891).

In late May 1864 Colonel Abbot was solicited to prepare an estimate of the manpower required to man the Bermuda Hundred line. This was in response to orders to transfer troops from the Army of the James to the Army of the Potomac. On May 31, 1864 Colonel Abbot estimated that the Bermuda Hundred defensive line would require approximately 4,000 infantry to effectively hold the position. On June 1, 1864 Colonel Abbot, who also held a commission as captain in the United States army Corps of Engineers, was appointed as chief engineer for the defensive line (United States War Department 1891). The appointment of Abbot as chief of artillery and engineers is a testimony to his skill and experience, as well as an appreciation of the importance of artillery to the Bermuda Hundred line.

On May 26 General Butler issued orders for elements of the X Corps and XVIII Corps to withdraw from the Bermuda Hundred defensive line and join the Army of the Potomac in its advance on Richmond. General Terry's division was ordered to remain and occupy the entire position formerly occupied by the X Corps (United States War Department 1891). On May 29, 1864 Colonel Abbot, First Connecticut Heavy Artillery, was announced as chief of artillery for the Bermuda Hundred line of defenses of the X Corps (United State War Department 1891: 319). On June 1, 1864 Colonel Henry Abbot was appointed as chief of engineers for the entrenchments along the X Corps section of the Bermuda Hundred defensive line (United States War Department 1891). Colonel Abbot, in his role as chief engineer of the X Corps, suggested that 4,000 troops would be adequate to man the defensive line along the front between Fort Drake and Battery Number 6 following the reassignment of Smith's XVIII Corps to join the Army of the Potomac.

Throughout the Summer and Fall of 1864 the Union and Confederate troops occupied their respective defensive positions in Bermuda Hundred. Minor engagements and skirmishes continued throughout the occupation of the defensive lines during June 1864. The strength of the opposing defensive lines and limited number of troops prevented either side from undertaking any significant offensives. The lines continued to be occupied throughout the Winter, but no major engagements occurred. The Bermuda Hundred defensive line continued to be occupied by Union forces until April 2, 1865 (Wells 2011).

In early 1865 the Union's Department of Virginia was commanded by Major General E.O.C. Ord and included the Defenses of Bermuda Hundred. In April 1865 the defenses were under the command of Major General Edward Ferrero, with Brigadier General C.K. Graham as acting commander. The command totaled 3,662 men. The defenses were manned by three brigades, siege artillery, and a company of pontoniers. The 1st Brigade was commanded by Colonel W. Heine and included elements of the 4lst New York Infantry Regiment, l03rd New York Infantry Regiment, and l04th Pennsylvania Infantry Regiment. The 2nd Brigade, under Lt. Colonel G.

DePeyster Arden included the 6th New York Heavy Artillery and l0th New York Heavy Artillery. The Provisional Brigade was commanded by Colonel William M. McClure and consisted of the 2nd Pennsylvania Heavy Artillery. The Siege Artillery was commended by Brigadier General H. L. Abbot and included the lst Connecticut Heavy Artillery (4 companies), 1st Connecticut Heavy Artillery (Company C), l3th New York Heavy Artillery (2 companies) and 3rd Pennsylvania Heavy Artillery, Company M. The 3rd Massachusetts Heavy Artillery, Company I functioned as the unit's pontoniers (The Siege of Petersburg Online 2010).

5.3.4 Fort Drake

Fort Drake was a defensive fortification constructed in May 1864 as part of the Army of the James' Bermuda Hundred campaign. The fort was a polygonal-shaped defensive fortification constructed to support artillery and infantry (Weitzel 1864a) **(See Figure 8)**. It was one of several key defensive positions located along the Union's defensive line. The fort was constructed to include multiple gun emplacements and supporting features. Features associated with a Civil War era fortification could include artillery platforms, embrasures, firing-steps, and additional interior works such as magazines, bombproofs, and bunkers. A defensive ditch would have been built along the outside of the defensive parapets during construction. The typical dimensions of a defensive fortification of the Fort Drake type would include 12-20 feet of relief and approximately 15-25 feet width of parapet. The fortification building elements that would have been used to support the parapet wall and gun emplacements could include gabions, sandbags, fascines, log, plank, sod or stone revetments. Building materials would have been dependent on the resources available. The position was occupied by the Army of the James between May 1864 and April 3, 1865 (Hess 2007).

Fort Drake had an earthwork parapet designed to provide protection for the infantry and artillery. The parapet consisted of an earthen mound designed to withstand opposing artillery fire. A ditch would have been created along the exterior of the parapet walls during construction. In general, a parapet built for a fortification occupied by artillery and intended to withstand enemy artillery would be between 8 to 16 feet in width. Parapets intended for siege use could be even greater. The parapet consists of an interior slope, crest and exterior slope (Lowe 2007). Sandbags were extensively used along the Bermuda Hundred defensive line for additional protection, support, and to form gun loops for infantrymen stationed along the line. The crest of a parapet was generally inclined downward toward the enemy's position to provide a better field of fire. A step for infantrymen along the interior slope, whether made of planks or earth, was common in Civil War fortifications. This provided additional protection to infantrymen when not engaged in firing.

The parapets for Fort Drake included several embrasures to facilitate the use of artillery. An embrasure was a wedge-shaped cut in the parapet wall that allowed artillery to fire, but also provided protection to artillery crew members. The embrasure did limit the field of fire, but the protection to weapons and personnel was considered to be of significant value. The sides of the embrasure were frequently lined to provide additional support. A variety of construction materials could be employed, including logs, planks, stones, sandbags, or gabions. Based on available plans, it appears that there were a total of nine gun emplacements within Fort Drake (Weitzel 1864b). A series of several additional gun emplacements were situated along the

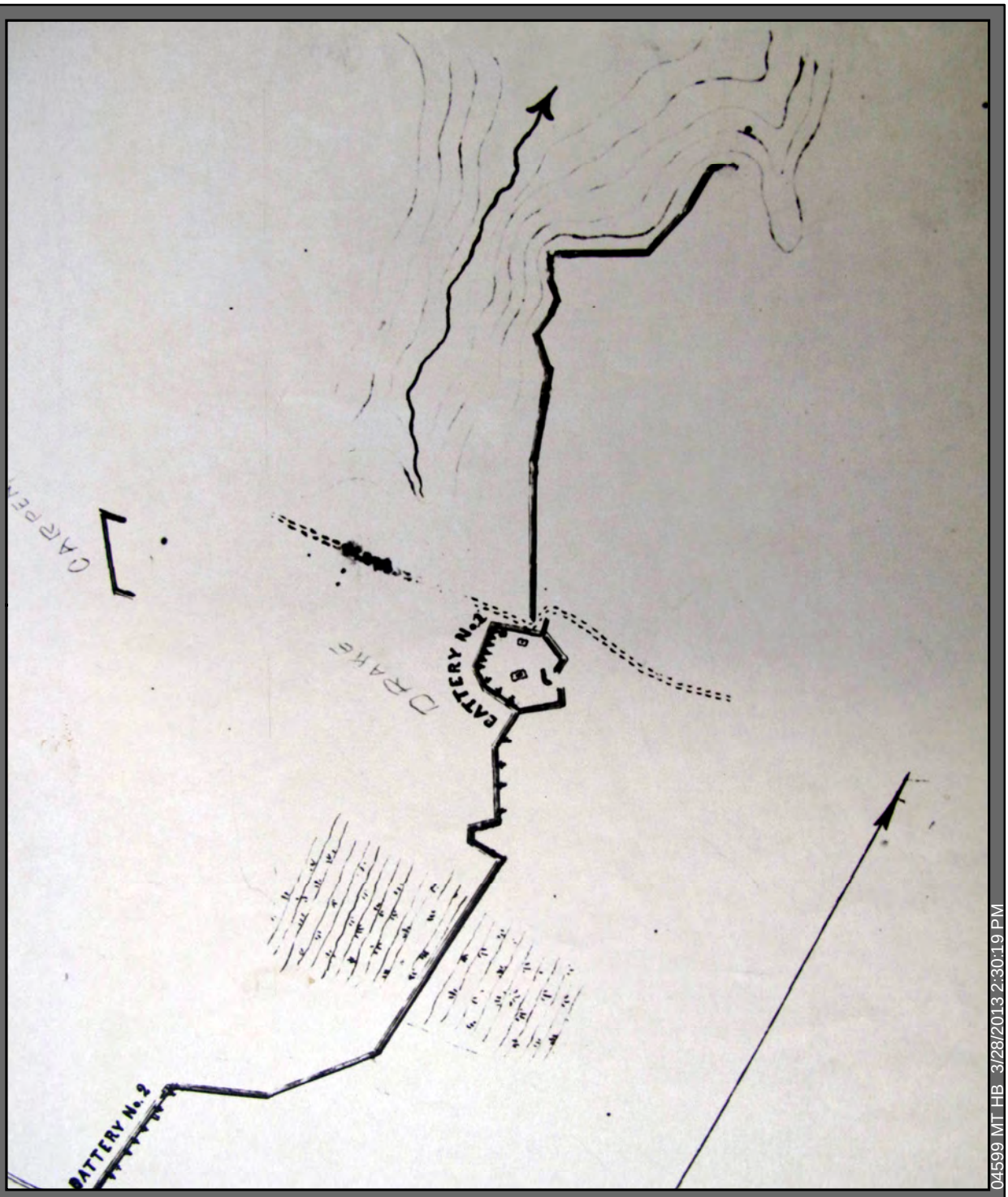

Figure 8
Fort Drake ca. 1864
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

(Source: George Weitzel, (Major General, U.S. Army), Sketch No. 5
Armament of Union Lines 10th Army Corps, June 1, 1864)

Not to Scale

parapet that extended south of Fort Drake, outside of the partially enclosed fort. Each gun emplacement most likely consisted of a gun ramp leading to a gun platform. The ramp would most likely have been constructed of an earthen ramp with plank flooring. Gun ramps were typically 10-12 wide (Lowe 2007). The gun platform would also have been built upon an earthen foundation and covered with wood plank flooring. The gun platform allowed guns to be moved forward into firing position, while having the ability to retreat from the more exposed position for reloading. On May 23, 1864 the artillery within Fort Drake, known as Battery No. 1 at that time, consisted of three 20-pounder Parrott guns, six 6-inch James Rifles, two 8-inch howitzers, and two 12-pounder Napoleon guns (Weitzel 1864b). Of all the Army of the James' defensive fortifications along the Bermuda Hundred line, Fort Drake contained the greatest number of artillery pieces at that time.

The enceinte, or interior of the enclosed fortification, was an area occupied by guns, soldiers, and buildings to support the defense of the position. The May 26, 1864 sketch plan of Fort Drake prepared by Brigadier General Weitzel identified three structures within the fortification but did not note their purposes (Weitzel 1864b). Two of the features, based on their location and purpose of the fortified position, may have been the locations of bomb-proof magazines. The magazine was a secure, water-tight structure designed to store ordnance. The enceinte served as a camp for artillery crews and infantry support that were on duty. Battery crews and infantry occupying Fort Drake for extended periods of time would require arrangements for sleeping, eating, and other daily requirements. A member of the First Connecticut Battery recorded conditions within Fort Drake: "The Connecticut Battery had a camp in Battery One, each section having its tents arranged in a separate street. To keep out the rain and ward off the heat, posts and cross pieces were erected and the canvas sides of the tents spread out, making a continuous tent, on the top of which pine boughs were spread. (Beecher 1901)"

The main access point to the interior of Fort Drake was located along the east elevation of the fortification (Weitzel 1864b). The polygonal-shaped fort does not appear to have been fully enclosed. There appears to have been an approximately 30-40 foot opening along the east elevation of the fort. An L-shaped feature was located directly west of the opening. This may have been a barricade to be manned by infantry in case an enemy attack threatened to breach the entrance. It is possible that a gate was built at the entrance, but historic plans do not reflect its presence.

Plans for the Bermuda Hundred defensive line indicate that the sally port was situated along the north side of Fort Drake (Weitzel 1864b). Historic mapping indicates that the sally port opened onto the main road between Bermuda Hundred and Ware Bottom Church. The stockade was generally constructed of logs from approximately ten to eighteen inches in diameter. The logs were flattened on two sides, sharpened at the top and, placed in a line side by side, buried about four feet into the ground. The Army of the James employed stockade entrances at other Bermuda Hundred fortifications, including Fort Pocohantas along the Appomattox River (Fort Pocahontas 2012).

The Bermuda Hundred defensive line was protected by a series of measures intended to obstruct an enemy attack. These defenses were placed in front of entrenchments to impede enemy progress and would have been built under the direction of engineers (United States War

Department 1895). The defensive measures varied from temporary defensive work (such as redans or redoubts) to simple entanglements (abattis) **(See Figure 9)**. An additional defensive measure found along the Bermuda Hundred line was telegraph wire entanglements. At Fort Sanders, Tennessee, Union General Ambrose Burnside utilized wire entanglements to impede the assaults of Confederate forces under General Longstreet. This is often noted as the first instance of wire entanglements as a defensive measure during the Civil War (Linedecker 2005). Wire entanglements had been used to protect Union defensive position during the Battle of Drewry's Bluff on May 16th. The wire was acquired from the telegraph lines along the Richmond & Petersburg Railroad that had been destroyed as part of the campaign.

Between May 1864 and April 1865 Fort Drake was continually occupied by various units of the Army of the James. According to the organization of the Army of the James, the northern section of the Bermuda Hundred defensive line fell under of the command of Major General Quincy Gillmore's X Corps. The fort was prominently situated along an important local road and was the main defensive fortification along the X Corps line. The fort was occupied by various infantry, field artillery, and siege artillery units, including First Connecticut Heavy Artillery, First Independent Battery Connecticut Volunteer Light Battery, 3rd Pennsylvania Artillery, 13th New York Heavy Artillery, and 11th Maine Volunteer Infantry. The fort was located within the defensive line assigned to Plaisted's Brigade, Third Division, X Corps. Colonel Harris M. Plaisted's brigade consisted of the 10th Connecticut Infantry, 11th Maine Infantry, 24th Massachusetts Infantry, and 100th New York Infantry. The 11th Maine is known to have occupied Fort Drake. Other units may possibly have occupied Fort Drake, but those units have not been conclusively identified.

During the Fall of 1864 organizational changes were implemented along the Bermuda Hundred front. In September 1864 Company M of the 3rd Pennsylvania Artillery, under the command of Captain Frederick Korte, occupied Fort Drake (Maxfield1896). At that time the battery included three 20-pounder Parrott guns. On September 28, 1864 Captain William Pendrell, of the 13th NY Artillery, became the commanding officer at both Fort Drake and Fort Carpenter. In late September 1864 Fort Drake included three 20-pounder Parrott guns and several 8-inch siege howitzers. Fort Carpenter included two 12-pounder howitzers. Much of the heavy artillery had been withdrawn from the Bermuda Hundred line in late May when much of the Army of the James was ordered to join the Army of the Potomac. By October 31, 1864 Captain William Pendrell was in command at Fort Drake and Fort Carpenter.

In early April 1865 the Army of the Potomac and Army of the James ended the siege of Petersburg and captured the city. Lee's Army of Northern Virginia was compelled to retreat, eventually ending in its surrender on April 9, 1865. Union forces joined in the occupation of Richmond and Petersburg following their surrender. The troops along the Bermuda Hundred front participated in the final drive to defeat the Confederate forces. The Bermuda Hundred defensive line ceased to be necessary, and measures were undertaken to remove the artillery and munitions following the conclusion of the war.

Figure 9
Redoubt Drake, ca. 1864

Route 10
(Bermuda Triangle Road to Meadowville Road)
Chesterfield County, Virginia

Source: Samuel Proal Hatfield
Civil War Photograph, Wesleyan University

Following the conclusion of the Civil War the Bermuda Hundred defensive line deteriorated significantly as a result of neglect and modern development. The Union forces abandoned the line in April to participate in the occupation of Petersburg and in pursuit of the Army of Northern Virginia. While Union troops remained stationed throughout the South following the immediate conclusion of the war, most were quartered in population centers and not within defensive fortifications. The weapons and supplies at Fort Drake would most likely have been removed and transported to permanent Federal armories. General Abbot, commander of the siege artillery of the Army of the James, noted that much of his efforts after the surrender of the Army of Northern Virginia included the dismantling of gun emplacements and the shipping of artillery, both Union and Confederate, to arsenals at Washington, D.C. In many cases Civil War entrenchments would have been disturbed by property owners, who returned to the land and engaged in agriculture. Other sections were lost to public improvements, such as highway and railroad construction. During the late twentieth century the Richmond-Petersburg region experienced increased commercial, industrial and residential development in the area of the Bermuda Hundred campaign. The construction of the Farmville & Powhattan Railroad may have disturbed Civil War era features, as would have the expansion and improvements of Route 10.

5.4 Reconstruction and Growth (1865-1917)

In 1870 the population of Chesterfield County was 18,470, which was below the population prior to the start of the Civil War. Bon Air was established as a railroad suburb in 1880 connected with Richmond (O'Dell 1983). In 1874 Manchester became an independent city and was separated from Chesterfield County. As a result, the county seat of government was transferred to Chester. In 1900 Chesterfield County remained primarily rural and agricultural, but would begin to witness suburbanization. By 1910 the population had only slightly increased to 21,299 (University of Virginia 2011).

The coal mining industry collapsed during the post Civil War period. The mines faced significant competition from the anthracite coal region of Pennsylvania. Timber production was an important local industry for Chesterfield County during the mid-to-late nineteenth century. The paper industry expansion during this period was a major reason for the increased demand for wood. Improvements in technology, such as portable steam and gasoline powered engines improved capacity and productivity.

During this period transportation improvements began to facilitate the establishment of suburban communities for neighboring Richmond and Petersburg. In 1887 the Richmond Electric Railway was organized. Richmond & Petersburg Railway Company was created in 1889 and was later re-organized as the Richmond & Petersburg Electric Railway Company. The twenty-one mile line provided service between Richmond and Petersburg and contributed to the suburban development along the corridor. The trolley line was acquired in 1909 by the Virginia Railway and Power Company (later the Virginia Electric and Power Company) and operated until 1936 (Hilton and Doe 1960).

The Clover Hill Railroad prior to the Civil War was primarily intended to operate in conjunction with coal mining operations at Winterpock. The railroad was placed in receivership in 1875. On April 25, 1877 the railroad was sold to John W. Johnston and was reorganized as the Bright

Hope Railway & Coal Company. In 1881 the railroad extended the line from Chester to Bermuda Hundred. The purpose was to connect with wharves at Bermuda Hundred which would allow for the shipping of coal (Hilton and Doe 1960).

The Farmville & Powhatan Railroad was organized on March 10, 1884 by businessmen from Powhatan and Cumberland Counties. The goal was to connect Farmville with the Norfolk & Western Railroad. The Farmville & Powhatan Railroad bought the Bright Hope Railway on July 23, 1889. The two were officially merged on October 1, 1889 to form the Farmville & Powhatan Railroad. The railroad failed to be profitable and was sold on June 7, 1905. It was reorganized as the Tidewater & Western Railroad. The line had limited success and operated primarily as a narrow gauge coal transporter. On May 10, 1917 the company surrendered its charter and was placed in receivership. The company's assets were sold to the French government, and the rail line was dismantled in June 1918 (Hilton and Doe 1960). The Farmville & Powhatan Railroad was located south and parallel to sections of Route 10 in the vicinity of the proposed project.

During the late nineteenth century the Route 10 Widening Project corridor remained largely rural **(See Figures 10 and 11)**. The area was composed of scattered farm properties along rural county roads. The Baldwin family resided on a property adjacent to the Bright Hope Railway in 1888 (La Prada 1888). The Hatcher family retained a large tract of land at the eastern end of the study area. Several former mill sites were located along streams connected to the James River, but it is unknown if these mills continued to operate throughout the period. The 1892 USGS Quadrangle Map notes the Farmville & Powhattan Railroad (formerly the Bright Hope Railroad) running roughly parallel to with the present-day location of Route 10.

5.5 World War I to World War II (1917-1945)

Chesterfield County remained largely rural and agricultural throughout much of the early to mid twentieth century, although increased residential and industrial development did occur in association with military expansion in response to World War II. Chesterfield County has a population of 20,496 in 1920. By 1930 the population had increased slightly, to 26,049. In 1940 the county’s population had risen to 31,183 (University of Virginia 2011). During this period Chesterfield County witnessed increased industrial development and experienced continued suburban development as part of the Richmond-Petersburg region.

Coal production in Chesterfield County continued to face challenges during the early twentieth century, including major competition from various regional producers such as the anthracite region of Pennsylvania. The mining industry also suffered from the nationally economic conditions of the Great Depression. By the 1930s the coal mining industry had collapsed and would cease to be an important industry for the county. During the early twentieth century A.E.I. DuPont de Nemours and Reynolds Metal Company established major industrial operation in Chesterfield County (Weaver 1982). During World War II several industrial operations were established in Chesterfield County to support the war effort. Notable industries included aluminum and chemical production. Allied Chemical Corporation produced nylon at its Bermuda Hundred plant. Other companies established in the county during this period include Imperial Chemical Industries, Phillip Morris Inc., and American Tobacco Company (Weaver 1982).

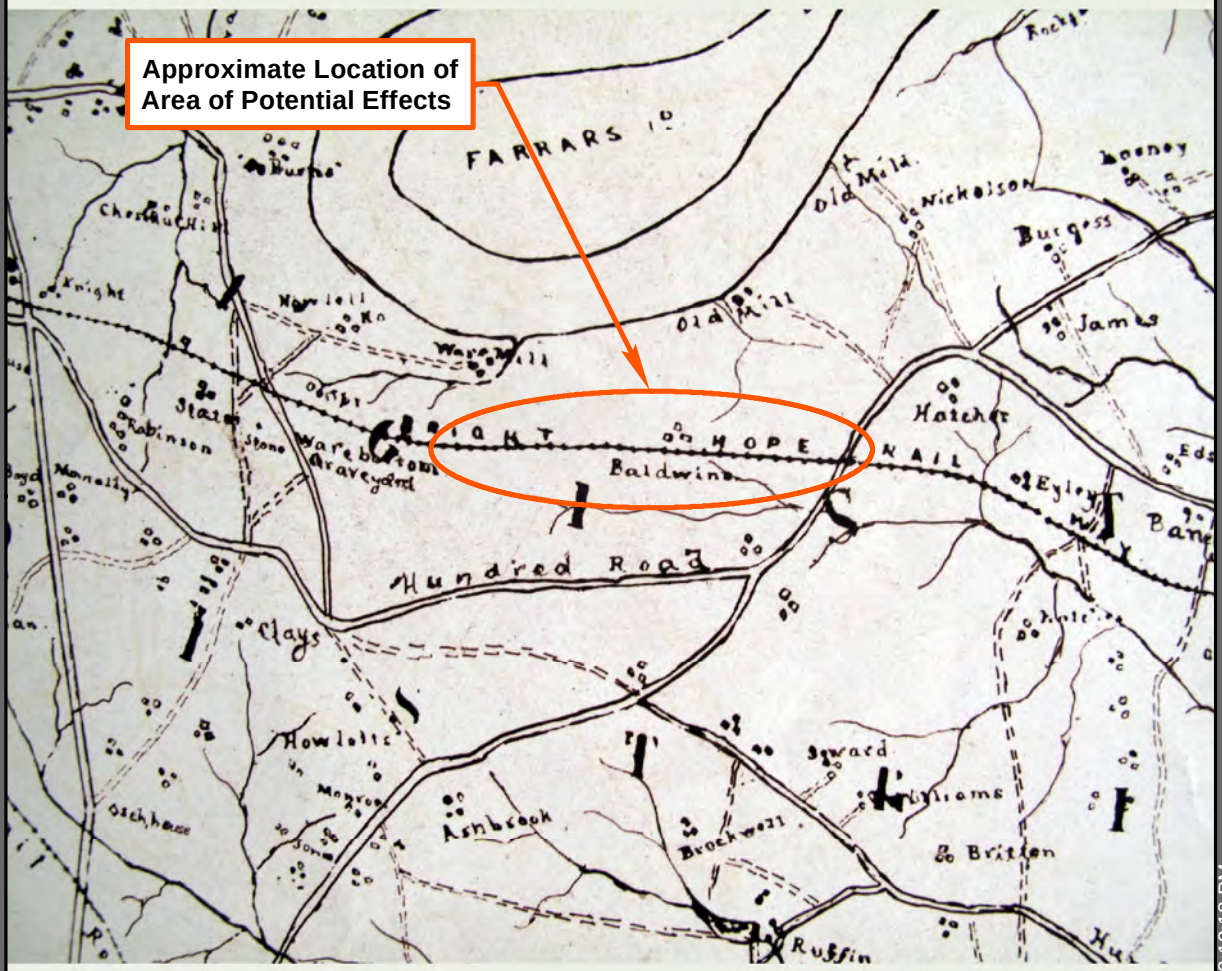

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Figure 10
Area of Potential Effects in 1888
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

(Source: J.E. LaPrada Map of Chesterfield County, 1888)

Not to Scale

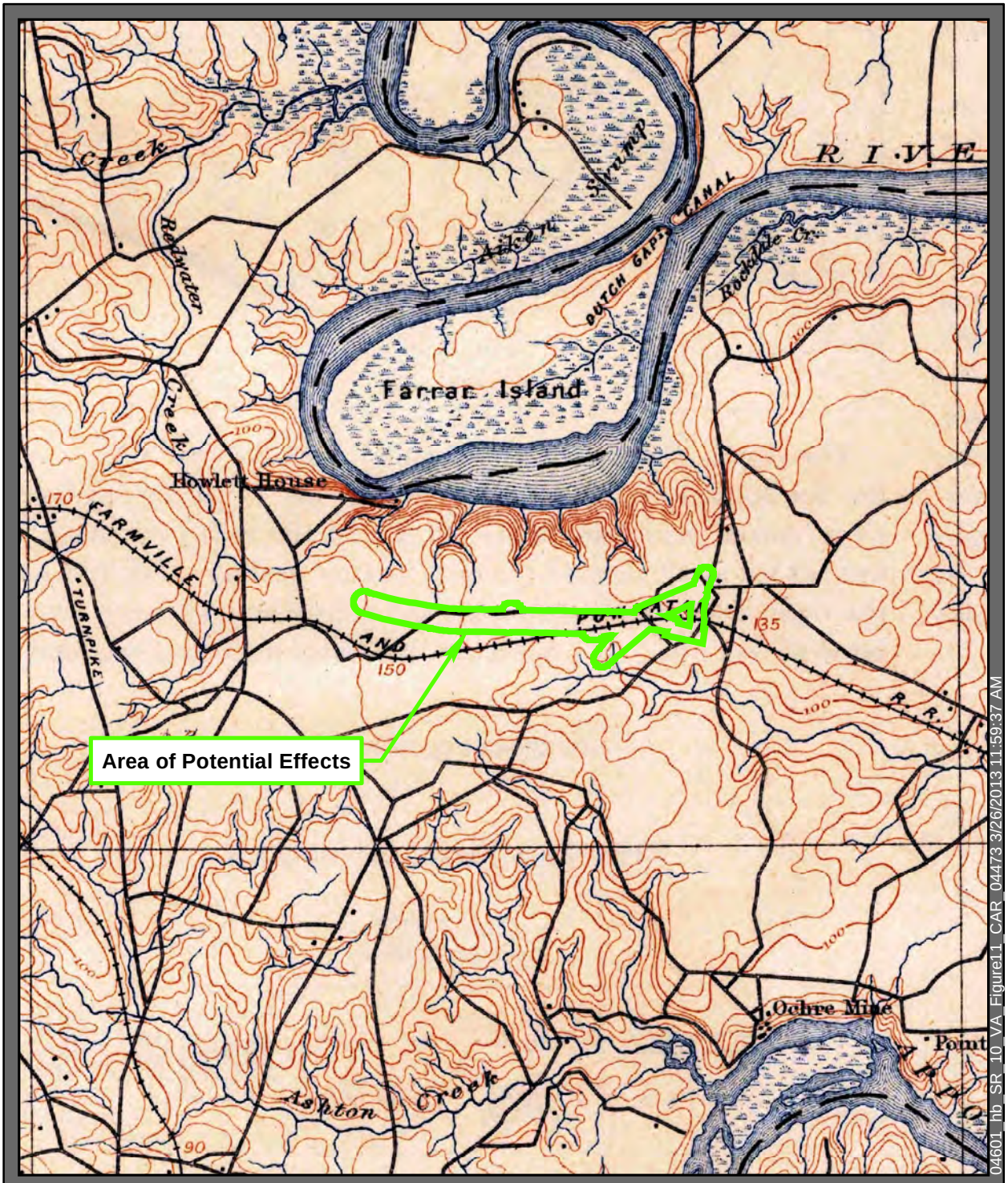

Figure 11
Area of Potential Effects in 1894
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

Area of Potential Effects

(Source: Bermuda Hundred, VA 15' Historic USGS Quadrangle, 1894)

N W E S

0 2,000 4,000
Feet

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In 1918 Route 10 came under the jurisdiction of the Virginia State Highway Department. The Route 10 corridor remained largely rural throughout the period. In 1926 present-day Route 10 was a winding, rural road (Chesterfield County 1926). During this time period Route 10 was significantly improved. By 1930 State Route 407 (present-day Route 10) had been straightened and a more direct link to U.S. 1/U.S. 301 was established, replacing the former winding, rural road (LaPrada 1930). The road also improved communication with the town of Hopewell. Route 10 was improved following the removal of the Farmville & Powhatan Railroad.

5.6 The New Dominion (1945-present)

In 1950 Chesterfield County had a population of 40,400 (University of Virginia 2011). The county experienced significant population growth throughout the mid-to-late twentieth and early twenty-first centuries. In the post World War II period the county saw growth as a suburban enclave for the Richmond-Petersburg metropolitan area. Lumber and timber products continued as important local industries during the mid twentieth century, but overall the county shifted to merchandizing, manufacturing, and service industries (Lutz 1954, O'Dell 1983). Chesterfield's close proximity to Richmond and its expanding transportation network encouraged suburban development. By 1970 the population had increased to 76,855 and in another twenty years the population had dramatically increased to 209,274. In 2010 the population had expanded to 316,236.

During the mid-to-late twentieth century Chesterfield County experienced several annexations of land by surrounding municipalities. In 1944 the City of Richmond annexed land from Chesterfield County. In 1948 Colonial Heights, a suburban enclave in Chesterfield County, was established as an independent city. The county continued to experience growth throughout the late twentieth century, even with annexations and separations from communities. After a prolonged battle, in 1969 the City of Richmond annexed additional territory from the county (Silvers 1992). The mid-to-late twentieth century was a period of rapid expanse of the interstate highway system, which served to improve transportation access and encouraged residential development. Chesterfield County thrived as a commuter suburb for the Richmond-Petersburg metropolitan area.

In 1945 the Route 10 corridor was primarily rural with only a small number of structures located along its path **(See Figure 12)**. U.S. 1, the former Richmond & Petersburg Turnpike, was located west of the project corridor. By the 1950s Route 1 had expanded and new exit ramps had been constructed to provide improved access to Chester, to the west, and Hopewell, to the east. The Seaboard Airline Railroad intersected with Route 10, west of the project corridor. During the late twentieth and early twenty-first centuries Virginia State Route 10 has developed as a primary state route in Virginia. The route is a 93.58 miles in length and links U.S 360 in Richmond to State Route 337 in Suffolk. In Chesterfield County Route 10 operates as West Hundred Road and intersects with U.S. 1 and U.S. 301. Route 10 also intersects with Interstate 95 (I-95). Route 10 follows East Hundred Road to an interchange with Interstate 295 (I-295) in Enon. The Route 10 corridor has experienced increased commercial, industrial, and residential development throughout the late twentieth and early twentieth centuries, in part due to the proximity of major transportation networks such as U.S. 1/U.S. 301, I-95, I-295 and CSX (formerly the Seaboard Airline Railroad).

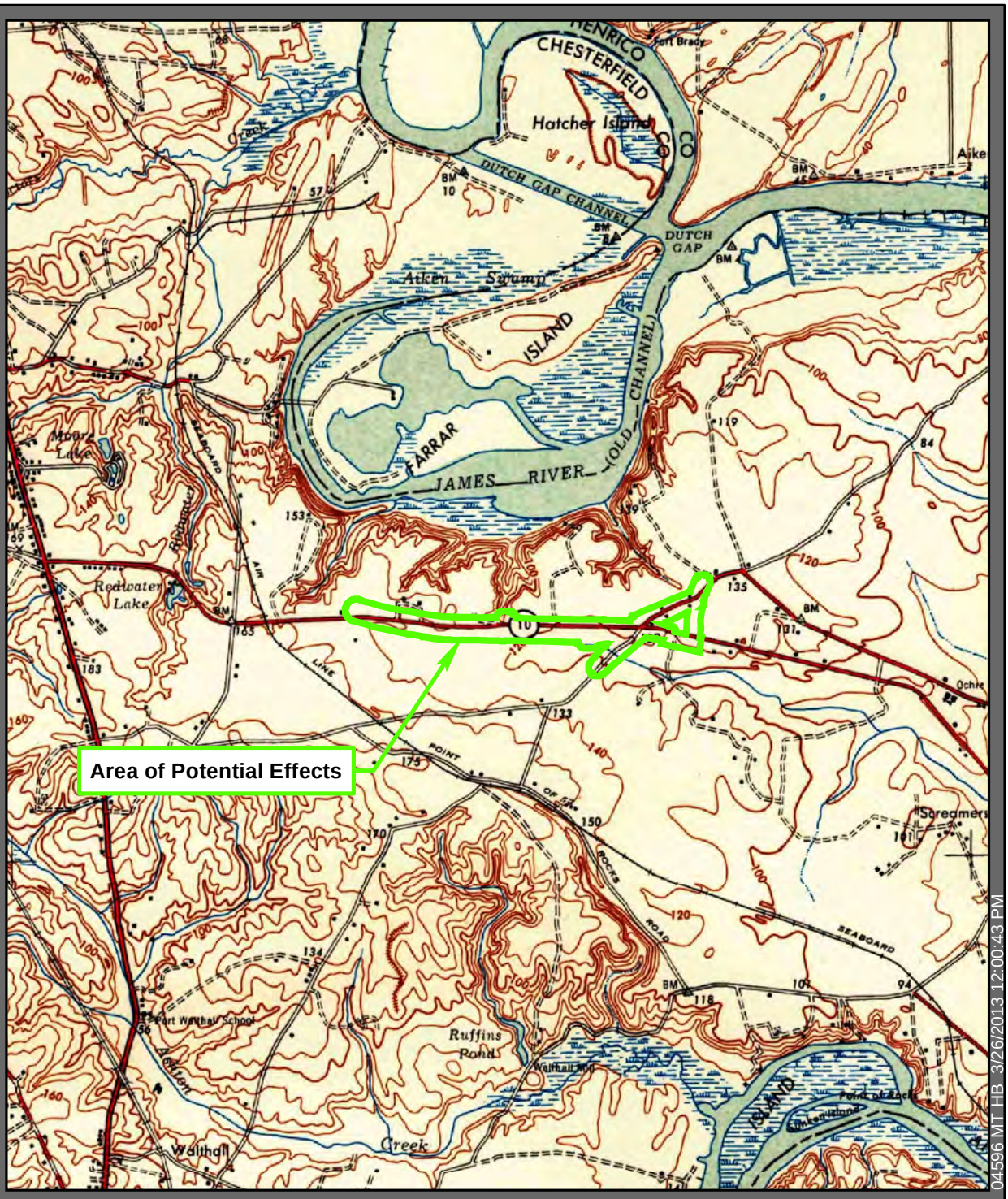

Figure 12
Area of Potential Effects in 1945
Route 10 (Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

Area of Potential Effects

(Source: Bermuda Hundred, VA 15' Historic USGS Quadrangle, 1945)

N W E S

0 2,000 4,000
Feet

6.0 ARCHITECTURAL IDENTIFICATION SURVEY

Field investigations were undertaken on June 20-21, 2012 by McCormick Taylor, Inc. staff. The reconnaissance survey consisted of both a pedestrian and windshield survey of the project study area to identify resources potentially eligible for the NRHP. Project staff utilized existing Chesterfield County records to obtain dates of construction for all tax parcels within the project APE. Project staff confirmed tax parcel information through field investigations to establish dates of construction. For the architectural survey, all buildings that appeared to be greater than 50 years in age within the project APE were documented and photographed, using both digital and 35mm black and white film. For those properties that met the criteria to be considered potentially eligible for the NRHP were recorded through the completion of Reconnaissance Level Survey forms, or in cases where a survey form had been previously completed, those forms were updated. Photographs of all buildings potentially over 50 years in age are included in this report, along with recommendations regarding eligibility and the potential for the project to affect those properties. DSS Reconnaissance Level Survey forms are included in **Appendix D.**

One (1) previously identified NRHP eligible property was identified within the project study area. In addition to the Ware Bottom Church Battlefield, the reconnaissance level survey identified a total of two (2) previously recorded architectural resources and seventeen (17) newly recorded architectural resources fifty (50) years or older within the APE **(See Table 2, Figure 13)**.

TABLE 2:
Surveyed Historic Architectural Resources

Identification Number	Resource Name	Resource Date	Theme/Site Type	NRHP Eligibility
020-5319	Ware Bottom Church Battlefield	1864	Civil War	Eligible
020-0675	Motel, East Hundred Road	Ca. 1930	Commercial/Recreation	Not eligible
020-0368	Sharpe Houses	Ca. 1910	Domestic/Dwelling	Not eligible
020-5584	House, 110 Meadowville Road	Ca. 1955	Domestic/Dwelling	Not eligible
020-5585	House, 120 Meadowville Road	1956	Domestic/Dwelling	Not eligible
020-5586	House, 133 Meadowville Road	1955	Domestic/Dwelling	Not eligible
020-5587	House, 129 Meadowville Road	1956	Domestic/Dwelling	Not eligible
020-5588	House, 111 Meadowville Road	1958	Domestic/Dwelling	Not eligible
020-5589	House, 107 Meadowville Road	1960	Domestic/Dwelling	Not eligible
020-5590	House, 101 Meadowville Road	Ca. 1960		Not eligible
020-5591	House, 100 Meadowville Road	1949	Domestic/Dwelling	Not eligible
020-5592	House, 27 Meadowville Road	1950	Domestic/Dwelling	Not eligible
020-5593	House, 20 Meadowville Road	Ca. 1950		Not eligible
020-5594	House, 2 West Hundred Road	1952	Domestic/Dwelling	Not eligible
020-5595	House, 210 East Hundred Road	1956	Domestic/Dwelling	Not eligible
020-5596	House, 516 West Hundred Road	1953	Domestic/Dwelling	Not eligible
020-5597	House, 508 West Hundred Road	1958	Domestic/Dwelling	Not eligible
020-5598	House, 416 West Hundred	1949	Domestic/Dwelling	Not eligible

	Road			
020-5599	House, 216 West Hundred Road	1960	Domestic/Dwelling	Not eligible
020-5600	Office, 1401 West Hundred Road	1962	Commercial/Office	Not eligible

6.1 VDHR Inventory Number: 020-5319
Resource: Ware Bottom Church Battlefield
Date of Construction: 1864

Physical Description: Ware Bottom Church Battlefield (020-5319) is located east of Interstate 95 along the Route 10 corridor in Chesterfield County, Virginia. The battlefield is situated within an area that has undergone significant transportation, commercial and industrial development during the late twentieth and early twenty-first centuries. The historic setting of the 1864 battlefield has been impacted by commercial, industrial and residential development. The NRHP boundary was developed by the American Battlefield Protection Program as part of its Civil War Sites Advisory Commission Report of Virginia. The battlefield was determined to be eligible for the National Register on January 24, 2007 under Criterion A. The NRHP boundary includes 5,052 acres associated with active combat, troop movements, and ancillary areas related to the battlefield. The boundary excluded areas of the historic battlefield that have been altered with modern commercial, industrial, and residential development. A prominent remaining feature of the battlefield is a section of the Bermuda Hundred defensive line occupied by the Union's Army of the James between May 1864 and April 1865. This includes remnants of gun emplacements and parapets in the area of Fort Drake, a Union defensive position **(See Photographs 1-2)**.

Approximately eleven (11) acres (excluding paved roadway) of the NRHP eligible Ware Bottom Church Battlefield is located within the APE established for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. This area consists primarily of land immediately adjacent to Route 10. The APE also includes wooded areas to the north and south of Route 10 which contain remnants of parapets and fortifications associated with the Battle of Ware Bottom Church. Fort Drake, also known as Battery No. 1, was a prominent fortification along the Bermuda Hundred defensive line. The fort is no longer extant, having been demolished as a result of infrastructure improvements during the late nineteenth and twentieth centuries. Parapet remnants extend to the north and south of the former Fort Drake site. Both sections of parapet are located on private property and have suffered neglect and damage due to a variety of causes, including the recreational use of all-terrain vehicles. The parapet to the north of Route 10 is situated in a wooded area between River Bend Circle and Harbor Drive. The parapets have been degraded through the use of recreational vehicles. The parapet to the south of Route 10 is located in a wooded area bounded by Old Bermuda Hundred Road, to the east and south; Route 10, to the north; and commercial buildings, to the west. The parapets to the south retain a higher degree of integrity.

Fort Drake was historically part of the Bermuda Hundred defensive line. During the course of the late nineteenth and twentieth century much of the fort was demolished. Parapets extend to

the north and south of the historic fort location, but no above-ground elements of the fort remain. In 1997 Louis Berger & Associates conducted archaeological investigations as part of the proposed Route 10 Widening Project. As part of its studies, Louis Berger & Associates provided site boundaries for Fort Drake. The site boundary included the foot print of Fort Drake and ancillary areas to the south and east that would have been closely related to the fort's operations. Archaeological investigations have been undertaken in relation to the fort site as part of the current Route 10 (Bermuda Triangle Road to Meadowville Road) Project and it has been determined eligible for the NRHP under Criterion D, for its ability to provide information important in prehistory or history.

NRHP Recommendation: The Ware Bottom Church Battlefield is recognized for its importance in association with the Civil War under Criterion A. In particular, the Ware Bottom Church Battlefield was the location of a critical engagement as part of the Bermuda Hundred campaign. The assault by Confederate forces allowed a defensive line to be completed that significantly limited the Army of the James' offensive capabilities and effectively ended the Bermuda Hundred campaign against Richmond and Petersburg. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Although several well-known Civil War officers participated with the Bermuda Hundred campaign, their significance is not known to be associated with this battle and may be better defined in relation to other locations. Under Criterion C, the battlefield does retain features associated with the engagement between the Army of the James and Confederate forces, including the remnants of defensive fortifications. However, these remnants lack sufficient integrity to be eligible under this criterion. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. An archaeological investigation of the Fort Drake site 44CF0184 has been undertaken by McCormick Taylor, Inc. as part of the Route 10 project. The resource is recommended eligible for the NRHP under Criterion D.

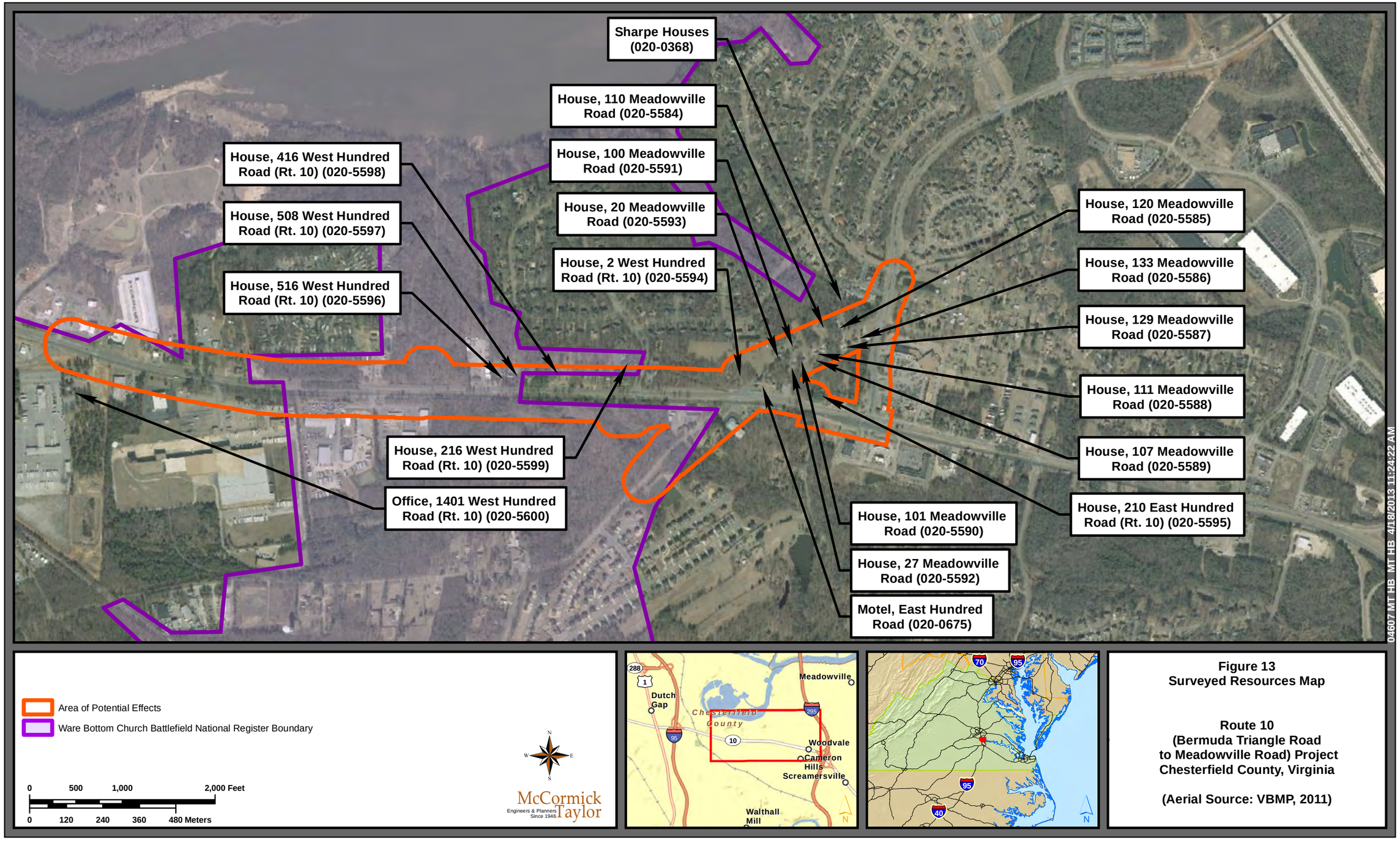

Figure 13
Surveyed Resources Map

Route 10
(Bermuda Triangle Road to Meadowville Road) Project
Chesterfield County, Virginia

(Aerial Source: VBMP, 2011)

Photograph 1: Ware Bottom Church Battlefield (DHR ID# 020-5319). View of remaining embankments of the former Union defensive line north of Route 10.

Photograph 2: View of defensive positions south of Route 10. The defensive positions are elements of the NRHP eligible Ware Bottom Church Battlefield (DHR ID# 020-5319).

6.2 VDHR Inventory Number: 020-0675
Resource: Motel, East Hundred Road
Date of Construction: ca. 1930

Physical Description: Four (4) tourist cabins are located on three (3) separate tax parcels near the northeast intersection of Route 10 (East Hundred Road) and Meadowville Road **(See Photographs 3-4)**. The four cabins constructed ca. 1930, are sited in a semi-circle. In general, the cabins are three-bay, one-and-a-half story frame structures with rear wings. Each cabin has a raised brick foundation and steep pitched asphalt shingle roof. The integrity of each cabin varies, with most having undergone numerous alterations and additions. The cabins appear to have been constructed with architectural elements of the Colonial Revival-style, a popular late nineteenth and twentieth century style. Elements of the style include symmetrically placed windows and doors, a molded box cornice, and cornice returns.

Two cabins are located at 20 East Hundred Road (Cabins 8 and 10) which is at the eastern end of the tourist cabin complex. Cabin 8 is a three-bay, one-story frame cabin with an enclosed flat roof porch with vinyl siding. The cabin includes both horizontal wood board siding and modern vinyl siding. The rear shed-roof wing has a vinyl siding exterior. The cabin does include six-over-six windows with wood sashes. Cabin 10 has an enclosed porch along the south elevation. The cabin features a horizontal board exterior, six-over-six windows with wood sashes, and two gable-roof dormers. A one-room frame shed is located to the rear of the cabin. The cabin located at 19 Meadowville Road (no cabin number visible) is a one-story, three-bay frame structure with asphalt shingle roof, brick foundation, and aluminum siding. The cabin has been extensively altered, including the removal of the original front porch, dormers, and windows. The rear wing has vinyl siding and a modern replacement door. The cabin at 5 Meadowville Road is a three-bay, one-story, frame structure with a brick foundation, aluminum siding exterior, and asphalt shingle roof. A flat-roof porch has been added to the south elevation and is supported on wood posts. A single-story frame addition is located along the east elevation. A modern gambrel-roof shed is set to the rear of the cabin.

NRHP Recommendation: The four tourist cabins comprising the motel property on East Hundred Road are not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. Although the motel is associated with the rise in automobile tourism of the early twentieth century, it lacks significance and integrity to be considered a good representative example of that resource type. (Typically, there were more than four cabins within a complex, and there was a separate motel office. Often, each cabin also had a small toilet associated with it). The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the motel cabins are altered examples of the Colonial Revival-style applied to tourist cabins. Of the remaining four cabins, most have lost their distinctive Colonial Revival elements and include replacement materials and modern additions. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

Photograph 3: Motel, East Hundred Road (Rt. 10) (DHR 020-0675). View looking northwest at Cabin 8.

Photograph 4: View looking east at series of cabin comprising the Motel, East Hundred Road (DHR 020-0675).

6.3 VDHR Inventory Number: 020-0368
Resource: Sharpe Houses
Date of Construction: N/A

The original survey of the Sharpe Houses (020-0368) noted the property as being a grouping of houses and outbuildings in an agricultural setting that were associated with the Sharpe family. The property was previously surveyed in 1977 as part of documentation of properties in Chesterfield County. At that time the property included a frame, two-story farmhouse along with several agricultural outbuildings. The property also included three additional dwellings owned by the family. The property was a 20-acre tract owned by James Sharpe during the early twentieth century and later abandoned. The Sharpe property was subdivided during the mid-to-late twentieth century and developed for multiple residential use. The historic farmhouse was demolished, along with agricultural outbuildings, after 1977. The remnants of a dilapidated house are located adjacent to 120 Meadowville Road and appear to have been part of the Sharpe Houses property **(See Photograph 5)**. As a result, the Sharpe Houses are no longer extant as a single collection of buildings associated with the family.

Due to the fact that the Sharp Houses property was subdivided and the farmhouse has been demolished, the mid twentieth century buildings remaining on the former Sharpe Houses property has been re-surveyed and documented as an individual resources. Two resources, 110 Meadowville and 120 Meadowville Road, are located on the land formerly associated with the Sharpes Houses. These two resources are located on seperate tax parcels and have been surveyed as part of the Phase I study **(See 6.4 and 6.5).**

NRHP Recommendation: The Sharpes Houses are no longer extant and the property has been subdivided for development. The property is recommended not eligible for the NRHP due to loss of integrity. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.4 VDHR Inventory Number: 020-5584
Resource: House, 110 Meadowville Road
Date of Construction: ca. 1955

Physical Description: 110 Meadowville Road is a one-story, three-bay vernacular style dwelling built during the mid-to-late 1950s with a raised basement **(See Photograph 6)**. The house has a concrete block foundation and exterior walls. The house features an asphalt shingle roof with vinyl siding in the gable ends. A concrete block chimney is situated along the north slope of the roof. The main entrance is found along the south elevation and consists of concrete block steps that lead to a concrete pad stoop with a wrought iron balustrade and a central wood paneled door. The fenestration throughout the dwelling is composed of one-over-one windows with aluminum sash. Each window features a brick sill. Several windows include fixed vinyl shutters. An additional entrance is located along the north elevation and includes concrete block steps which lead to an off-center wood paneled door.

Photograph 5: View of ruins that were formerly part of the Sharpe House (DHR 020-0368)

Photograph 6: House, 110 Meadowville Road (DHR 020-5584). View of the south and west elevations.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 110 Meadowville Road is an example of a common mid-twentieth century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.5 VDHR Inventory Number: 020-5585
Resource: House, 120 Meadowville Road
Date of Construction: 1956

Physical Description: The residence at 120 Meadowville Road is a one-and-a-half story, three-bay frame vernacular style structure built in 1956. The house has a composite vinyl and wood board exterior, concrete block foundation and asphalt shingle roof **(See Photograph 7)**. The house features a partial width, hipped shed roof, enclosed screen porch along the south elevation. The main entrance, also located along the south elevation, is set within the enclosed porch. The porch roof is supported on wood posts. An off center, wood paneled door is located at the eastern end of the façade. The fenestration throughout the dwelling is composed of one-over-one windows with wood sashes. A gambrel roof dormer projects from the attic level along the south elevation of the house. The dormer has horizontal wood board siding, asphalt shingle roof, and a one-over-one window with wood sash. A partial width, one-story frame porch is found along the north elevation. The screened-in porch has a concrete block foundation, rectangular corner posts, and asphalt shingle shed roof. A flight of concrete block steps are found at the northwest corner and have wood post railing.

The property includes two outbuildings: a shed and garage. The shed has a frame structural system, asbestos siding, and asphalt shingle roof. A plywood board door is located along the west elevation. A three-bay frame garage is located immediately north of the house. Each bay of the garage has a plywood garage door. Otherwise, the garage has an aluminum siding exterior and asphalt shingle roof. A wood paneled door and one-over-one window are situated along the east elevation of the garage.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 120 Meadowville Road is an example of a common mid-twentieth century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

Photograph 7: House, 120 Meadowville Road (DHR 020-5585). View of the south and east elevations.

Photograph 8: House, 133 Meadowville Road (DHR 020-5586). View of the south and east elevations.

6.6 VDHR Inventory Number: 020-5586
Resource: House, 133 Meadowville Road
Date of Construction: 1955

Physical Description: The residence at 133 Meadowville Road is a three-bay, one-story Minimal Traditional-style frame structure. The house was built in 1955 and includes two substantial wing additions. The house has a vinyl siding exterior, concrete block foundation, and asphalt shingle roof **(See Photograph 8)**. Concrete steps lead to a concrete pad stoop with a wrought iron balustrade along the north elevation between the wing additions. Gable front wing additions have been attached to the east elevation and northwest corner of the residence. The house features two chimneys: one centrally ridgeline concrete block chimney on the main house and one exterior brick chimney on the north elevation of the wing addition. A variety of window types are found throughout the house. Six-over-one windows are found along the façade, west, and south elevations. A three-part picture window is set within the north elevation of the east wing.

A modern one-room shed with corrugated metal roof and siding is located south of the residence. The shed includes a single sliding window and a wood door with cross bracing.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 133 Meadowville Road is an extensively altered example of an undistinguished mid-twentieth century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.7 VDHR Inventory Number: 020-5587
Resource: House, 129 Meadowville Road
Date of Construction: 1956

Physical Description: The residence at 129 Meadowville Road is a three-bay, one-story vernacular-style frame structure. The house has a concrete block foundation, vinyl siding exterior, and asphalt shingle roof **(See Photograph 9)**. A gable-front wing is located at the northwest corner of the residence. A modern wood deck porch is situated along the north elevation and features a square wood balustrade. The main entrance is an off-center wood paneled door with glazing. The fenestration throughout the residence is composed of six-over-one windows with louvered shutters. A shed roof addition is located along the south elevation. Additional entrances, composed of wood paneled doors with glazing, are located at the southeast and southwest corners of the house. A brick chimney is located along the rear slope of the roof.

Two sheds are located immediately south of the residence. The side gabled shed has an asphalt shingle roof, vertical wood board sheathing, and paired wood paneled doors. The gable front shed has an asphalt shingle roof, vertical wood board siding and paired wood doors.

Photograph 9: House, 129 Meadowville Road (DHR 020-5587). View of the north and east elevations.

Photograph 10: House, 111 Meadowville Road (DHR 020-5588). View of north elevation.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 129 Meadowville Road is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.8 VDHR Inventory Number: 020-5588
Resource: House, 111 Meadowville Road
Date of Construction: 1958

Physical Description: The residence at 111 Meadowville Road is a one-story, three-bay Minimal Traditional-style structure built in 1958 (The current owner stated that he believes that the house was built during the 1940s, but Chesterfield County tax data states 1958 as the date of construction). The residence has a concrete block foundation, asbestos shingle exterior and asphalt shingle roof **(See Photograph 10)**. The house has a gable-front ell at the northwest corner. The fenestration is composed of two-over-two modern windows. A three-part picture window is located along the north elevation and includes fixed vinyl shutters. The house includes a brick chimney along the northern slope and an exterior brick chimney that extends through the eave along the east elevation. A modern wood deck with a square spindled balustrade extends along the front of the house.

NRHP Recommendation: The residence at 111 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 111 Meadowville Road is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.9 VDHR Inventory Number: 020-5589
Resource: House, 107 Meadowville Road
Date of Construction: ca. 1960

Physical Description: The house at 107 Meadowville Road is three-bay, one-story vernacular-style dwelling with a single-bay additional to the west gable end. The residence has a concrete block structural system and foundation with stucco exterior **(See Photograph 11)**. The exterior along the south elevation is clad in vinyl siding. A brick chimney is set along the south sloop of the roof. A concrete pad stoop is centrally located along the façade beneath an angular pediment. The stoop features concrete steps and wrought iron railing. The stoop is protected with a hood cantilevered over it. The fenestration is composed of modern single and paired six-

over-six windows with vinyl sashes. The windows along the façade include fixed vinyl shutters. A small one bay addition is located along the west elevation. The addition has a concrete block foundation, stucco exterior and flat roof. A wood deck with wood railing is set to the rear of the house.

A one-bay metal shed, with standing seam metal roof, is located south of the house.

NRHP Recommendation: 107 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 107 Meadowville Road is an example of a common mid-twentieth century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.10 VDHR Inventory Number: 020-5590
Resource: House, 101 Meadowville Road
Date of Construction: ca. 1960

Physical Description: The house at 101 Meadowville Road is a one-story, three-bay frame Cape Cod-style dwelling constructed during the mid-twentieth century. The house has an asbestos shingle exterior, concrete block foundation and asphalt shingle roof **(See Photograph 12)**. A small concrete pad stoop is centrally located along the façade. A bracketed angular hood is located above the main entrance. The main entrance is composed of a wood paneled door with a nine light window. A central brick chimney is set along the south slope of the house. The house features six-over-six windows with wood sashes. An off-center, nine (9) light wood paneled door is found on the south elevation.

A wood frame, shed roof outbuilding is located to the south of the house. The shed has a vertical board exterior and corrugated metal roof. Openings are found on the north and west elevations.

NRHP Recommendation: The house at 101 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 101 Meadowville Road is an architecturally undistinguished example of a common mid twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

Photograph 11: House, 107 Meadowville Road (DHR 020-5589). View of north and east elevations.

Photograph 12: House, 101 Meadowville Road (DHR 020-5590). View of north and east elevations.

6.11 VDHR Inventory Number: 020-5591
Resource: House, 100 Meadowville Road
Date of Construction: 1949

Physical Description: The dwelling at 100 Meadowville Road is a one-and-a-half story, three-bay mid-twentieth century vernacular-style structure with a single-bay addition to the east gable end and a shed-roof addition. The house has a concrete block foundation and exterior **(See Photograph 13)**. The house appears to have originally consisted of three-bay, but a sizable addition was made to the east elevation during the late twentieth century. The fenestration is composed of one-over-one modern windows with brick sills. The house features an asphalt shingle, side gable roof. A one-story shed roof addition is located along the north elevation. The addition has a concrete block foundation, concrete block exterior and asphalt shingle roof. The house includes an interior concrete brick chimney and two exterior concrete block/brick chimney that extends through the eave.

A frame one-story, one-bay garage is located to the north of the house. The garage has vertical board siding and an asphalt shingle roof.

NRHP Recommendation: The house at 100 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the house is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.12 VDHR Inventory Number: 020-5592
Resource: House, 27 Meadowville Road
Date of Construction: 1950

Physical Description: The house at 27 Meadowville Road is a one-story, four-bay frame vernacular-style structure built in 1950. The house has a raised concrete block foundation, frame structural system and asphalt shingle double pitched roof **(See Photograph 14)**. A full-width, shed-roof, partially enclosed porch is situated along the façade. The house and porch are sheathed in wood board siding. The house has a stucco encased concrete block chimney along the rear slope. An exterior concrete block chimney is set along the west elevation of the porch addition. A one-story, shed-roof addition is located along the south elevation and features a concrete block foundation and wood board siding. The addition has a variety of six-over-six windows.

Two (2) frame sheds are located to the south of the residence. Both sheds feature plywood exteriors and corrugated metal roofs with exposed rafters. A one-bay, frame garage is located to the west of the house. The garage has a frame structural system, horizontal wood board exterior,

Photograph 13: House, 100 Meadowville Road (DHR 020-5591). View of south and west elevations.

Photograph 14: House, 27 Meadowville Road (DHR 020-5592). View of north and east elevations.

and asphalt shingle roof. The garage features a modern vinyl garage bay door, a six (6) light wood paneled door, and paired one-over-one windows.

NRHP Recommendation: The house at 27 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 27 Meadowville Road is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.13 VDHR Inventory Number: 020-5593
Resource: House, 20 Meadowville Road
Date of Construction: ca. 1950

Physical Description: The house at 20 Meadowville Road is a one-story, four-bay mid-twentieth-century vernacular-style dwelling. The house has a raised concrete block foundation, painted concrete block exterior wall, and asphalt shingle side gable roof **(See Photograph 15)**. The house has aluminum siding within the gable ends. A concrete stoop with wrought iron railing is centrally located along the south elevation. The fenestration is primarily one-over-one modern windows with brick sills. A three-part picture window is found along the east side of the façade. The house has an interior brick chimney set within the north slope of the roof. There are evenly spaced ventilators into the basement area.

A late twentieth-century frame garage is located to the north of the house. The front gable garage has a vinyl siding exterior and asphalt shingle roof.

NRHP Recommendation: 20 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the house at 20 Meadowville Road is an example of a common mid-twentieth-century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.14 VDHR Inventory Number: 020-5594
Resource: House, 2 West Hundred Road
Date of Construction: 1952

Physical Description: The residence at 2 West Hundred Road is a mid-twentieth-century vernacular-style gable-front dwelling. The house is a three-bay, one-and-a-half story concrete

block structure with a raised basement level **(See Photograph 16)**. The dwelling includes a variety of fenestration, including eight-light and twelve-light fixed windows with metal sashes. In general, the windows include concrete lintels and brick sills. There are several casement type windows with fixed sash at the top. Gable roof dormers, with paired six-over-four windows, are found on the east slope and west slope of the roof. Each dormer is sheathed in asbestos shingles and has an asphalt shingle roof. The house includes an off-center brick chimney. A modern wood deck, with a ramp, is set along the façade.

The property includes two sheds. A flat roof shed with particle board exterior is located northwest of the residence. It includes a bracketed hood above the wood paneled door. A six-over-six window with metal sash is set along the north elevation. A simple wood post shed is set northwest of the flat roof shed. The shed has combination board and corrugated metal walls along the west and north elevations. The shed has a corrugated metal flat roof.

NRHP Recommendation: The residence at 2 West Hundred Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence is an architecturally undistinguished example of a mid-twentieth-century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.15 VDHR Inventory Number: 020-5595
Resource: House, 210 West Hundred Road
Date of Construction: 1956

Physical Description: The residence at 210 West Hundred Road is a one-story, three-bay Minimal Traditional-style dwelling with an attached garage and enclosed breezeway. The house has a raised basement, brick exterior, and asphalt shingle roof **(See Photograph 17)**. A gable front wing, typical of this style, is located at the southwest corner. The garage has a brick exterior, asphalt shingle roof, and roll-up vinyl door. The garage is attached to the east elevation of the house. A raised brick porch, with shed roof supported on wrought iron posts, is found along the façade. Three-part picture windows, with fixed lights, are set along the façade. Additional fenestration includes two-over-two windows and paired two-over-two windows with wood sashes. A brick, gable end chimney extends through the roof line of the house and garage addition.

Two (2) modern sheds with metal exteriors and standing seam roofs are located immediately northwest of the residence.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 210 West Hundred Road is an example of a common mid-twentieth-century style dwelling which lacks architectural distinction.

Photograph 15: House, 20 Meadowville Road (DHR 020-5593). View of south and east elevations.

Photograph 16: House, 2 West Hundred Road (Rt. 10) (DHR 020-5594). View of south and west elevations.

Photograph 17: House, 210 East Hundred Road (Rt. 10) (DHR 020-5595). View looking north at the façade.

Photograph 18: House, 516 West Hundred Road (Rt. 10) (DHR 020-5596). View looking northwest.

Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.16 VDHR Inventory Number: 020-5596
Resource: House, 516 West Hundred Road
Date of Construction: 1953

Physical Description: The house at 516 West Hundred Road is a one-story, four-bay Minimal Traditional-style dwelling. The house has a stucco exterior over concrete block walls and an asphalt shingle roof **(See Photograph 18)**. Semicircular brick steps lead to a concrete stoop at the main entrance. The main entrance includes a fluted pilaster door surround. A picture window composed of a large central pane flanked by four-light windows is found along the façade. An exterior brick chimney is situated along the east elevation and extends through the roof of the attached raised porch. The house includes an enclosed breezeway and single-bay garage attached to the west elevation. The enclosed breezeway has a rear entrance along the north elevation and consists of paired fifteen-light doors. The house has a variety of window types, twelve-light, nine-light, and six-light windows with metal sashes.

NRHP Recommendation: 516 West Hundred Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 516 West Hundred Road is an architecturally undistinguished example of a common mid-twentieth-century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.17 VDHR Inventory Number: 020-5597
Resource: House, 508 West Hundred Road
Date of Construction: 1958

Physical Description: 508 West Hundred Road is a one-story, four-bay stuccoed concrete block frame Minimal Traditional-style dwelling. The house has a stucco exterior and asphalt shingle side gable roof **(See Photograph 19)**. Two entrances are found along the façade. The west entrance includes a wood door flanked by one-over-one modern windows with a three-light transom. The east entrance is set within a recessed porch and consists of a wood door with adjacent one-over-one modern windows. Two wood posts support the recessed porch. A picture window is centered between the two entrances and is composed of a large pane flanked by two one-over-one modern windows. An enclosed breezeway and garage has been added along the west gable end. The fenestration is composed of one-over-one modern replacement windows with vinyl sashes. Several of the windows along the façade include fixed louvered shutters, and most of the windows have brick sills. The house has two brick chimneys, with one extending through the south slope and one along the ridge line. The north elevation has several one-over-

one windows and a wood door with a three-light transom. An open, shed roof porch is situated along the west elevation of the house.

A modern aluminum shed is found immediately northwest of the residence.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the dwelling at 508 West Hundred Road is an architecturally undistinguished example of a common mid-twentieth century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.18 VDHR Inventory Number: 020-5598
Resource: House, 416 West Hundred Road
Date of Construction: 1949

Physical Description: The house at 416 West Hundred Street is a one-story, four-bay gable-front and wing vernacular-style type structure built in 1949. The exterior of the house is sheathed in a combination of aluminum and vertical board-and-batten siding **(See Photograph 20)**. The house has a frame structural system, a concrete block foundation, and asphalt shingle roof. A shed roof porch has been attached to the main entrance along the gable front. The porch has been enclosed with aluminum siding and sheets of plastic. The house includes two-over-two and six-over-six double hung windows with wood sashes.

The property includes several modern outbuildings. Two modern carports composed of metal frames with partial vinyl roofing are located to the north and northeast of the residence. A modern gambrel roof shed with particle board exterior and asphalt shingle roof is set between the two utility shed. The property includes two modern utility sheds with horizontal metal siding and corrugated metal roof. A brick-tex sided privy is adjacent to the residence.

NRHP Recommendation: The house at 416 West Hundred is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence is an architectural undistinguished example of a common mid-twentieth century vernacular-style dwelling. The property has undergone numerous alterations which detract from it's physical integrity. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

Photograph 19: House, 508 West Hundred Road (Rt. 10) (DHR 020-5597). View looking northwest at south and east elevations.

Photograph 20: House, 416 West Hundred Road (Rt. 10) (DHR 020-5598). View looking northeast.

6.19 VDHR Inventory Number: 020-5599
Resource: House, 216 West Hundred Road
Date of Construction: 1960

Physical Description: The house at 216 West Hundred Road is a one-story, three-bay Minimal Traditional-style structure. The house has a concrete block foundation, composite horizontal and vertical board siding, and asphalt shingle roof **(See Photograph 21)**. The house has a centrally located entrance along the façade consisting of a paneled wood door at the top of a brick stoop. A large nine-light picture window is found along the façade, east of the entrance. The fenestration is composed primarily of modern one-over-one double hung windows with aluminum sashes. An enclosed garage bay is situated at the east end of the house.

A one-room frame shed is located to the immediate northeast of the house. The shed has a hipped, asphalt shingle roof and asbestos shingle exterior. A sliding window is found on the north elevation. A gable-roof garage with sliding metal bay doors is located northwest of the house. The garage has a metal exterior and roof. A frame, shed-roof addition is attached to the south elevation of the garage.

NRHP Recommendation: The house at 216 West Hundred Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence is an architecturally undistinguished example of a common mid-twentieth century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

6.20 VDHR Inventory Number: 020-5600
Resource: Office, 1401 West Hundred Road
Date of Construction: 1962

Physical Description: The office building located at 1401 West Hundred Road was built in 1962. The one-story, seven-bay building is a modest example of the Neo-Colonial Revival-Style **(See Photograph 22)**. The building has a concrete foundation, brick exterior, and low-pitched asphalt shingle roof. A prominent central pedimented entry is located along the façade. A series of brick stairs leads to the entrance. The entrance includes paired wood paneled doors with three-light windows flanked by diamond paned side lights and a six-light transom. The pedimented gable features an elliptical fanlight and dentils. Two simple, fluted Doric columns support the entry. The east elevation is composed of symmetrical bay sections separated by raised brick pilasters. Dentils extend the length of the building along the east, north, and south elevation. The building appears to have originally been a U-shaped structure, but the area between the wings along the west elevation has been altered with a one-story addition. The addition has a flat roof and includes a wood paneled door with eight-light glazing and a transom.

Photograph 21: House, 216 West Hundred Road (Rt. 10) (DHR 020-5599). Viewing looking northeast.

Photograph 22: Office, 1401 West Hundred Road (Rt. 10) (DHR 020-5600). View looking southwest at Neo-Colonial Revival-style office built in 1962.

The fenestration throughout the building includes six-over-six and eight-over-eight double hung windows with wood sashes.

NRHP Recommendation: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the office building is a modest example of the popular mid-to-late twentieth century Neo-Colonial Revival style of architecture. The structure retains much of its architectural elements, but includes a significant addition. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

7.0 PUBLIC INVOLVEMENT

The current Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project is part of a larger undertaking, VDOT Project No. 0010-020-127 that was initiated during the 1990s. Cultural resource investigations were undertaken as part of the larger project. A Memorandum of Agreement (MOA) was executed between Federal Highway Administration (FHWA) and Virginia Department of Historic Resources (DHR) related to cultural resources. The project was placed on hold until 2009, when American Recovery and Reinvestment Act funding was made available. The current Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project is one part of the larger project.

On May 8, 2012 a meeting was held to discussion the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project in relation to cultural resources. The attendees including staff from the Virginia Department of Historic Resources (DHR), Virginia Department of Transportation (VDOT), Chesterfield County, and McCormick Taylor, Inc. The purpose of the meeting was to discuss cultural resource investigations in relationship to the project development process. The meeting also detailed necessary actions to be undertaken to comply with cultural resource requirements. Several archaeological sites were previously identified as part of the previous studies, including 44CF184, Fort Drake. Fort Drake is also situated within the NRHP boundaries for the Ware Bottom Church Battlefield and is considered a component of the battlefield. As a result, it was resolved that any potential effects to the NRHP eligible Ware Bottom Church Battlefield would be assessed as part of archaeological investigations for the NRHP eligible 44CF184, Fort Drake site **(See Appendix E)**.

Pursuant to Section 800.2 of the regulations 36 CFR Part 800 implementing Section 106 of the National Historic Preservation Act, Chesterfield County, as project sponsor on behalf of the Federal Highway Administration (FHWA) and VDOT, invited individuals, government agencies, and organizations known to have legal, economic, or historic preservation interests in the proposed project. The following parties were invited to participate as consulting parties for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project:

- Chesterfield Historical Society of Virginia
- Richmond National Battlefield Park
- Richmond Battlefields Association, of the National Park Service
- Chesterfield Heritage Alliance (part of the Chesterfield County Department of Parks and Recreation)
- L.C. Stathis & G.C. Stathis Trust
- M&M Boys, LLC.

The Chesterfield Historical Society is a non-profit organization dedicated to the preservation, promotion, and interpretation of Chesterfield County history. The society also is actively engaged in the recognition in the Civil War experience within the county. The National Park Service (through the Richmond National Battlefield Park), Civil War Trust, and Richmond Battlefields Association were invited to participate in recognition of the presence of the NRHP eligible Ware Bottom Church battlefield and Civil War era defensive fortifications within the project APE. The Chesterfield Heritage Alliance (part of the Chesterfield County Department of

Parks and Recreation) is active in the promotion of historical sites and heritage tourism within the county. L.C. Stathis & G.C. Stathis Trust, and M&M Boys, LLC, were invited to participate as property owners of land within the NRHP eligible Ware Bottom Church Battlefield. Their properties also included remnants of Civil War era defensive fortifications, including the Fort Drake site.

The National Park Service promotes the preservation of significant historic battlefields associated with wars on American soil. The goals of the program are 1) to protect battlefields and sites associated with armed conflicts that influenced the course of our history, 2) to encourage and assist all Americans in planning for the preservation, management, and interpretation of these sites, and 3) to raise awareness of the importance of preserving battlefields and related sites for future generations. The ABPP focuses primarily on land use, cultural resource and site management planning, and public education. The ABBP recognizes the Ware Bottom Church as a National Register eligible battlefield in the Civil War Sites Advisory Commission Report (1993).

Richmond Battlefields Association (RBA) was established in 2001 as a nonprofit 501(c)3 organization dedicated to the preservation of historic Civil War sites surrounding Richmond, Virginia. The RBA acquired a part of the Ware Bottom Church battlefield in 2009. The portion of the battlefield was donated by a local company. The tract is noted as the site of Ware Bottom Church, for which the battle was named. The Ware Bottom Church site was recognized as the first preservation success by RBA in Chesterfield County.

Chesterfield Heritage Alliance, part of the Chesterfield County Department of Parks and Recreation, is designated to facilitate the cooperative development of sites, facilities and programs among the historical organizations located within Chesterfield County.

The Virginia Department of Historic Resources (VDHR), as the State Historic Preservation Office (SHPO), participated as a consulting party on behalf of the interests of the Commonwealth of Virginia and concurred with the parties selected to be invited. The Chesterfield Historical Society of Virginia, Richmond National Battlefield Park, Richmond Battlefields Association (RBA), and M&M Boys, LLC (c/o John Gurash) have requested consulting party status for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project **(See Appendix E).**

8.0 CONCLUSIONS AND RECOMMENDATIONS

The Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project's Architectural Identification Survey identified a total of three (3) previously recorded architectural resources and seventeen (17) newly recorded architectural resources fifty (50) years or older within the APE. The three (3) previously identified resources include: Motel, East Hundred Road (020-0675), Sharpe Houses (020-0368), and NRHP eligible Ware Bottom Church Battlefield (020-5319). The components of the motel property have undergone numerous alterations and addition that detract from the overall historic integrity of the site. The Sharpe Houses are no longer extant, except for ruins, and the historic farm property was subdivided and developed. The Ware Bottom Church Battlefield was determined eligible for the NRHP in 2007. The current survey confirmed the previous NRHP determination for the Ware Bottom Church Battlefield. The seventeen (17) newly recorded resources are recommended not eligible for the NRHP. In general, these resources lack sufficient integrity and/or significance to merit consideration for the NRHP.

The Ware Bottom Church Battlefield is the only NRHP eligible above-ground historic property located within the APE established for the Route 10 Widening Project. This resource is eligible under Criteria A for its association with the Civil War. The battlefield includes the land historically associated with the May 20, 1864 battle, including the remaining elements of the Bermuda Hundred defensive line. The defensive line includes the parapet remnants which extend north and south of Route 10, although the northern parapet within the APE has been impacted by use of recreational vehicles. The parapet to the south retains a higher degree of integrity. Fort Drake has been demolished and lacks integrity as an above-ground resource associated with the battlefield.

The potential effects of the proposed Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project on the NRHP eligible Ware Bottom Church Battlefield (020-5319) will be addressed as part of the archaeological investigations as a result of consultation between project staff and VDHR.

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APPENDIX A

Qualifications

Qualifications

Jerry A. Clouse │ Historic Structures Group Coordinator

M.A. American Studies: The Pennsylvania State University, Harrisburg, PA
B.A. Major-English/Minor-Journalism: University of Kentucky, Lexington, KY

Experience: Mr. Clouse meets/exceeds 36 CFR 61 Secretary of Interior Standards for Professional Qualifications as an architectural historian with more than twenty-four years full-time experience. He has conducted field survey work, researched and written National Register nominations, and researched historical background information for archaeological investigations. He has also written and produced other cultural resource documents such as survey reports, Determination of Effect reports, and Historic American Building Survey (HABS) recordation. In addition, he has provided technical assistance to PENNDOT Bureau of Environmental Quality on cultural resource policy and day-to-day operations. Mr. Clouse has extensive experience in the management and research of historic preservation projects in Pennsylvania, Maryland, Delaware, Ohio, New Jersey and Virginia.

Charles A. Richmond │Architectural Historian

M.A. American Studies: The Pennsylvania State University, Harrisburg, PA
B.A. Major-History/Minor-Political Science: Thiel College, Greenville, PA

Experience: Mr. Richmond meets/exceeds 36 CFR 61 Secretary of Interior Standards for Professional Qualifications as an architectural historian with thirteen years full-time experience. He has conducted research for both historic structures and archaeological projects. In addition, he has conducted research to establish contexts for cultural resource studies across the state of Pennsylvania. Mr. Richmond has also produced other cultural resource documents such as survey reports, Determination of Effect reports, and state-level recordations. Mr. Richmond has extensive experience in historic preservation projects in Pennsylvania, Delaware, Maryland, Ohio, New Jersey, and Virginia.

APPENDIX B

Project Plans

DGN $REF001 $REF002 $REF003 $REF004 $REF005 $REF006
$DGNLEV $LEV001 $LEV002 $LEV003 $LEV004 $LEV005 $LEV006

PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
SURVEYED BY WXL Inc. (804) 644-4600
DESIGN SUPERVISED BY B.J. DeLong (804) 762-5800 McCormick Taylor, Inc.
DESIGNED BY L.H. Kelly (804) 762-5800 McCormick Taylor, Inc.

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	1

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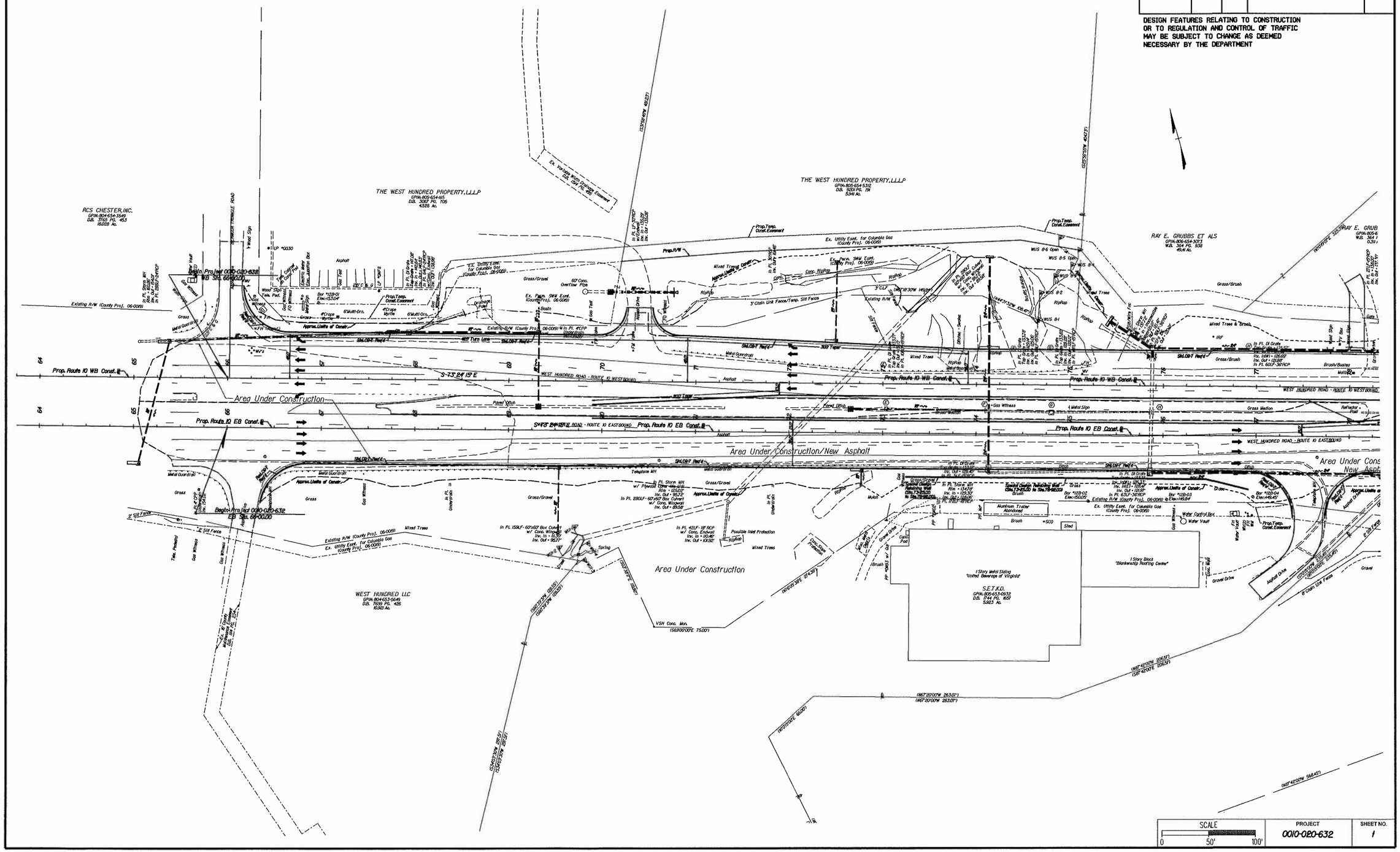

SCALE	PROJECT	SHEET NO.
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#TIMESTAMP#

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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	2

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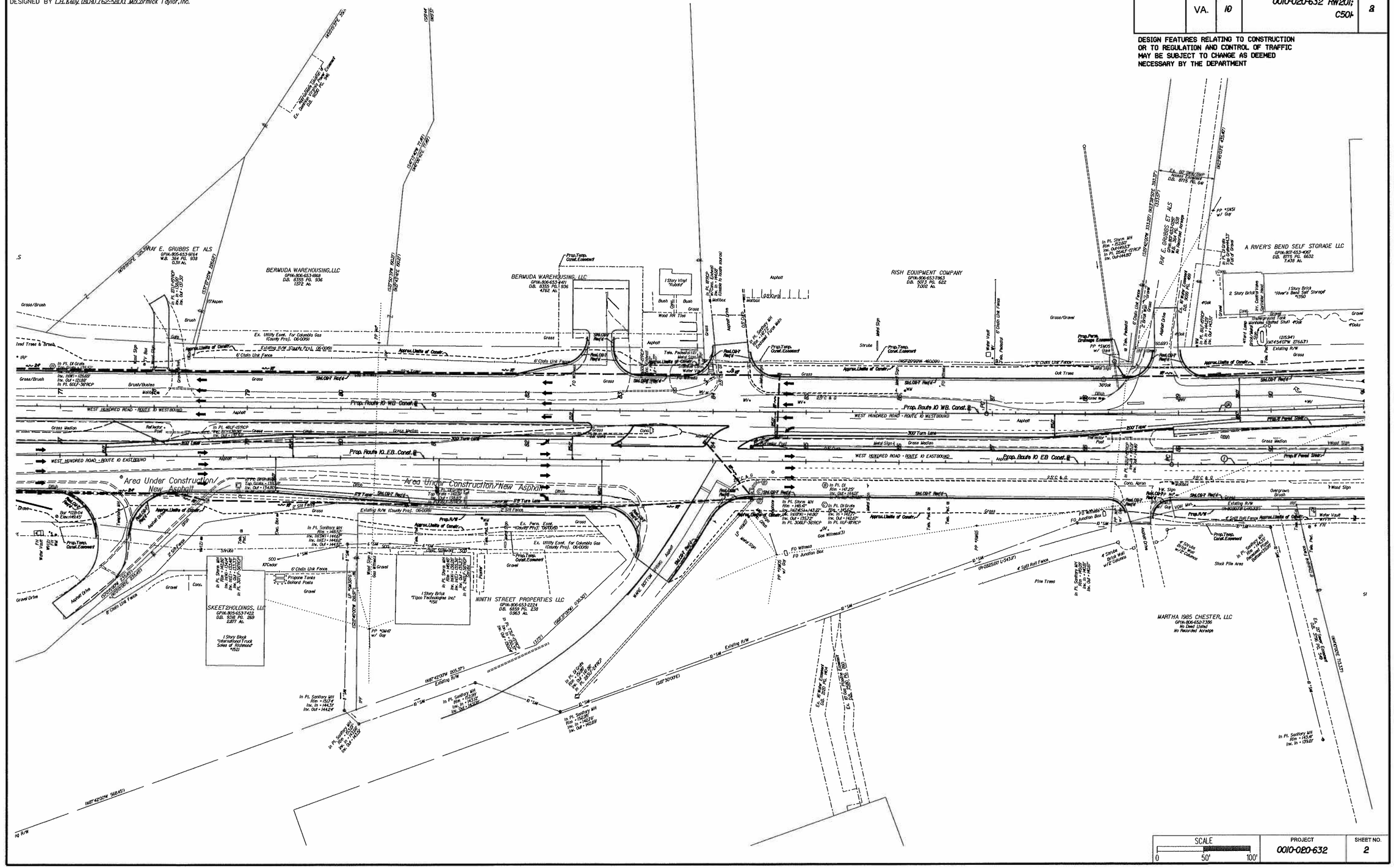

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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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DESIGN SUPERVISED BY B.J. DeLong (804)762-5800 McCormick Taylor, Inc.
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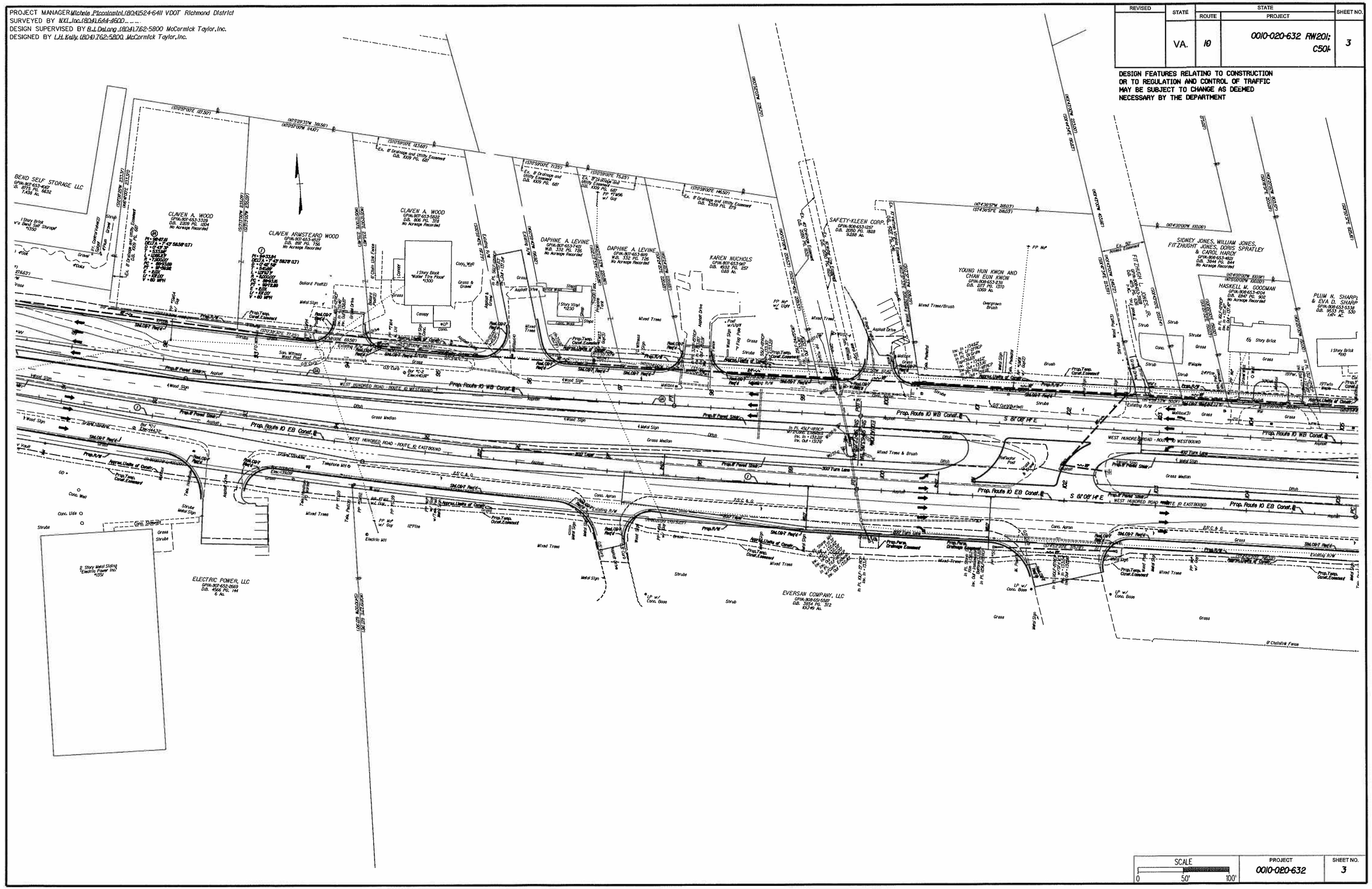
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	3

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



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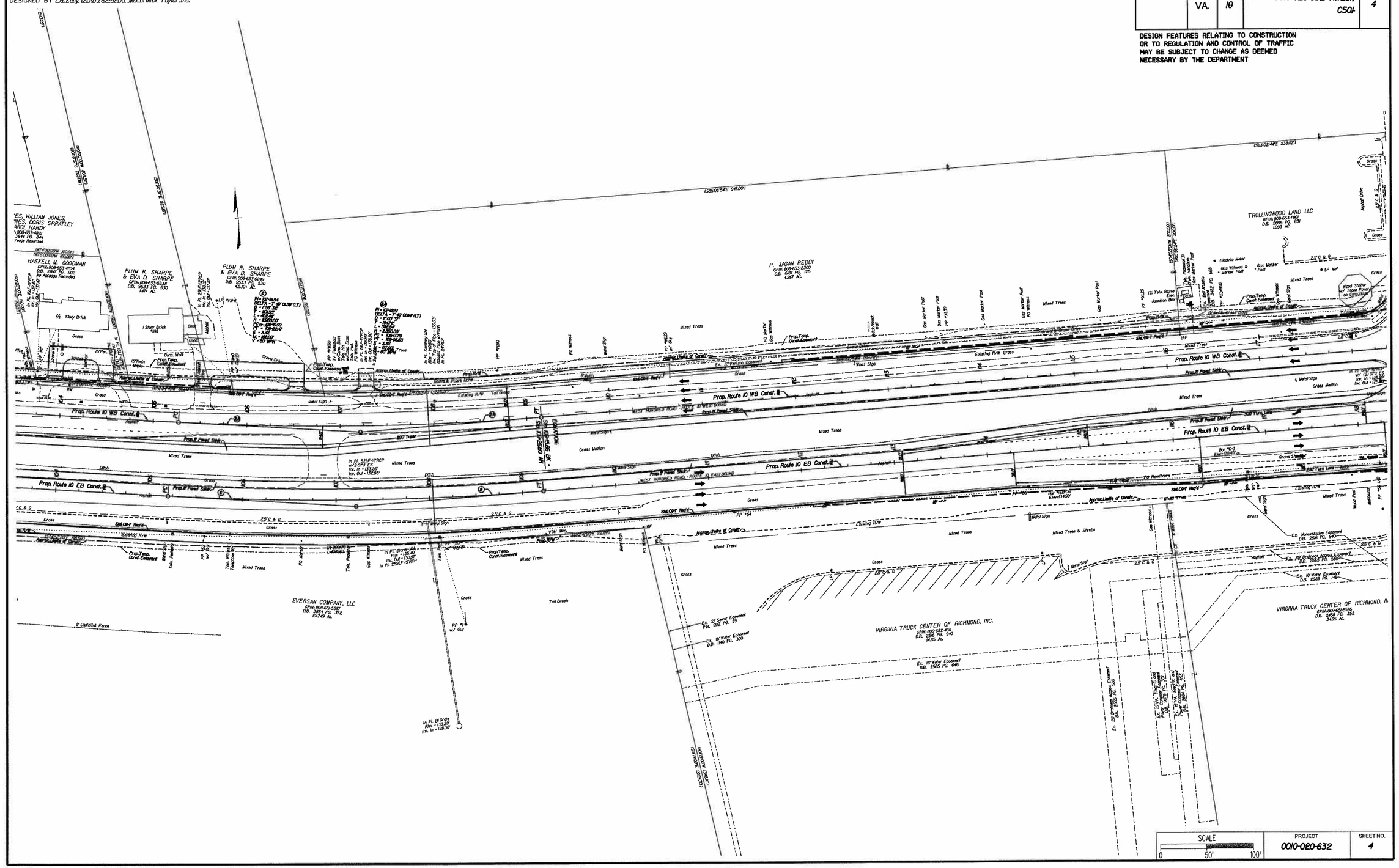
PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
SURVEYED BY MXL Inc. (804)644-9600
DESIGN SUPERVISED BY B.J. DeLong (804)762-5800 McCormick Taylor, Inc.
DESIGNED BY J.H. Kelly (804)762-5800 McCormick Taylor, Inc.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	4

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



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PROJECT MANAGER Michele Ptccolomini (804)524-6411 VDOT Richmond District
SURVEYED BY WXL Inc. (804) 644-4600
DESIGN SUPERVISED BY B.J. DeLong (804) 762-5800 McCormick Taylor, Inc.
DESIGNED BY L.H. Kelly (804) 762-5800 McCormick Taylor, Inc.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	5

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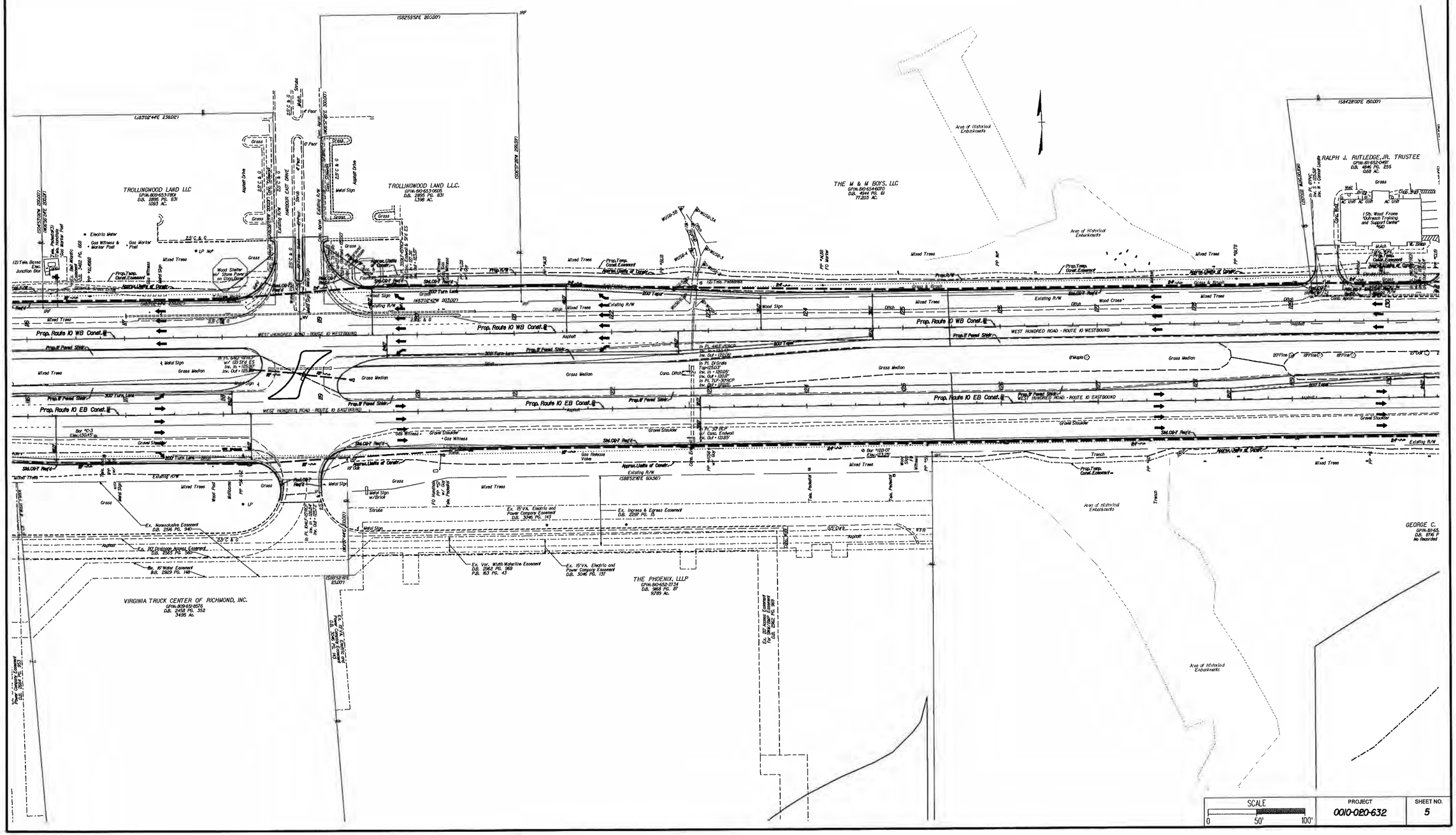

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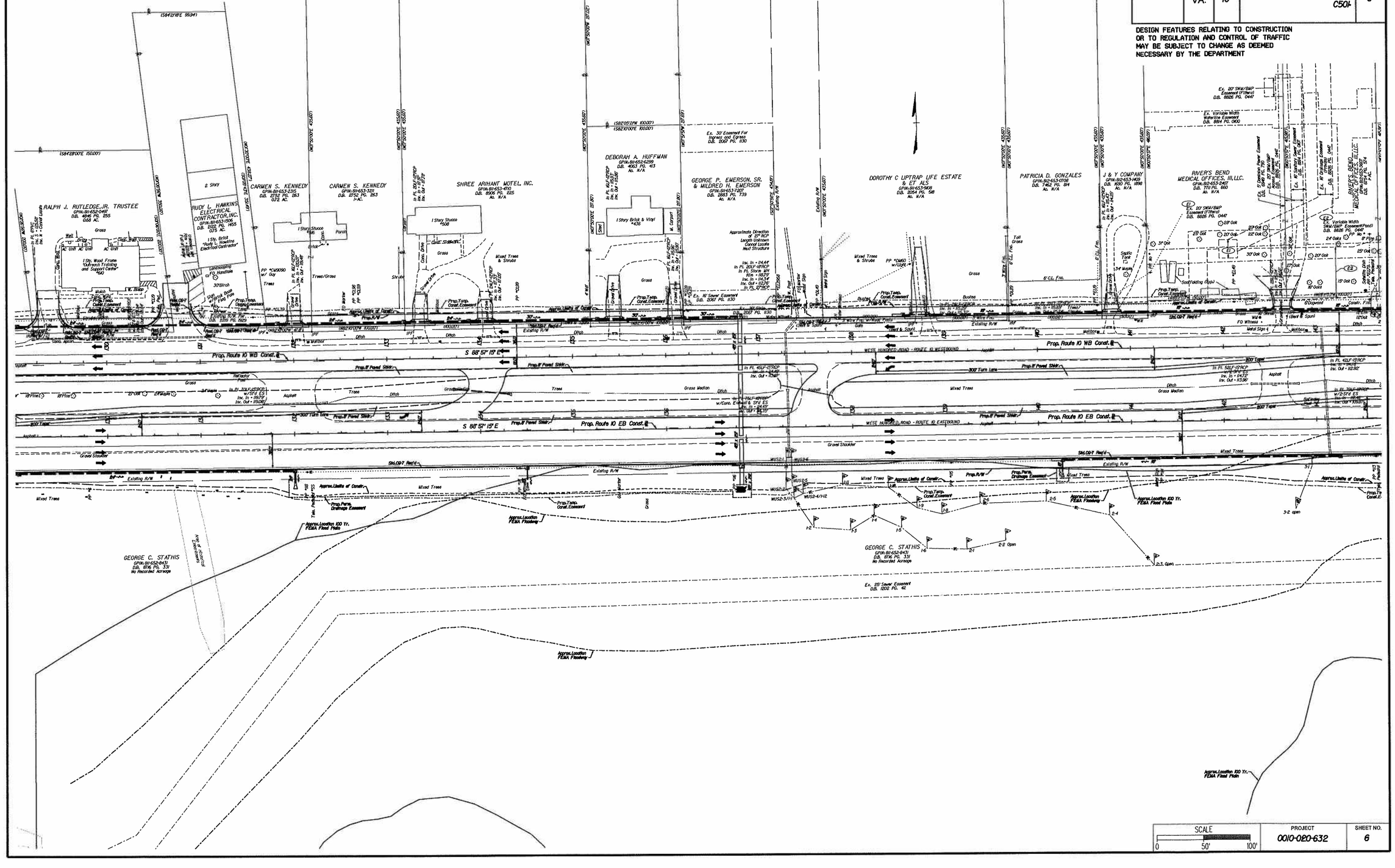
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	6

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



SCALE	PROJECT	SHEET NO.
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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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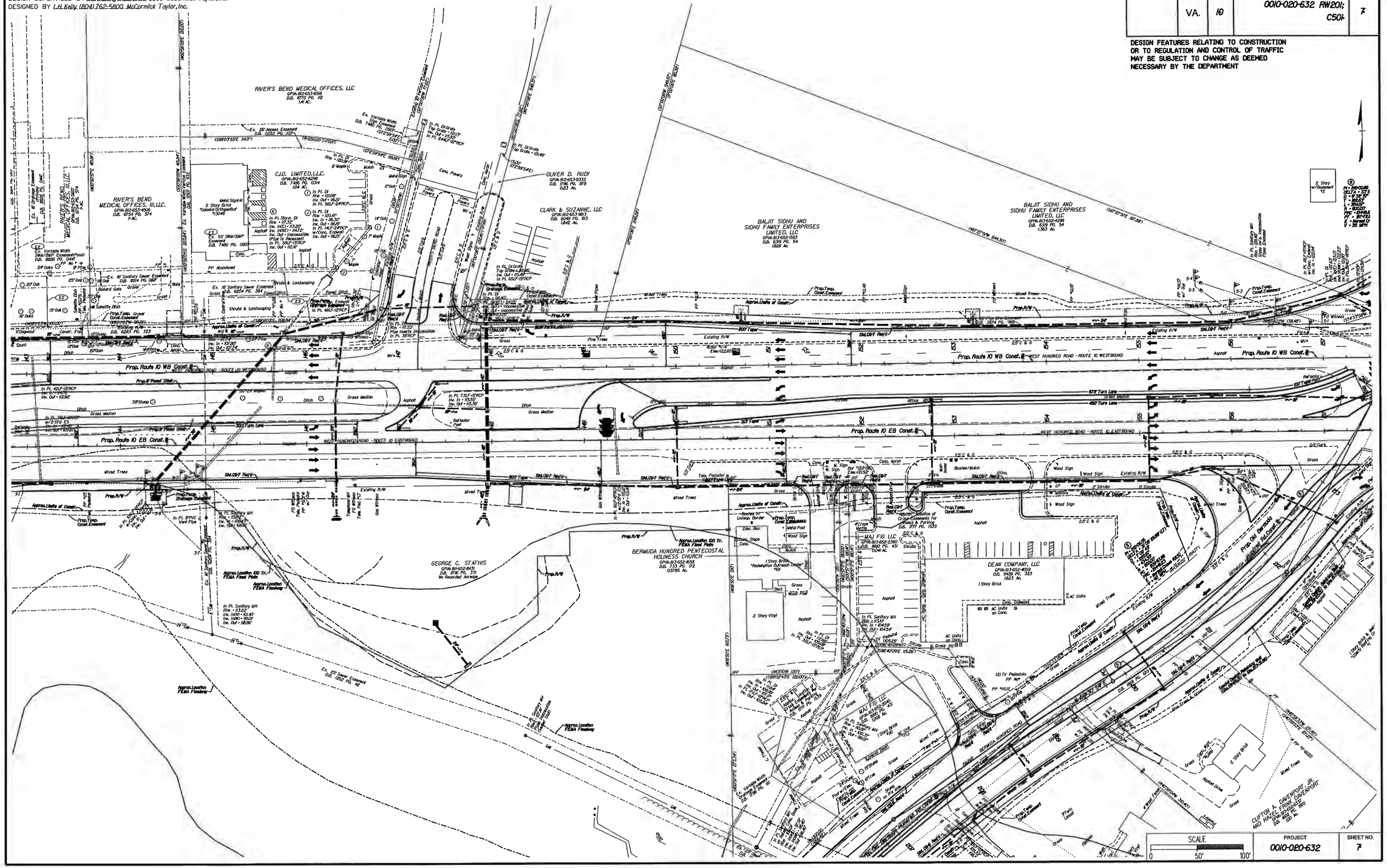
DESIGNED BY L.H. Kelly (804) 762-5800 McCormick Taylor, Inc.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	7

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



PROJECT	SHEET NO.
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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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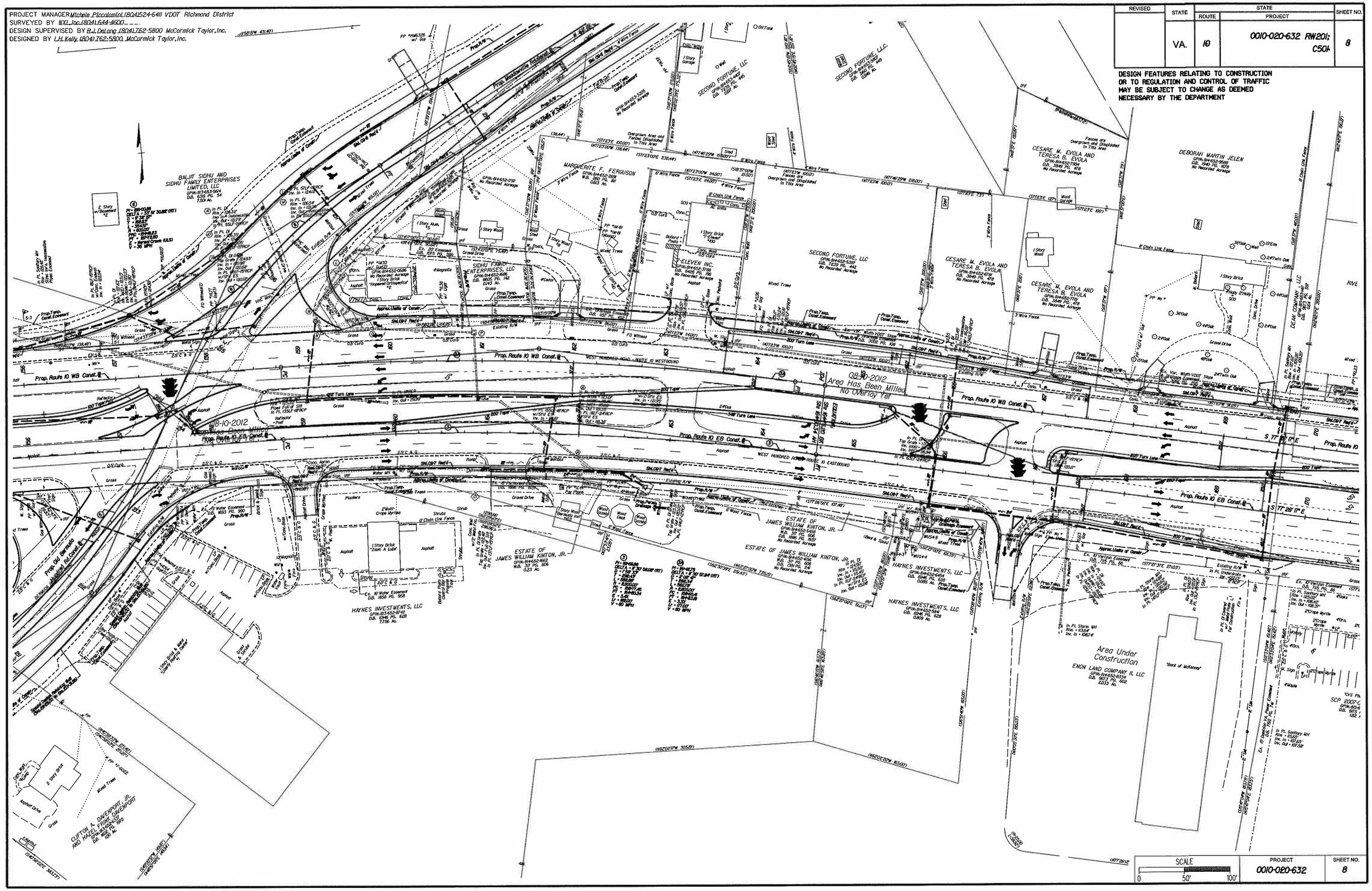
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	8

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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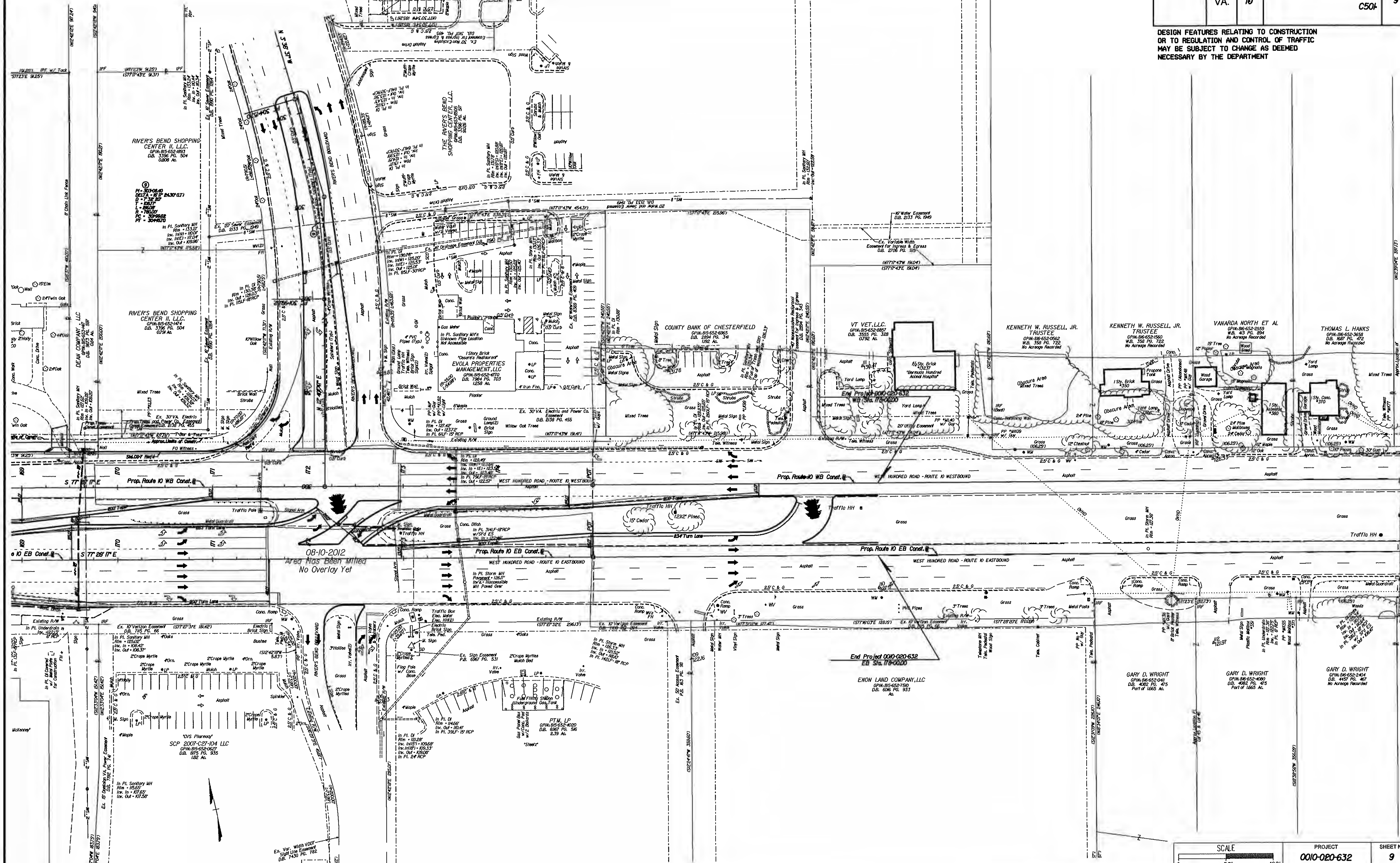
REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201; C501	9

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



SCALE	PROJECT	SHEET NO.
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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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DESIGN SUPERVISED BY R.J.DeLong (804)762-5800 McCormick Taylor,Inc.
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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632, R/W-201, C501	10

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

SCALE	PROJECT	SHEET NO.
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PROJECT MANAGER Michele Piccolomini (804)524-6411 VDOT Richmond District
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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	10	0010-020-632 RW201, C501	11

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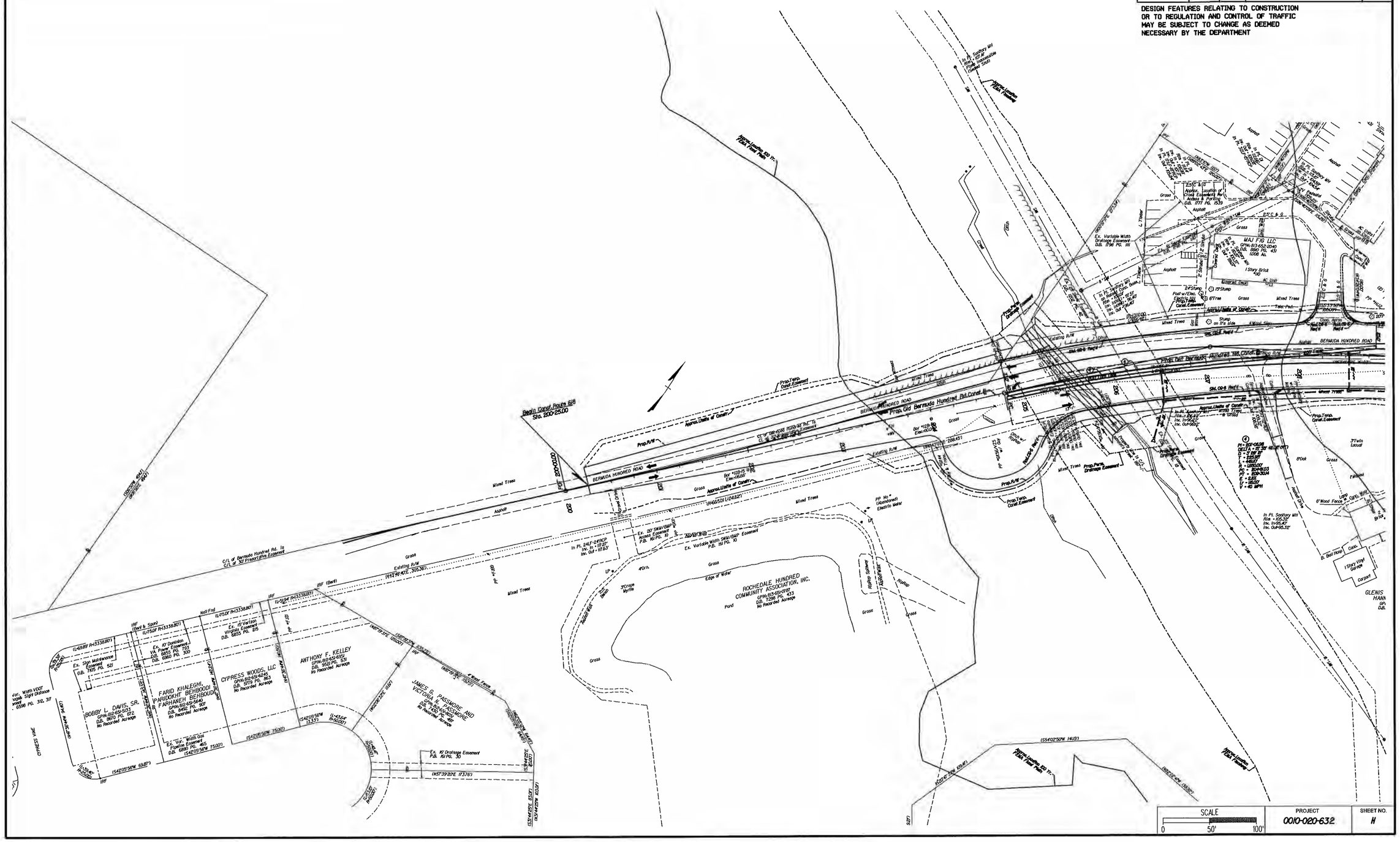


SCALE	PROJECT	SHEET NO.
0 50' 100'	0010-020-632	11

#TIMESTAMP#

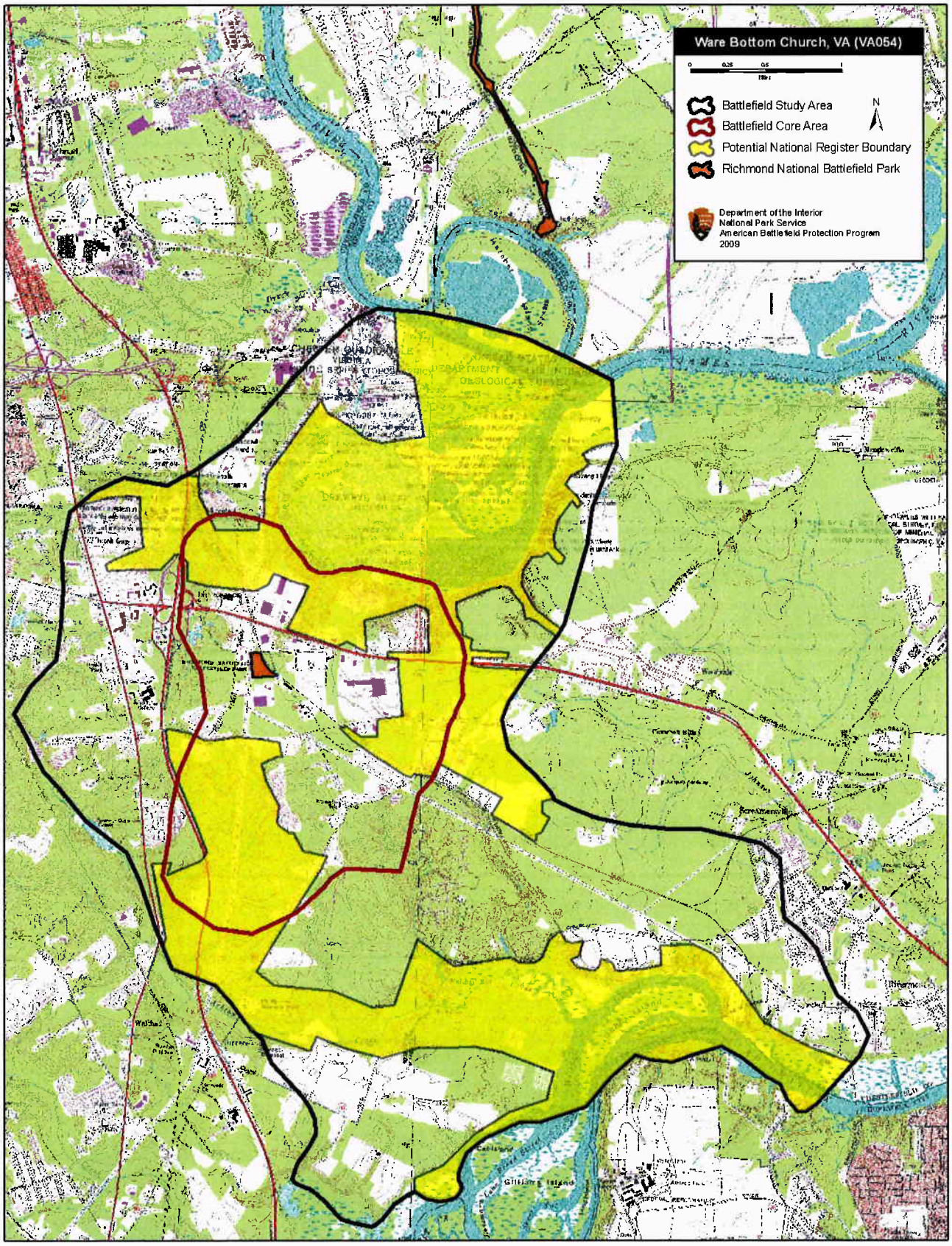
APPENDIX C

Previously Identified Resources

Ware Bottom Church (VA054)

Location	Chesterfield County
Campaign	Bermuda Hundred Campaign (May-June 1864)
Battle Date(s)	May 20, 1864
Principal Commanders	Maj. Gen. Benjamin Butler [US]; Gen. P.G.T. Beauregard [CS]
Forces Engaged	Divisions (10,000 total)
Results	Confederate victory
Study Area	11,294.92 acres The revised Study Area includes Confederate positions along the entire Howlett Line.
Potential National Register Lands	5,052.30 acres
Protected Lands	129.63 acres County of Chesterfield, fee simple
Publicly Accessible Lands	129.63 acres Point of Rocks Park, County of Chesterfield, 103.00 acres Sgt. James Engle Park, County of Chesterfield, 12.00 acres Ware Bottom Church Park, County of Chesterfield, 10.33 acres Howlett Line Park, County of Chesterfield, 2.07 acres Battery Dantzler, County of Chesterfield, 1.28 acres Fort Wead, County of Chesterfield, 0.95 acres
Management Area	Point of Rocks Park Sgt. James Engle Park Ware Bottom Church Park Howlett Line Park Battery Dantzler Fort Wead
Friends Group(s)	None
Preservation Activities Since 1993	Advocacy ✓ Cultural Resource Surveys and Inventories Fundraising ✓ Interpretation Projects Land or Development Rights Purchased Legislation Planning Projects Research and Documentation
Public Interpretation Since 1993	Brochure(s) Driving Tour ✓ Living History ✓ Maintained Historic Features/Areas Visitor Center ✓ Walking Tour/Trails ✓ Wayside Exhibits/Signs ✓ Website(s) Other

Condition Statement	Much of the landscape has been altered and fragmented, leaving some essential features. Development pressures are increasing, especially within the battlefield's Core Area.
Historical Designation	None


Ware Bottom Church, VA (VA054)
Battlefield Study Area
Battlefield Core Area
Potential National Register Boundary
Richmond National Battlefield Park
N
Department of the Interior
National Park Service
American Battlefield Protection Program
2009

APPENDIX D

DSS Survey Forms

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-0368** ***Other DHR ID#:

Resource Information

Resource Name(s): Sharpes House {Current}
Date of Construction: ca 1910

Local Historic District :

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.

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District:
Town/Village/Hamlet: Hopewell
Tax Parcel:
Zip Code: 23836
Address(s): 110 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage:
Surrounding area: Suburban
Open to Public: No
Site Description:

June 2012: The structures assocaited with the Sharpe House property are no longer extant. The Sharpe property was subdivided during the mid-to-late twentieth century and developed for multiple residential use. The historic farmhouse was demolished, along with agricultural outbuildings, after 1977. The remnants of a dilapidated house are located adjacent to 120 Meadowville Road and appear to have been part of the Sharpe Houses property.

Secondary Resource Summary:

Secondary resources are single dwellings and outbuildings.

June 2012: Two resources, 110 Meadowville Road (020-5584)and 120 Meadowville Road (020-5585), are located on the land formerly associated with the Sharpe Houses.

Individual Resource Information

Count	Resource Types	Resource Status
4	Single Dwelling	Contributing
2	Other	Contributing

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	No
Date of Construction:	9999	*Accessed?*	No
Architectural Style:		*Number of Stories:*	0.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Deterioration

There are three other houses on the property:
House #1: Timber-frame with weatherboard siding; 1-story/3-bay facade with two 6/6 sash windows and a single-leaf paneled door; side-gable asphalt-shingle roof; rear frame lean-to addition.

House #2: Timber-frame construction with brick-tex siding; 1-story/3-bay facade with two 6/6 sash windows and single-leaf wood screendoor; side-gable asphalt-shingle roof; interior end chimney flue; 1-story/1-bay porch.

House #3: 1 1/2 stories; white exterior walls; screened porch; difficult to see in photo.

June 2012: Houses 1 & 2 are no longer extant. House #3 is present, but has been surveyed and documented as 120 Meadowville Road (020-5585) to reflect the loss of the original Sharpe Houses.

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	ca 1910 {Site Visit}	*Accessed?*	
Architectural Style:		*Number of Stories:*	1.5
Form:		*Condition:*	Poor
Interior Plan Type:	Two-Room, Single Pile		
		Threats to Resource:	Demolition

2-bay facade. "This is the earliest of the houses in this Negro community." (See above component list.)

June 2012: no longer extant.

Individual Resource Detail Information

Resource Type.	Other	*Primary Resource?*	No
Date of Construction:	9999	*Accessed?*	No
Architectural Style:		*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Deterioration

There are two timber-frame shed-like buildings on the property. One has a gable roof; the other a shed roof.

June 2012: no longer extant.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	other	Brick	Chimneys - Not visible
other	other	Unknown	other
Foundation	Foundation - Piers	Stone	Foundation - Not Visible
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Windows	Windows - Sash, Double-Hung	Wood	Windows - 4/4
Windows	other	Wood	other
Structural System	Structural System - Frame	Wood	Structural System - Weatherboard

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The Sharpes Houses are no longer extant and the property has been subdivided for development. The property is recommended not eligible for the NRHP due to loss of integrity. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
3960	B&W 35mm Photos		March 1977	

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: March 1977
CRM Person: Jeff O'Dell
CRM Event Notes or Comments:

CRM Event # 2,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground resources for the Route 10 (Bermuda Triangle Road to Meadowville Road)Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-0675** ***Other DHR ID#:

Resource Information

Resource Name(s): Motel, East Hundred Road {Function/Location}
Motel, East Bermuda Hundred Road {Historic/Location}

Date of Construction: ca 1930

Local Historic District :

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.

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet: Cameron Hills
Tax Parcel: 814652109500000; 814652179700000; 814652269100000
Zip Code: 23836
Address(s): East Hundred Road {Current}
Route 10 {Alternate}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 0.96
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

1979: Situated a few yards north of the highway [on the north side of East Bermuda Hundred Road], surrounded by grass and trees.

June 2012: The former motel complex is located along the north side of Rt. 10 within a heavily traveled transportation corridor. Commercial buildings are located immediately east and west of the complex. Mid-to-late 20th century residential properties are found to the north along Meadowville Road.

Secondary Resource Summary:

1979: None noted.

June 2012: Three of the motel cabins include small, frame sheds.

Individual Resource Information

Count	Resource Types	Resource Status
1	Motel/Motel Court	Contributing

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-0675** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Motel/Motel Court	*Primary Resource?*	Yes
Date of Construction:	ca 1930 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	Colonial Revival	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	None Known Transportation Expansion

1979: There are only four units in this motel complex; originally there were probably more. This is one of the few motels in Chesterfield of frame construction. Each structure contains two rentable units (rooms); they retain their distyle porches and diminutive pseudo-dormers. Note, too, the return cornices at the gables and the pointed-head gable louvers.

The motel units, built circa 1930-1950, are currently in good condition and under no apparent threats.

June 2012: Four (4) tourist cabins are located on three (3) separate tax parcels near the northeast intersection of Route 10 (East Hundred Road) and Meadowville Road. The four cabins constructed ca. 1930, are sited in a semi-circle. In general, the cabins are three-bay, one-and-a-half story frame structures with rear wings. Each cabin has a raised brick foundation and steep pitched asphalt shingle roof. The integrity of each cabin varies, with most having undergone numerous alterations and additions. The cabins appear to have been constructed with architectural elements of the Colonial Revival-style, a popular late nineteenth and twentieth century style. Elements of the style include symmetrically placed windows and doors, a molded box cornice, and cornice returns.

Two cabins are located at 20 East Hundred Road (Cabins 8 and 10) which is at the eastern end of the tourist cabin complex. Cabin 8 is a three-bay, one-story frame cabin with an enclosed flat roof porch with vinyl siding. The cabin includes both horizontal wood board siding and modern vinyl siding. The rear shed-roof wing has a vinyl siding exterior. The cabin does include six-over-six windows with wood sashes. Cabin 10 has an enclosed porch along the south elevation. The cabin features a horizontal board exterior, six-over-six windows with wood sashes, and two gable-roof dormers. A one-room frame shed is located to the rear of the cabin. The cabin located at 19 Meadowville Road (no cabin number visible) is a one-story, three-bay frame structure with asphalt shingle roof, brick foundation, and aluminum siding. The cabin has been extensively altered, including the removal of the original front porch, dormers, and windows. The rear wing has vinyl siding and a modern replacement door. The cabin at 5 Meadowville Road is a three-bay, one-story, frame structure with a brick foundation, aluminum siding exterior, and asphalt shingle roof. A flat-roof porch has been added to the south elevation and is supported on wood posts. A single-story frame addition is located along the east elevation. A modern gambrel-roof shed is set to the rear of the cabin.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Foundation	Foundation - Solid/Continuous	Brick	Foundation - Not Visible
Porch	Porch - 1-story, 1-bay	Wood	other
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Wood	Structural System - Weatherboard
Windows	Windows - Sash, Double-Hung	Wood	Windows - 6/6
Chimneys	Chimneys - Central interior	Brick	other
Roof	Roof - Gable	Wood	other

Historic Time Period(s): Q- World War I to World War II (1917-1945)

Historic Context(s): Architecture/Community Planning
Commerce/Trade
Domestic
Transportation/Communication

Significance Statement

1979: The motel units are currently in use as dwellings or apartments.

June 2012: The motel property, consisting of four tourist cabins, is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. Although the motel is associated with the rise in automobile tourism of the early twentieth century, it lacks significance and integrity to be considered a good representative example of that resource type. (Typically, there were more than four cabins within a complex, and there was a separate motel office. Often, each cabin also had a small toilet associated with it). The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the motel cabins are altered examples of the Colonial Revival-style applied to tourist cabins. Of the remaining four cabins, most have lost their distinctive Colonial Revival elements and include replacement materials and modern additions. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
4753	B&W 35mm Photos	DHR	April 1979	J. O'Dell
25314	35mm B&W	DHR	June 20, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: April 1979
CRM Person: Jeffrey O'Dell
CRM Event Notes or Comments:

CRM Event # 2,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Marguerite Ferguson
Address: ..... 8524 Chester Road
City: ..... North Chesterfield

Zip: ..... 23237 *State:* Virginia *Country:* USA
Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5319** ***Other DHR ID#:

Resource Information

Resource Name(s): Ware Bottom Church {Historic}
Ware Bottom Church Battlefield {Historic}

Date of Construction: 1864

Local Historic District :

National Register Eligibility Status

Property has been recommended Eligible for listing or is listed in the National Register of Historic Places

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District:
Town/Village/Hamlet:
Tax Parcel:
Zip Code:
Address(s): Interstate 295 {Current}
Route 10 {Current}

USGS Quadrangle Name: CHESTER
HOPEWELL

UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Public - Federal
Public - Local

Government Agency Owner:
Acreage: 5,052.30
Surrounding area: Suburban
Open to Public: No
Site Description:

The site is located east of the intersection of I-295 and Route 10. 80 percent of the earthworks constructed are still intact and well preserved. NPS owns about 10 acres of Parker's Battery, CS work that figured into the battle at Ware Bottom Church. Several other forts survive on the site. There exists patchy industrial and commercial development along Route 10.

June 2012: Ware Bottom Church Battlefield (020-5319) is located east of Interstate 95 along the Route 10 corridor in Chesterfield County, Virginia. The battlefield is situated within an area that has undergone significant transportation, commercial and industrial development during the late twentieth and early twenty-first centuries. The historic setting of the 1864 battlefield has been impacted by commercial, industrial and residential development. The NRHP boundary was developed by the American Battlefield Protection Program as part of its Civil War Sites Advisory Commission Report of Virginia. The battlefield was determined to be eligible for the National Register on January 24, 2007 under Criterion A. The NRHP boundary includes approximately 5052 acres associated with active combat, troop movements, and ancillary areas related to the battlefield. The boundary excluded areas of the historic battlefield that have been altered with modern commercial, industrial, and residential development. A prominent remaining feature of the battlefield is a section of the Bermuda Hundred defensive line occupied by the Union's Army of the James between May 1864 and April 1865. This includes remnants of gun emplacements and parapets in the area of Fort Drake, a Union defensive position.

Secondary Resource Summary:

June 2012: none.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5319** ***Other DHR ID#:

Individual Resource Information

Count	Resource Types	Resource Status
1	Battle Site	Contributing

Individual Resource Detail Information

Resource Type.	Battle Site	*Primary Resource?*	Yes
Date of Construction:	1864 {Site Visit}	*Accessed?*	
Architectural Style:	No Discernable Style	*Number of Stories:*	0.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Development

Currently the battlefield consists of interpretive markers (state and county markers, unearthed burials, archeological sites (remains of US and CS fortifications and the site of Ware Bottom Church), and trenches/field fortifications. Its current uses are agricultural, residential, industrial, and commercial in nature.

June 2012: Approximately eleven (11) acres (excluding paved roadway) of the NRHP eligible Ware Bottom Church Battlefield is located within the APE established for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. This area consists primarily of land immediately adjacent to Route 10. The APE also includes wooded areas to the north and south of Route 10 which contain remnants of parapets and fortifications associated with the Battle of Ware Bottom Church. Fort Drake, also known as Battery No. 1, was a prominent fortification along the Bermuda Hundred defensive line. The fort is no longer extant, having been demolished as a result of infrastructure improvements during the late nineteenth and twentieth centuries. Parapet remnants extend to the north and south of the former Fort Drake site. Both sections of parapet are located on private property and have suffered neglect and damage due to a variety of causes, including the recreational use of all-terrain vehicles. The parapet to the north of Route 10 is situated in a wooded area between River Bend Circle and Harbor Drive. The parapets have been degraded through the use of recreational vehicles. The parapet to the south of Route 10 is located in a wooded area bounded by Old Bermuda Hundred Road, to the east and south; Route 10, to the north; and commercial buildings, to the west. The parapets to the south retain a higher degree of integrity.

Primary Resource Exterior Component Description:

Historic Time Period(s): O- Civil War (1861 to 1865)

Historic Context(s): Military/Defense

Significance Statement

On May 20, Confederate forces under General P.G.T. Beauregard attacked Butler's Bermuda Hundred line near Ware Bottom Church. About 10,00 troops were involved in this action. After driving back Butler's advanced pickets, the Confederates constructed the Howlett Line, effectively bottling up the Federals at Bermuda Hundred. Confederate victories at Proctor's Creek and Ware Bottom Church enabled Beauregard to detach strong reinforcements for Lee's army in time for the fighting at Cold Harbor.

June 2012: The Ware Bottom Church Battlefield is recognized for its importance in association with the Civil War under Criterion A. In particular, the Ware Bottom Church Battlefield was the location of a critical engagement as part of the Bermuda Hundred campaign. The assault by Confederate forces allowed a defensive line to be completed that significantly limited the Army of the James' offensive capabilities and effectively ended the Bermuda Hundred campaign against Richmond and Petersburg. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Although several well-known Civil War officers participated with the Bermuda Hundred campaign, their significance is not known to be associated with this battle and may be better defined in relation to other locations. Under Criterion C, the battlefield does retain features associated with the engagement between the Army of the James and Confederate forces, including the remnants of defensive fortifications. However, these remnants lack sufficient integrity to be eligible under this criterion. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

Associated Events:

Event # 1, Historical Event
Start Date: May 20, 1864 *End Date:* 9999 *Date Source:* Site Visit
Event Notes:

National Register Eligibility Information (Intensive Level Survey):

NR Count	NR Resource Type	NR Resource Status
1	Site	Contributing
Contributing: 1		

National Register Criteria: A- Associated with Broad Patterns of History

Period of Significance: 1864
Level of Significance:

NR Areas of Significance: Military

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25314	35mm B&W	DHR	June 21, 2012	C. Richmond

Bibliographic Documentation

Reference #: 1
Bibliographic RecordType: Article
Author: Civil War Sites Advisory Commission Wright
DHR CRM Report Number: Report on the Nation's Civil War Battlefields - Technical Volume II: Battle Summaries
Notes:

Reference #: 2
Bibliographic RecordType: Book
Author: Civil War Sites Advisory Commission
DHR CRM Report Number: Report on the Nation's Civil War Battlefields - Technical Volume I: Appendices
Notes:
Includes 3 books - Report, Volume I: Appendices, and Volume II: Battle Summaries

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: 1993
CRM Person: CWSAC
VDHR Project ID # Associated with Event: CWSAC - VA054
CRM Event Notes or Comments:
Civil War Sites Advisory Commission Survey Form - no photos submitted - not dated or signed, but surveys occurred during the period between 1991 and 1993.

CRM Event # 2,
Cultural Resource Management Event: DHR Staff: Potentially Eligible
Date of CRM Event: January 24, 2007
CRM Person: ABPP
CRM Event Notes or Comments:

Preliminary survey data from the American Battlefield Protection Program (ABPP) indicates that this historic Civil War battlefield is likely eligible for listing in the National Register of Historic Places and likely deserving of future preservation efforts. This survey information should be reassessed during future Section 106/NEPA compliance reviews.

CRM Event # 3,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020).

Bridge Information

Cemetery Information

Ownership Information

Name: George Flickett
Title: Local Historian
Address: 4303 Pinewood Court
City: Prince George
Zip: *State:* Virginia *Country:*
Relation to the Property: Informant

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5584** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 110 Meadowville Road {Function/Location}
Date of Construction: ca 1955

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653704800000
Zip Code: 23836
Address(s): 110 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 1.72
Surrounding area: Rural
Open to Public: No
Site Description:

June 2012: The residence is located along the north side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

none

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	ca 1955 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: 110 Meadowville Road is a one-story, three-bay vernacular style dwelling built during the mid-to-late 1950s with a raised basement. The house has a concrete block foundation and exterior walls. The house features an asphalt shingle roof with vinyl siding in the gable ends. A concrete block chimney is situated along the north slope of the roof. The main entrance is found along the south elevation and consists of concrete block steps that lead to a concrete pad stoop with a wrought iron balustrade and a

central wood paneled door. The fenestration throughout the dwelling is composed of one-over-one windows with aluminum sash. Each window features a brick sill. Several windows include fixed vinyl shutters. An additional entrance is located along the north elevation and includes concrete block steps which lead to an off-center wood paneled door.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Concrete	Chimneys - Block
Foundation	Foundation - Raised	Concrete	Foundation - Block
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 110 Meadowville Road is an example of a common mid-twentieth century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 25, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: Charles Ricmond
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5584** ***Other DHR ID#:

Ownership Information

Name: ..... Delores Anderson
Address: ..... PO Box 387
City: ..... Lilburn
Zip: ..... 30048 *State:* Georgia *Country:* USA
Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5585** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 120 Meadowville Road {Function/Location}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda

Town/Village/Hamlet:

Tax Parcel: 814653995300000

Zip Code: 23836

Address(s): 120 Meadowville Road {Current}

USGS Quadrangle Name: HOPEWELL

UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Private

Government Agency Owner:

Acreage: 0.50

Surrounding area: Rural

Open to Public: No

Site Description:

June 2012: The residence is located along the north side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: The property includes a shed and garage. The shed has a frame structural system, asbestos siding, and asphalt shingle roof. A plywood board door is located along the west elevation. A three-bay frame garage is located immediately north of the house. Each bay of the garage has a plywood garage door. Otherwise, the garage has an aluminum siding exterior and asphalt shingle roof. A wood paneled door and one-over-one window are situated along the east elevation of the garage.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Garage	Non-Contributing
1	Shed	Non-Contributing

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5585** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1956 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.5
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The residence at 120 Meadowville Road is a one-and-a-half story, three-bay frame vernacular style structure built in 1956. The house has a composite vinyl and wood board exterior, concrete block foundation and asphalt shingle roof. The house features a partial width, hipped shed roof, enclosed screen porch along the south elevation. The main entrance, also located along the south elevation, is set within the enclosed porch. The porch roof is supported on wood posts. An off center, wood paneled door is located at the eastern end of the façade. The fenestration throughout the dwelling is composed of one-over-one windows with wood sashes. A gambrel roof dormer projects from the attic level along the south elevation of the house. The dormer has horizontal wood board siding, asphalt shingle roof, and a one-over-one window with wood sash. A partial width, one-story frame porch is found along the north elevation. The screened-in porch has a concrete block foundation, rectangular corner posts, and asphalt shingle shed roof. A flight of concrete block steps are found at the northwest corner and have wood post railing.

Individual Resource Detail Information

Resource Type.	Garage	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A three-bay frame garage is located immediately north of the house. Each bay of the garage has a plywood garage door. Otherwise, the garage has an aluminum siding exterior and asphalt shingle roof. A wood paneled door and one-over-one window are situated along the east elevation of the garage.

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The shed has a frame structural system, asbestos siding, and asphalt shingle roof. A plywood board door is located along the west elevation.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Porch	Porch - 1-story, 1-bay	Wood	Porch - Posts
Structural System	Structural System - Frame	Wood	Structural System - Siding, Aluminum
Windows	Windows - Sash, Double-Hung	Wood	Windows - 1/1
Chimneys	Chimneys - Interior stove flue	Metal	Chimneys - Flue

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under

Criterion B. Under Criterion C, the residence at 120 Meadowville Road is an example of a common mid-twentieth century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 25, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Dewitt Johnson Jr.
Address: ..... PO Box 3892
City: ..... Chester
Zip: ..... 23831 *State:* Virginia *Country:*
Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5586** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 133 Meadowville Road {Function/Location}
Date of Construction: 1955

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 815653092800000
Zip Code: 23836
Address(s): 133 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 1.00
Surrounding area: Suburban
Open to Public: No
Site Description:

June 2012: The residence is located along the south side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: A modern shed is located to the south of the residence.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Shed	Contributing

Individual Resource Detail Information

Resource Type.	Shed,Tool	*Primary Resource?*	No
Date of Construction:	ca 1960 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A modern one-room shed with corrugated metal roof and siding is located south of the residence. The shed includes a single sliding window and a wood door with cross bracing.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5586** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1955 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Minimal Traditional	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The residence at 133 Meadowville Road is a three-bay, one-story Minimal Traditional-style frame structure. The house was built in 1955 and includes two substantial wing additions. The house has a vinyl siding exterior, concrete block foundation, and asphalt shingle roof. Concrete steps lead to a concrete pad stoop with a wrought iron balustrade along the north elevation between the wing additions. Gable front wing additions have been attached to the east elevation and northwest corner of the residence. The house features two chimneys: one centrally ridgeline concrete block chimney on the main house and one exterior brick chimney on the north elevation of the wing addition. A variety of window types are found throughout the house. Six-over-one windows are found along the façade, west, and south elevations. A three-part picture window is set within the north elevation of the east wing.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Exterior side	Brick	Chimneys - Bond, Common
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Roof	Roof - Gable	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Wood	Structural System - Siding, Vinyl
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 1/1
Windows	Windows - Bay	Aluminum	Windows - Bay
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 6/1

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 133 Meadowville Road is an extensively altered example of an undistinguished mid-twentieth century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 25, 2012	C. Richmond

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5586** ***Other DHR ID#:

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event:	Survey:Phase I/Reconnaissance
Date of CRM Event:	February 2012
CRM Person:	McCormick Taylor, Inc.
VDHR Project ID # Associated with Event:	1995-2174

CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Unknown Unknown

Company: ..... Dean Company, LLC

Address: ..... 13281 Rivers Bend Boulevard

City: ..... Chester

Zip: ..... *State:* Virginia *Country:* USA

Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5587** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 129 Meadowville Road {Function/Location}
Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653982800000
Zip Code: 23836
Address(s): 129 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 0.89
Surrounding area: Rural
Open to Public: No
Site Description:

June 2012:The residence at 129 Meadowville Road is a three-bay, one-story vernacular-style frame structure. The house has a concrete block foundation, vinyl siding exterior, and asphalt shingle roof. A gable-front wing is located at the northwest corner of the residence. A modern wood deck porch is situated along the north elevation and features a square wood balustrade. The main entrance is an off-center wood paneled door with glazing. The fenestration throughout the residence is composed of six-over-one windows with louvered shutters. A shed roof addition is located along the south elevation. Additional entrances, composed of wood paneled doors with glazing, are located at the southeast and southwest corners of the house. A brick chimney is located along the rear slope of the roof.

Secondary Resource Summary:

June 2012: The property includes two sheds.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
2	Shed	Non-Contributing

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5587** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A one-bay, frame gable front shed (Shed B) is located south of the house. The shed has an asphalt shingle roof and wood board exterior. A concrete pad is set along the north elevation.

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A one-bay, frame side gable frame shed (Shed A) is located to the south of the house. The shed has a wood board exterior and asphalt shingle roof.

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1956 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012:The residence at 129 Meadowville Road is a three-bay, one-story vernacular-style frame structure. The house has a concrete block foundation, vinyl siding exterior, and asphalt shingle roof. A gable-front wing is located at the northwest corner of the residence. A modern wood deck porch is situated along the north elevation and features a square wood balustrade. The main entrance is an off-center wood paneled door with glazing. The fenestration throughout the residence is composed of six-over-one windows with louvered shutters. A shed roof addition is located along the south elevation. Additional entrances, composed of wood paneled doors with glazing, are located at the southeast and southwest corners of the house. A brick chimney is located along the rear slope of the roof.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, Common
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Structural System	Structural System - Frame	Wood	Structural System - Siding, Vinyl
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 6/1
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 6/1, Paired

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 129 Meadowville Road is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 25, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Debbie Daniels
Address: ..... 129 Meadowville Road
City: ..... Chester
Zip: ..... 23836 *State:* Virginia *Country:* USA
Relation to the Property: Occupant

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5588** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 111 Meadowville Road {Function/Location}
Date of Construction: 1958

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653792000000
Zip Code: 23836
Address(s): 111 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 0.67
Surrounding area: Rural
Open to Public: No
Site Description:

June 2012: The residence is located along the south side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: none

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1958 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Minimal Traditional	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The residence at 111 Meadowville Road is a one-story, three-bay Minimal Traditional-style structure built in 1958 (The current owner stated that he believes that the house was built during the 1940s, but Chesterfield County tax data states 1958 as the date of construction). The residence has a concrete block foundation, asbestos shingle exterior and asphalt shingle roof. The house has a gable-front ell at the northwest corner. The fenestration is composed of two-over-two modern windows. A three-part

picture window is located along the north elevation and includes fixed vinyl shutters. The house includes a brick chimney along the north slope and an exterior brick chimney that extends through the eave along the east elevation. A modern wood deck with a square spindled balustrade extends along the front of the house.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, Common
Chimneys	Chimneys - Exterior end	Brick	Chimneys - Bond, Common
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Structural System	Structural System - Frame	Wood	Structural System - Siding, Asbestos
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 2/2
Windows	Windows - Bay	Vinyl	Windows - Bay

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The residence at 111 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 111 Meadowville Road is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 25, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5588** ***Other DHR ID#:

Cemetery Information

Ownership Information

Name:	Unknown Unknown				
Company:	Second Fortune, LLC				
Address:	1013 Point of Rocks Road				
City:	Chester				
Zip:	23836	*State:*	Virginia	*Country:*	USA
Relation to the Property:	Owner of property				

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5589** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 107 Meadowville Road {Function/Location}
Date of Construction: ca 1960

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653661300000
Zip Code: 23836
Address(s): 107 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 0.53
Surrounding area: Rural
Open to Public: No
Site Description:

June 2012: The residence is located along the south side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: A one-bay metal shed, with standing seam metal roof, is located south of the house.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Shed	Non-Contributing

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	ca 1960 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 107 Meadowville Road is three-bay, one-story vernacular-style dwelling with a single-bay additional to the west gable end. The residence has a concrete block structural system and foundation with stucco exterior. The exterior along the south elevation is clad in vinyl siding. A brick chimney is set along the south sloop of the roof. A concrete pad stoop is centrally

located along the façade beneath an angular pediment. The stoop features concrete steps and wrought iron railing. The stoop is protected with a hood cantilevered over it. The fenestration is composed of modern single and paired six-over-six windows with vinyl sashes. The windows along the façade include fixed vinyl shutters. A small one bay addition is located along the west elevation. The addition has a concrete block foundation, stucco exterior and flat roof. A wood deck with wood railing is set to the rear of the house.

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A one-bay metal shed, with standing seam metal roof, is located south of the house.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Poured
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, Common
Structural System	Structural System - Frame	Wood	Structural System - Stuccoed
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 6/6
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 6/6, Paired

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: 107 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 107 Meadowville Road is an example of a common mid-twentieth century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 21, 2012	C. Richmond

Bibliographic Documentation

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5589** ***Other DHR ID#:

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event:	Survey:Phase I/Reconnaissance
Date of CRM Event:	February 2013
CRM Person:	McCormick Taylor, Inc.
VDHR Project ID # Associated with Event:	1995-2174

CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name:	Unknown Unknown				
Company:	Second Fortune, LLC				
Address:	1013 Point of Rocks Road				
City:	Chester				
Zip:	23836	*State:*	Virginia	*Country:*	USA
Relation to the Property:	Owner of property				

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5590** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 101 Meadowville Road {Historic/Current}
Date of Construction: ca 1960

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653580700000
Zip Code: 23836
Address(s): 101 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 0.88
Surrounding area: Suburban
Open to Public: No
Site Description:

June 2012: The residence is located along the south side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: A wood frame, shed roof outbuilding is located to the south of the house.

Individual Resource Information

Count	Resource Types	Resource Status
2	Single Dwelling	Contributing

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1960 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A wood frame, shed roof outbuilding is located to the south of the house. The shed has a vertical board exterior and corrugated metal roof. Openings are found on the north and west elevations.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5590** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	ca 1960 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Colonial Revival, Cape Cod	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 101 Meadowville Road is a one-story, three-bay frame Cape Cod-style dwelling constructed during the mid-twentieth century. The house has an asbestos shingle exterior, concrete block foundation and asphalt shingle roof. A small concrete pad stoop is centrally located along the façade. A bracketed angular hood is located above the main entrance. The main entrance is composed of a wood paneled door with a nine light window. A central brick chimney is set along the south slope of the house. The house features six-over-six windows with wood sashes. An off-center, nine (9) light wood paneled door is found on the south elevation.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Brick	Chimneys - Corbeled
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Wood	Structural System - Shingles, Asbestos

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The house at 101 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 101 Meadowville Road is an architecturally undistinguished example of a common mid twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 20, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5590** ***Other DHR ID#:

Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Unknown Unknown
Company: ..... Second Fortune, LLC
Address: ..... 1013 Point of Rocks Road
City: ..... Chester
Zip: ..... 23836 *State:* Virginia *Country:* USA
Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5591** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 100 Meadowville Road {Function/Location}
Date of Construction: 1949

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653465100000
Zip Code: 23836
Address(s): 100 Meadowville Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 1.72
Surrounding area: Suburban
Open to Public: No
Site Description:

June 2012: The residence is located along the north side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: A frame one-story, one-bay garage is located to the north of the house.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Garage	Non-Contributing

Individual Resource Detail Information

Resource Type.	Garage	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A frame one-story, one-bay garage is located to the north of the house. The garage has vertical board siding and an asphalt shingle roof.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5591** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1949 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The dwelling at 100 Meadowville Road is a one-and-a-half story, three-bay mid-twentieth century vernacular-style structure with a single-bay addition to the east gable end and a shed-roof addition. The house has a concrete block foundation and exterior. The house appears to have originally consisted of three-bay, but a sizable addition was made to the east elevation during the late twentieth century. The fenestration is composed of one-over-one modern windows with brick sills. The house features an asphalt shingle, side gable roof. A one-story shed roof addition is located along the north elevation. The addition has a concrete block foundation, concrete block exterior and asphalt shingle roof. The house includes an interior concrete brick chimney and two exterior concrete block/brick chimney that extends through the eave.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, Common
Chimneys	Chimneys - Exterior side	Composite	Chimneys - Block
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Concrete	Structural System - Block
Structural System	Structural System - Frame	Asbestos	Structural System - Shingles, Asbestos
Structural System	Structural System - Frame	Aluminum	Structural System - Siding, Aluminum
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1, Paired

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The house at 100 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the house is an architecturally undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 20, 2012	C. Richmond

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5591** ***Other DHR ID#:

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event:	Survey:Phase I/Reconnaissance
Date of CRM Event:	February 2013
CRM Person:	McCormick Taylor, Inc.
VDHR Project ID # Associated with Event:	1995-2174

CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name:	Rosalind Dotson				
Address:	13513 6th Avenue				
City:	Airway Heights				
Zip:	99001	*State:*	Washington	*Country:*	USA
Relation to the Property:	Owner of property				

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5592** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 27 Meadowville Road {Function/Location}

Date of Construction: 1950

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda

Town/Village/Hamlet:

Tax Parcel: 814653440700000

Zip Code: 23836

Address(s): 27 Meadowville Road {Current}

USGS Quadrangle Name: HOPEWELL

UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Private

Government Agency Owner:

Acreage: 0.57

Surrounding area: Suburban

Open to Public: No

Site Description:

June 2012: The residence is located along the south side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: Two (2) frame sheds are located to the south of the residence.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Garage	Contributing
2	Shed	Non-Contributing

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The shed (Shed B) has a plywood exterior and corrugated metal roof with exposed rafters. A doorway is situated along east elevation. Several openings are found along the north elevation.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5592** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The frame shed (Shed A) features a plywood exterior and corrugated metal roof with exposed rafters. An opening is located along the north elevation.

Individual Resource Detail Information

Resource Type.	Garage	*Primary Resource?*	No
Date of Construction:	ca 1950 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The garage has a frame structural system, horizontal wood board exterior, and asphalt shingle roof. The garage features a modern vinyl garage bay door, a six (6) light wood paneled door, and paired one-over-one windows.

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1950 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 27 Meadowville Road is a one-story, four-bay frame vernacular-style structure built in 1950. The house has a raised concrete block foundation, frame structural system and asphalt shingle double pitched roof. A full-width, shed-roof, partially enclosed porch is situated along the façade. The house and porch are sheathed in wood board siding. The house has a stucco encased concrete block chimney along the rear slope. An exterior concrete block chimney is set along the west elevation of the porch addition. A one-story, shed-roof addition is located along the south elevation and features a concrete block foundation and wood board siding. The addition has a variety of six-over-six windows.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Roof	Roof - Gable	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Wood	Structural System - Siding, Aluminum
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Windows	Windows - Sash, Double-Hung	Wood	Windows - 6/6
Chimneys	Chimneys - Interior	Concrete	Chimneys - Block
Chimneys	Chimneys - Exterior side	Concrete	Chimneys - Block
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Porch	Porch - 1-story, full-width	Wood	Porch - Posts

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The house at 27 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 27 Meadowville Road is an architecturally

undistinguished example of a common mid-twentieth century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25313	35mm B&W	DHR	June 20, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Unknown Unknown
Company: ..... Second Fortune, LLC
Address: ..... 1013 Point of Rocks Road
City: ..... Chester
Zip: ..... 23836 *State:* Virginia *Country:* USA
Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5593** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 20 Meadowville Road {Function/Location}
Date of Construction: ca 1950

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814653283200000
Zip Code: 23836
Address(s): 20 Meadowville {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 2.04
Surrounding area: Suburban
Open to Public: No
Site Description:

June 2012: The residence is located along the north side of Meadowville Road in an area composed primarily of mid-to-late 20th century residential dwellings. Route 10 is located to the south of the residence.

Secondary Resource Summary:

June 2012: A late twentieth-century frame garage is located to the north of the house.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Garage	Non-Contributing

Individual Resource Detail Information

Resource Type.	Garage	*Primary Resource?*	No
Date of Construction:	ca 1970 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The front gable garage has a vinyl siding exterior and asphalt shingle roof.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5593** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	ca 1950 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 20 Meadowville Road is a one-story, four-bay mid-twentieth-century vernacular-style dwelling. The house has a raised concrete block foundation, painted concrete block exterior wall, and asphalt shingle side gable roof. The house has aluminum siding within the gable ends. A concrete stoop with wrought iron railing is centrally located along the south elevation. The fenestration is primarily one-over-one modern windows with brick sills. A three-part picture window is found along the east side of the façade. The house has an interior brick chimney set within the north slope of the roof. There are evenly spaced ventilators into the basement area.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, American
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Concrete	Structural System - Block
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Windows	Windows - Bay	Aluminum	Windows - Bay

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: 20 Meadowville Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the house at 20 Meadowville Road is an example of a common mid-twentieth-century vernacular-style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25314	35mm B&W	DHR	June 20, 2012	C. Richmond

Bibliographic Documentation

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5593** ***Other DHR ID#:

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event:	Survey:Phase I/Reconnaissance
Date of CRM Event:	February 2013
CRM Person:	McCormick Taylor, Inc.
VDHR Project ID # Associated with Event:	1995-2174

CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name:	William & Fannie Scott				
Address:	575 Brisbine Road				
City:	Baltimore				
Zip:	21229	*State:*	Maryland	*Country:*	USA
Relation to the Property:	Owner of property				

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5594** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 2 West Hundred Road {Function/Location}
Date of Construction: 1952

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 813653561400000
Zip Code: 23836
Address(s): 2 West Hundred Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 7.51
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

June 2012: The residence is located on a wooded 7.51 acres parcel at the northwest corner of the intersection of Meadowville Road and Route 10 (West Hundred Road). The vicinty of the house consists of mixed commercial and residential structures.

Secondary Resource Summary:

June 2012: The property includes two sheds to the west and northwest of the residence.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
2	Shed	Non-Contributing

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	Yes
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:	One-room		
		Threats to Resource:	Transportation Expansion

June 2012: A simple wood post shed (Shed B) is set northwest of the flat roof shed. The shed has combination board and corrugated metal walls along the west and north elevations. The shed has a corrugated metal flat roof.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5594** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A flat roof shed (Shed A) with particle board exterior is located northwest of the residence. It includes a bracketed hood above the wood paneled door. A six-over-six window with metal sash is set along the north elevation.

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1952 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.5
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The residence at 2 West Hundred Road is a mid-twentieth-century gable-front dwelling. The house is a three-bay, one-and-a-half story concrete block structure with a raised basement level. The dwelling includes a variety of fenestration, including eight-light and twelve-light fixed windows with metal sashes. In general, the windows include concrete lintels and brick sills. There are several casement type windows with fixed sash at the top. Gable roof dormers, with paired six-over-four windows, are found on the east slope and west slope of the roof. Each dormer is sheathed in asbestos shingles and has an asphalt shingle roof. The house includes an off-center brick chimney. A modern wood deck, with a ramp, is set along the façade.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, Common
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Roof	Roof - Gable, Front	Asphalt	Roof - Shingle
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Casement	Metal	Windows - Multiple-light

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The residence at 2 West Hundred Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence is an architecturally undistinguished example of a mid-twentieth-century vernacular-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5594** ***Other DHR ID#:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25314	35mm B&W	DHR	June 20, 2012	C. Richmond

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Report

Author: McCormick Taylor, Inc.

DHR CRM Report Number: 1995-2174

Notes:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: February 2013

CRM Person: McCormick Taylor, Inc.

VDHR Project ID # Associated with Event: 1995-2174

CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Unknown Unknown

Company: ..... Sidhu Baljit, et al

Address: ..... 13801 Allied Road

City: ..... Chester

Zip: ..... 23836 *State:* Virginia *Country:* USA

Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5595** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 210 East Hundred Road {Function/Location}
Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 814652958800000
Zip Code: 23836
Address(s): 210 East Hundred Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 1.98
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

June 2012: The residence is located at the northwest quadrant of the intersection of Route 10 and River Bend Boulevard in an area composed of mixed residential and commercial properties.

Secondary Resource Summary:

June 2012: Two (2) modern sheds are located immediately northwest of the residence.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
2	Shed	Non-Contributing

Individual Resource Detail Information

Resource Type. *Primary Resource?* Yes

Date of Construction: 1956 {Local Records, Tax} *Accessed?* No Not accessible
Architectural Style: Minimal Traditional *Number of Stories:* 1.0
Form: *Condition:* Good
Interior Plan Type:
Threats to Resource: Transportation Expansion

June 2012: The residence at 210 East Hundred Road is a one-story, three-bay Minimal Traditional-style dwelling with an attached garage and enclosed breezeway. The house has a raised basement, brick exterior, and asphalt shingle roof. A gable front wing, typical of this style, is located at the southwest corner. The garage has a brick exterior, asphalt shingle roof, and roll-up vinyl door.

The garage is attached to the east elevation of the house. A raised brick porch, with shed roof supported on wrought iron posts, is found along the façade. Three-part picture windows, with fixed lights, are set along the façade. Additional fenestration includes two-over-two windows and paired two-over-two windows with wood sashes. A brick, gable end chimney extends through the roof line of the house and garage addition.

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1990 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A modern shed (Shed A) with metal exterior and standing seam roof is located immediately northwest of the residence.

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1990 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A modern shed (Shed B) with metal exterior and standing seam roof is located immediately northwest of the residence..

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Poured
Porch	Porch - Stoop	Metal	Porch - Posts
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Brick	Structural System - Bond, Common
Windows	Windows - Sash, Double-Hung	Wood	Windows - 2/2
Windows	Windows - Sash, Double-Hung	Wood	Windows - 2/2, Paired
Windows	Windows - Tripartite	Aluminum	Windows - Bay
Chimneys	Chimneys - Interior	Brick	Chimneys - Bond, Common

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 210 West Hundred Road is an example of a common mid-twentieth-century style dwelling which lacks architectural distinction. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5595** ***Other DHR ID#:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25314	35mm B&W	DHR	June 20, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Jelen Deborah Martin
Address: ..... 610 Westmont Drive
City: ..... Fayetteville
Zip: ..... 28305 *State:* North Carolina *Country:* USA
Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5596** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 516 West Hundred Road {Function/Location}
Date of Construction: 1953

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 811653321100000
Zip Code: 23836
Address(s): 516 West Hundred Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 1.02
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

June 2012: The property at 516 West Hundred Road is located along the north side of the Route 10 transportation corridor in an area of mixed residential, commercial, and industrial uses. Open wooded areas are found to the immediate north and south.

Secondary Resource Summary:

June 2012: none.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1953 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Minimal Traditional	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 516 West Hundred Road is a one-story, four-bay Minimal Traditional-style dwelling. The house has a stucco exterior over concrete block walls and an asphalt shingle roof. Semicircular brick steps lead to a concrete stoop at the main entrance. The main entrance includes a fluted pilaster door surround. A picture window composed of a large central pane flanked by four-light windows is found along the façade. An exterior brick chimney is situated along the east elevation and extends through

the roof of the attached raised porch. The house includes an enclosed breezeway and single-bay garage attached to the west elevation. The enclosed breezeway has a rear entrance along the north elevation and consists of paired fifteen-light doors. The house has a variety of window types, twelve-light, nine-light, and six-light windows with metal sashes.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Chimneys	Chimneys - Exterior end	Brick	Chimneys - Bond, Common
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Stucco	Structural System - Stuccoed
Windows	Windows - Fixed	Metal	Windows - Multiple-light
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: 516 West Hundred Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence at 516 West Hundred Road is an architecturally undistinguished example of a common mid-twentieth-century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25315	35mm B&W	DHR	June 21, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5596** ***Other DHR ID#:

Ownership Information

Name: Rudy Hawkins
Address: P.O. Box 3930
City: Chester
Zip: 23831 *State:* Virginia *Country:* USA
Relation to the Property: Owner of property

Ownership Information

Name: Suzanne Hawkins
Address: P.O. Box 3930
City: Chester
Zip: 23831 *State:* Virginia *Country:* USA
Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5597** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 508 West Hundred Road {Function/Location}
Date of Construction: 1958

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 811653471000000
Zip Code: 23836
Address(s): 508 West Hundred Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 2.00
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

June 2012: The property is located along the north side of Route 10 transportation corridor in an area of mixed industrial, commercial, and residential development. Wooded areas are located to the immediate north and south of the property

Secondary Resource Summary:

June 2012: A modern aluminum shed is found immediately northwest of the residence.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Shed	Non-Contributing

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A modern aluminum shed is found immediately northwest of the residence. The shed has sliding aluminum doors along the west elevation.

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 020-5597 ***Other DHR ID#:***

Individual Resource Detail Information

Resource Type.		*Primary Resource?*	Yes
Date of Construction:	1958 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Minimal Traditional	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: 508 West Hundred Road is a one-story, four-bay stuccoed concrete block frame Minimal Traditional-style dwelling. The house has a stucco exterior and asphalt shingle side gable roof. Two entrances are found along the façade. The west entrance includes a wood door flanked by one-over-one modern windows with a three-light transom. The east entrance is set within a recessed porch and consists of a wood door with adjacent one-over-one modern windows. Two wood posts support the recessed porch. A picture window is centered between the two entrances and is composed of a large pane flanked by two one-over-one modern windows. An enclosed breezeway and garage has been added along the west gable end. The fenestration is composed of one-over-one modern replacement windows with vinyl sashes. Several of the windows along the façade include fixed louvered shutters, and most of the windows have brick sills. The house has two brick chimneys, with one extending through the south slope and one along the ridge line. The north elevation has several one-over-one windows and a wood door with a three-light transom. An open, shed roof porch is situated along the west elevation of the house.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Windows	Windows - Bay	Metal	Windows - Bay
Chimneys	Chimneys - Interior	Brick	Chimneys - Corbeled
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Poured
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Stucco	Structural System - Stuccoed
Windows	Windows - Sash, Double-Hung	Metal	Windows - 1/1

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the dwelling at 508 West Hundred Road is an architecturally undistinguished example of a common mid-twentieth century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25315	35mm B&W	DHR	June 21, 2012	C. Richmond

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5597** ***Other DHR ID#:

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event:	Survey:Phase I/Reconnaissance
Date of CRM Event:	February 2013
CRM Person:	McCormick Taylor, Inc.
VDHR Project ID # Associated with Event:	1995-2174

CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name:	Unknown Unknown				
Company:	Shree Arihant Motel, Inc.				
Address:	12406 Hogans Alley				
City:	Chester				
Zip:	23836	*State:*	Virginia	*Country:*	USA
Relation to the Property:	Owner of property				

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5598** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 416 West Hundred Road {Function/Location}

Date of Construction: 1949

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda

Town/Village/Hamlet:

Tax Parcel: 811653910800000

Zip Code: 23836

Address(s): 416 West Hundred Road {Current}

USGS Quadrangle Name: HOPEWELL

UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Private

Government Agency Owner:

Acreage: 1.97

Surrounding area: Transportation Corridor

Open to Public: No

Site Description:

June 2012: The house at 416 West Hundred Road is situated along the northside of the Route 10 corridor. The house is located in an area composed of mixed residential, commercial and industrial use. Wooded areas are located to the immediate north and south of Route 10.

Secondary Resource Summary:

June 2012: The property includes several modern outbuildings, including two modern carports, a modern gambrel roof shed, two utility sheds, and a privy.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
2	Carport	Non-Contributing
3	Shed	Non-Contributing
1	Privy	Contributing

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5598** ***Other DHR ID#:

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1990 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A modern gambrel roof shed (Shed C) is located between the two corrugated metal utility sheds (Sheds A and B).

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	ca 1960 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The property includes two modern utility sheds (Shed A and Shed B) with horizontal metal siding and corrugated metal roof.

Individual Resource Detail Information

Resource Type.	Privy	*Primary Resource?*	No
Date of Construction:	ca 1900 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A frame privy with flat roof and brick-text exterior is adjacent to the residence.

Individual Resource Detail Information

Resource Type.	Carport	*Primary Resource?*	No
Date of Construction:	ca 1990 {Site Visit}	*Accessed?*	Yes
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:	Open		
		Threats to Resource:	Transportation Expansion

June 2012: Two modern carports (Carport A and Carport B)composed of metal frames with partial vinyl roofing are located to the north and northeast of the residence.

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1949 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Vernacular	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 416 West Hundred Street is a one-story, four-bay gable-front and wing vernacular-style type structure built in 1949. The exterior of the house is sheathed in a combination of aluminum and vertical board-and-batten siding. The house has a frame structural system, a combination brick and concrete block foundation, and asphalt shingle roof. A shed roof porch has been attached to the main entrance along the gable front. The porch has been enclosed with aluminum siding and sheets of plastic. The house includes two-over-two and six-over-six double hung windows with wood sashes.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment

Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Roof	Roof - Gable, Cross	Asphalt	Roof - Shingle
Foundation	Foundation - Solid/Continuous	Brick	Foundation - Bond, Common
Structural System	Structural System - Frame	Aluminum	Structural System - Siding, Aluminum
Structural System	Structural System - Frame	Wood	Structural System - Board-and-Batten
Windows	Windows - Sash, Double-Hung	Wood	Windows - 2/2
Windows	Windows - Sash, Double-Hung	Wood	Windows - 6/6

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The house at 416 West Hundred is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence is an architectural undistinguished example of a common mid-twentieth century vernacular-style dwelling. The property has undergone numerous alterations which detract from it's physical integrity. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25315	35mm B&W	DHR	June 21, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Unknown Unknown

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5598** ***Other DHR ID#:

Company:	D.C. Liptrap Life Estate				
Address:	416 West Hundred Road				
City:	Chester				
Zip:	23836	*State:*	Virginia	*Country:*	USA
Relation to the Property:	Owner of property				

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5599** ***Other DHR ID#:

Resource Information

Resource Name(s): House, 216 West Hundred Road {Function/Location}
Date of Construction: 1960

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 812653450600000
Zip Code: 23836
Address(s): 216 West Hundred Road {Current}
USGS Quadrangle Name: HOPEWELL
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 0.95
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

June 2012: The residence is located along the north side of Route 10 in an area composed of mixed residential and commercial properties. An office complex is located immediately east of the property. Wooded areasa are located south of Route 10 and north of the residence.

Secondary Resource Summary:

June 2012: A one-room frame shed is located to the immediate northeast of the house.

Individual Resource Information

Count	Resource Types	Resource Status
1	Single Dwelling	Contributing
1	Shed	Non-Contributing
1	Garage	Contributing

Individual Resource Detail Information

Resource Type.	Garage	*Primary Resource?*	No
Date of Construction:	ca 1960 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Poor
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A gable-roof garage with sliding metal bay doors is located northwest of the house. The garage has a metal exterior and

roof. A frame, shed-roof addition is attached to the south elevation of the garage.

Individual Resource Detail Information

Resource Type.	Shed	*Primary Resource?*	No
Date of Construction:	1980 {Site Visit}	*Accessed?*	No Not accessible
Architectural Style:	No Discernable Style	*Number of Stories:*	1.0
Form:		*Condition:*	Fair
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: A one-room frame shed is located to the immediate northeast of the house. The shed has a hipped, asphalt shingle roof and asbestos shingle exterior. A sliding window is found on the north elevation.

Individual Resource Detail Information

Resource Type.	Single Dwelling	*Primary Resource?*	Yes
Date of Construction:	1960 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Minimal Traditional	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The house at 216 West Hundred Road is a one-story, three-bay Minimal Traditional-style structure. The house has a concrete block foundation, composite horizontal and vertical board siding, and asphalt shingle roof. The house has a centrally located entrance along the façade consisting of a paneled wood door at the top of a brick stoop. A large nine-light picture window is found along the façade, east of the entrance. The fenestration is composed primarily of modern one-over-one double hung windows with aluminum sashes. An enclosed garage bay is situated at the east end of the house.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Block
Porch	Porch - Stoop	Brick	
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Wood	Structural System - Siding
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Windows	Windows - Bay	Wood	Windows - Multiple-light

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

June 2012: The house at 216 West Hundred Road is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the residence is an architecturally undistinguished example of a common mid-twentieth century Minimal Traditional-style dwelling. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25315	35mm B&W	DHR	June 21, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:
Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Bridge Information

Cemetery Information

Ownership Information

Name: ..... Unknown Unknown
Company: ..... River's Bend Medical Office LLC
Address: ..... 13281 Rivers Bend Boulevard
City: ..... Chester
Zip: ..... 23836 *State:* Virginia *Country:* USA
Relation to the Property: Owner of property

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5600** ***Other DHR ID#:

Resource Information

Resource Name(s): Office, 1401 West Hundred Road {Function/Location}
Date of Construction: 1962

Local Historic District :

National Register Eligibility Status

Location of Resource

Commonwealth of Virginia

County/Independent City: Chesterfield

Magisterial District: Bermuda
Town/Village/Hamlet:
Tax Parcel: 806652738600000
Zip Code: 23836
Address(s): 1401 West Hundred Road {Current}
USGS Quadrangle Name: CHESTER
UTM Boundary Coordinates :

NAD	Zone	Easting	Northing

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Private
Government Agency Owner:
Acreage: 12.03
Surrounding area: Transportation Corridor
Open to Public: No
Site Description:

June 2012: The office building is located on a 12.03 acre tract immediately south of the Route 10 corridor. The area is comprised primarily of mixed commercial and industrial development.

Secondary Resource Summary:

June 2012: none

Individual Resource Information

Count	Resource Types	Resource Status
1	Office/Office Building.	Contributing

Individual Resource Detail Information

Resource Type.	Office/Office Building.	*Primary Resource?*	Yes
Date of Construction:	1962 {Local Records, Tax}	*Accessed?*	No Not accessible
Architectural Style:	Colonial Revival	*Number of Stories:*	1.0
Form:		*Condition:*	Good
Interior Plan Type:			
		Threats to Resource:	Transportation Expansion

June 2012: The office building located at 1401 West Hundred Road was built in 1962. The one-story, seven-bay building is a modest example of the Neo-Colonial Revival-Style. The building has a concrete foundation, brick exterior, and low-pitched asphalt shingle roof. A prominent central pedimented entry is located along the façade. A series of brick stairs leads to the entrance. The entrance includes paired wood paneled doors with three-light windows flanked by diamond paned side lights and a six-light transom. The

pedimented gable features an elliptical fanlight and dentils. Two simple, fluted Doric columns support the entry. The east elevation is composed of symmetrical bay sections separated by raised brick pilasters. Dentils extend the length of the building along the east, north, and south elevation. The building appears to have originally been a U-shaped structure, but the area between the wings along the west elevation has been altered with a one-story addition. The addition has a flat roof and includes a wood paneled door with eight-light glazing and a transom. The fenestration throughout the building includes six-over-six and eight-over-eight double hung windows with wood sashes.

Primary Resource Exterior Component Description:

Component	Comp Type/Form	Material	Material Treatment
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Poured
Roof	Roof - Pediment	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Brick	Structural System - Bond, Common
Windows	Windows - Sash, Double-Hung	Wood	Windows - 6/6
Windows	Windows - Sash, Double-Hung	Wood	Windows - 8/8
Windows	Windows - Arch, Semi-Circular	Wood	Windows - Arched

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Architecture/Community Planning
Commerce/Trade

Significance Statement

June 2012: The property is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the office building is a modest example of the popular mid-to-late twentieth century Neo-Colonial Revival style of architecture. The structure retains much of its architectural elements, but includes a significant addition. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The resource is recommended not eligible for the NRHP.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

DHR Negative #	*Photographic Media*	*Negative Repository*	*Photo Date*	*Photographer*
25315	35mm B&W	DHR	June 21, 2012	C. Richmond

Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: February 2013
CRM Person: McCormick Taylor, Inc.
VDHR Project ID # Associated with Event: 1995-2174
CRM Event Notes or Comments:

Phase I Architectural Identification Survey for above-ground architectural resources for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project. VDOT Project Number 0010-020-632, (UPC #101020)

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#:* 020-5600** ***Other DHR ID#:

Bridge Information

Cemetery Information

Ownership Information

Company:	Martha 1985 Chester, LLC				
Address:	5607 Grove Avenue				
City:	Richmond				
Zip:	23226	*State:*	Virginia	*Country:*	USA
Relation to the Property:	Owner of property				

APPENDIX E

Public Involvement/ Correspondence

McCormick Taylor
Engineers & Planners Since 1946

Route 10 Improvements
VDOT Project No. 0010-020-632, UPC #101020
Chesterfield County, Virginia
VDHR File 95-2174
Cultural Resources Meeting
May 8, 2012 Meeting Summary

Attendee	Representing	Email
Marc Holma	Virginia Department of Historic Resources	Marc.Holma@dhr.virginia.gov
Brad McDonald	Virginia Department of Historic Resources	brad.mcdonald@dhr.virginia.gov
Stan Newcomb	Chesterfield County Transportation	newcombs@chesterfield.gov
Laura Rader	Virginia Department of Transportation	laura.rader@vdot.virginia.gov
Brennan Collier	McCormick Taylor	bscollier@mtmail.biz
Rebecca Behringer	McCormick Taylor	rsbehringer@mtmail.biz
Jerry Clouse	McCormick Taylor	jaclouse@mtmail.biz
Barbara Shaffer	McCormick Taylor	bjgshaffer@mccormicktaylor.com

I. Purpose of Meeting

The purpose of the meeting was to discuss the status of the project development process for the Route 10 Improvements Project, the cultural resources investigations that have been conducted previously, and the necessary actions to complete cultural resources investigations under Section 106.

II. Discussion

A. Project History

Brennan explained that the project was originally a larger project, VDOT Project No. 0010-020-127, for which cultural resources coordination had been conducted in the 1990s. A Memorandum of Agreement (MOA) was executed between the Federal Highway Administration (FHWA) and the Virginia Department of Historic Resources (VDHR) (the Virginia State Historic Preservation Office). The project was then placed on hold until 2009, when the project was split into two separate projects and American Recovery and Reinvestment Act funding was used for the portion of the project from Ware Bottom Spring Road to the western limit between Old Stage Road and I-95. The new project from Ware Bottom Spring Road to the east, VDOT Project No. 0010-020-632, UPC #101020, is the project for which cultural resources consultation is now being undertaken. The attached map depicts the location of VDOT Project No. 0010-020-632 in red. The project is

currently undergoing the National Environmental Policy Act process, and a new Categorical Exclusion evaluation is being completed. Construction is planned for this project in 2014.

Brennan also noted that although the FHWA is still the Lead Agency on the project, the project sponsor is now Chesterfield County instead of VDOT. Laura is attending this meeting to assist in the transfer of the cultural resources consultation from VDOT to the County.

B. Memorandum of Agreement Status

The existing MOA was executed on October 30, 1998. Marc indicated that because the MOA does not have a sunset clause, it is still valid. Barbara noted that the MOA is a legal document between the FHWA and the VDHR, and the status of neither of these agencies has changed in regards to the project. Marc said that VDHR would prefer that a new MOA be prepared after the appropriate additional identification and evaluation efforts are completed, instead of trying to amend the existing document. A Whereas clause in the new MOA will declare the original one invalid.

Marc noted that the new MOA should include Chesterfield County as a signatory, not as a concurring party, as VDOT was in the original MOA. He also requested that McCormick Taylor ensure that all references in the MOA are updated to reflect the revised regulations and guidelines.

C. Architectural Identification

Marc indicated that the VDHR recommends that architectural surveys be reevaluated if they are more than seven years old. Barbara said that an architectural survey had not been conducted previously because in the 1990s there were no buildings older than 50 years of age within the project's area of potential effects (APE). Jerry stated that since about 15 years have passed since that time, there are now buildings over 50 years of age within the APE, including a former motel and several houses. McCormick Taylor will conduct a Phase I architecture reconnaissance survey for these resources. McCormick Taylor will first consult with the VDHR, on behalf of the County and the FHWA, about the APE prior to conducting the Phase I survey.

D. Archaeological Identification

There were eight archaeological resources identified within the archaeological APE (defined as any area in which ground disturbing activities could occur) during the Phase I archaeological identification survey for the original project (see attached table). Two of those sites are within the APE for the VDOT Project No. 0010-020-127, west of Ware Bottom Spring Road, which has been previously coordinated. Of the six sites within the archaeological APE for this project, one, 44CF184, Fort Drake, is eligible for listing in the National Register and is discussed in more detail below. Barbara indicated that the previous consultation had determined that two of the sites (44CF546 and 44CF553) were not eligible and the other three sites (44CF547, 44CF548, and 44CF549) may or may not be eligible for the National Register, but the portion of the site within the archaeological APE does not contain significant information. Therefore, the project would have no adverse effect on these three sites. Barbara asked if the VDHR would be willing to agree with the previous determinations for these five sites (two: not eligible; three: no adverse effect). Brad

indicated that he was unable to do so during this meeting. McCormick Taylor will prepare recommendations for these five sites and submit them to the VDHR for review.

Barbara noted that when the original Phase I archaeological identification survey was conducted for this project, VDOT was the project sponsor and the testing was conducted under VDOT's Programmatic Agreement with the VDHR, which specifies that Phase I testing will be conducted at 75 foot intervals. For consistency, she requested that any additional Phase I testing be conducted at 75 foot intervals. Brad agreed that this was appropriate, unless the area where additional Phase I is required is very small. Brad asked that Barbara contact him when she knows how much additional area needs to be tested for confirmation of the testing interval.

E. Battlefield Resources

1. Chester Station, VA (VA051)

After examination of the Civil War Advisory Commission's boundaries for the Chester Station Battlefield's recommended National Register boundaries, Marc agreed that Chester Station is not within the APE for this project.

2. Ware Bottom Church, VA (VA054)/Archaeological Site 44CF184, Fort Drake

The National Register boundaries for the Ware Bottom Church Battlefield are within the APE for this project. One archaeological site, 44CF184, Fort Drake, associated with the Ware Bottom Church Battlefield, is also within the archaeological APE for this project. The effect to the Ware Bottom Church Battlefield will be assessed in conjunction with the investigations for Fort Drake, as Fort Drake is a component of Ware Bottom Church.

Barbara noted that the archaeological site, 44CF184, Fort Drake, contains a pre-contact component and Civil War earthworks. It is considered to be eligible for listing in the National Register of Historic Places under Criterion A for its association with the Civil War Ware Bottom Church Battlefield. She also recommended that there is insufficient data at this time to determine if it is also eligible under Criterion D for the information it may be likely to yield about pre-contact lifeways or the Civil War. If it is not eligible under Criterion D, archaeological data recovery excavations would not be an appropriate form of mitigation should the project have an adverse effect on the site. Brad agreed that the site is eligible under Criterion A but that it is unknown if is eligible under Criterion D.

Barbara and Brad discussed and developed a Phase II archaeological investigations approach for Fort Drake to evaluate whether the site is eligible under Criterion D. Shovel test pits (STPs) will be excavated across the site at 25 foot intervals. A metal detector will be used across the site. Ten 3x3 foot square test units will be excavated; the locations of the test units will be determined by the archaeology Principal Investigator in the field based on the results of the STP excavation and the metal detection. No excavations will be conducted in the earthworks.

Barbara indicated that McCormick Taylor will review the Ware Bottom Church Battlefield/Fort Drake Site resource to determine the applicability of Section 4(f).

F. Consulting Parties/Public Involvement

Marc noted that consulting parties should include:

- National Park Service
- Chesterfield County Historical Society
- Federally Recognized Tribes
- Non-Federally Recognized, State Recognized Tribes

Brad asked that Barbara contact him at a later date to obtain information about which Tribes should be contacted. Barbara noted that McCormick Taylor can contact all of the consulting parties except for the Federally recognized Tribes. Because they are considered to be sovereign, they must contacted directly by the FHWA. She said that McCormick Taylor can prepare the materials to be submitted to the Tribes by FHWA.

Brennan noted that there are no public meetings or hearing scheduled between now and the time that the Section 106 consultation must be completed. Marc agreed that publishing a notice in the newspaper about the historic properties within the APE for the project and notifying the public that this is their opportunity to comment on the project's effect on historic properties would be sufficient public involvement.

Through their signature on this meeting summary, the VDHR agrees that this summary accurately reflects the meeting discussion and concurs with the decisions documented in the summary.

Summary Prepared by:

Barbara J. Shaffer
McCormick Taylor, Inc.

Concur: Virginia Department of Historic Resources

2 July 12
Date

DHR# 1995-2174

Route 10 (Ware Bottom Road to Meadowville Road) Widening Project
Chesterfield County, Virginia

Section 106 Consulting Party Response Form

TO: McCormick Taylor, Inc.
Attention: Jerry Clouse
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060
Phone: 804.762.5800 Fax: 804.762.5803

FOR OFFICIAL USE ONLY

FROM: RICHMOND NBP
3215 E. BROAD ST.
RICHMOND, VA. 23223

DATE: 11/8/2012

Telephone/Fax Numbers: 804-226-1981 x. 3021 /

X **Yes.** I, or my organization, would like to be a consulting party in the Section 106 process for the Route 10 (Ware Bottom Road to Meadowville Road) Widening Project.

RICHMOND NATL. BATTLEFIELD PARK *(Organization)*

ROBERT KRICK *(Representative)*

(Please indicate if the above mailing address of the representative if different than the addressee).

____ **No.** I, or my organization, do(es) not wish to participate as a consulting party for the Route 10 (Ware Bottom Road to Meadowville Road) Widening Project

____ **Future Participation.** As the project progresses into effects, I, or my organization, would like the opportunity to reconsider participation.

Individual's or Organization's Interest
Please Check Appropriate Box(es)

☐ 1. legal interest
☐ 2. economic interest
☒ 3. historic property(s) concerns

Briefly Justify your Interest _____

Do you know of another potential consulting party for this project?
Please list their name and telephone number below.

Please return this form in the pre-addressed envelope provided.

Route 10 (Ware Bottom Road to Meadowville Road) Widening Project
Chesterfield County, Virginia

Section 106 Consulting Party Response Form

TO: McCormick Taylor, Inc.
Attention: Jerry Clouse
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060
Phone: 804.762.5800 Fax: 804.762.5803

FOR OFFICIAL USE ONLY

FROM: BEN BROCKENBROUGH
RICHMOND BATTLEFIELDS ASSOC.
15102 HAWKS CLIMB LANE
MONTPELIER, VA 23192

DATE: NOV. 28, 2012

Telephone/Fax Numbers: (804) 519-5090

✓ **Yes.** I, or my organization, would like to be a consulting party in the Section 106 process for the Route 10 (Ware Bottom Road to Meadowville Road) Widening Project.

RICHMOND BATTLEFIELDS ASSOC. *(Organization)*

BEN BROCKENBROUGH *(Representative)*

(Please indicate if the above mailing address of the representative if different than the addressee).

____ **No.** I, or my organization, do(es) not wish to participate as a consulting party for the Route 10 (Ware Bottom Road to Meadowville Road) Widening Project

✓ **Future Participation.** As the project progresses into effects, I, or my organization, would like the opportunity to reconsider participation.

Individual's or Organization's Interest
Please Check Appropriate Box(es)

- [x] 1. legal interest
- [ ] 2. economic interest
- [x] 3. historic property(s) concerns

Briefly Justify your Interest OWNERS OF SITE OF WARE BOTTOM CHURCH

Do you know of another potential consulting party for this project?
Please list their name and telephone number below.

Please return this form in the pre-addressed envelope provided.

Route 10 (Ware Bottom Road to Meadowville Road) Widening Project
Chesterfield County, Virginia

Section 106 Consulting Party Response Form

TO: McCormick Taylor, Inc.
Attention: Jerry Clouse
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060
Phone: 804.762.5800 Fax: 804.762.5803

FOR OFFICIAL USE ONLY

FROM: The M & M Boys LLC
Att. John S. Ciurash
12504 Hogan's Br
Chester VA 23836

DATE: _____

Telephone/Fax Numbers: 804 586 6123 / 804 777 9056

X **Yes.** I, or my organization, would like to be a consulting party in the Section 106 process for the Route 10 (Ware Bottom Road to Meadowville Road) Widening Project.

The M. & M. Boys LLC *(Organization)*

John Ciurash *(Representative)*

(Please indicate if the above mailing address of the representative if different than the addressee).

_____ **No.** I, or my organization, do(es) not wish to participate as a consulting party for the Route 10 (Ware Bottom Road to Meadowville Road) Widening Project

_____ **Future Participation.** As the project progresses into effects, I, or my organization, would like the opportunity to reconsider participation.

Individual's or Organization's Interest
Please Check Appropriate Box(es)

- ☐ 1. legal interest
- ☒ 2. economic interest
- ☐ 3. historic property(s) concerns

Briefly Justify your Interest Further developement on property 700 E Hundred Rd.

Do you know of another potential consulting party for this project?
Please list their name and telephone number below.

N/A

Please return this form in the pre-addressed envelope provided.

Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project
Chesterfield County, Virginia

Section 106 Consulting Party Response Form

TO: McCormick Taylor, Inc.
Attention: Jerry Clouse
4951 Lake Brook Drive, Suite 275
Glen Allen, Virginia 23060
Phone: 804.762.5800 Fax: 804.762.5803

FOR OFFICIAL USE ONLY

FROM: Therese Wagenknecht, Pres.
Chesterfield Historical Society
P.O. Box 40
Chesterfield, VA 23832 **DATE:** 4/11/13

Telephone/Fax Numbers: 804-796-7121 / 804-777-9643

X **Yes.** I, or my organization, would like to be a consulting party in the Section 106 process for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project.

Chesterfield Historical Society *(Organization)*

Therese Wagenknecht *(Representative)*

(Please indicate if the above mailing address of the representative if different than the addressee).

_____ **No.** I, or my organization, do(es) not wish to participate as a consulting party for the Route 10 (Bermuda Triangle Road to Meadowville Road) Widening Project

_____ **Future Participation.** As the project progresses into effects, I, or my organization, would like the opportunity to reconsider participation.

Individual's or Organization's Interest
Please Check Appropriate Box(es)

- ☐ 1. legal interest
- ☐ 2. economic interest
- ☒ 3. historic property(s) concerns

Briefly Justify your Interest _____

Do you know of another potential consulting party for this project?
Please list their name and telephone number below.

Please return this form in the pre-addressed envelope provided.