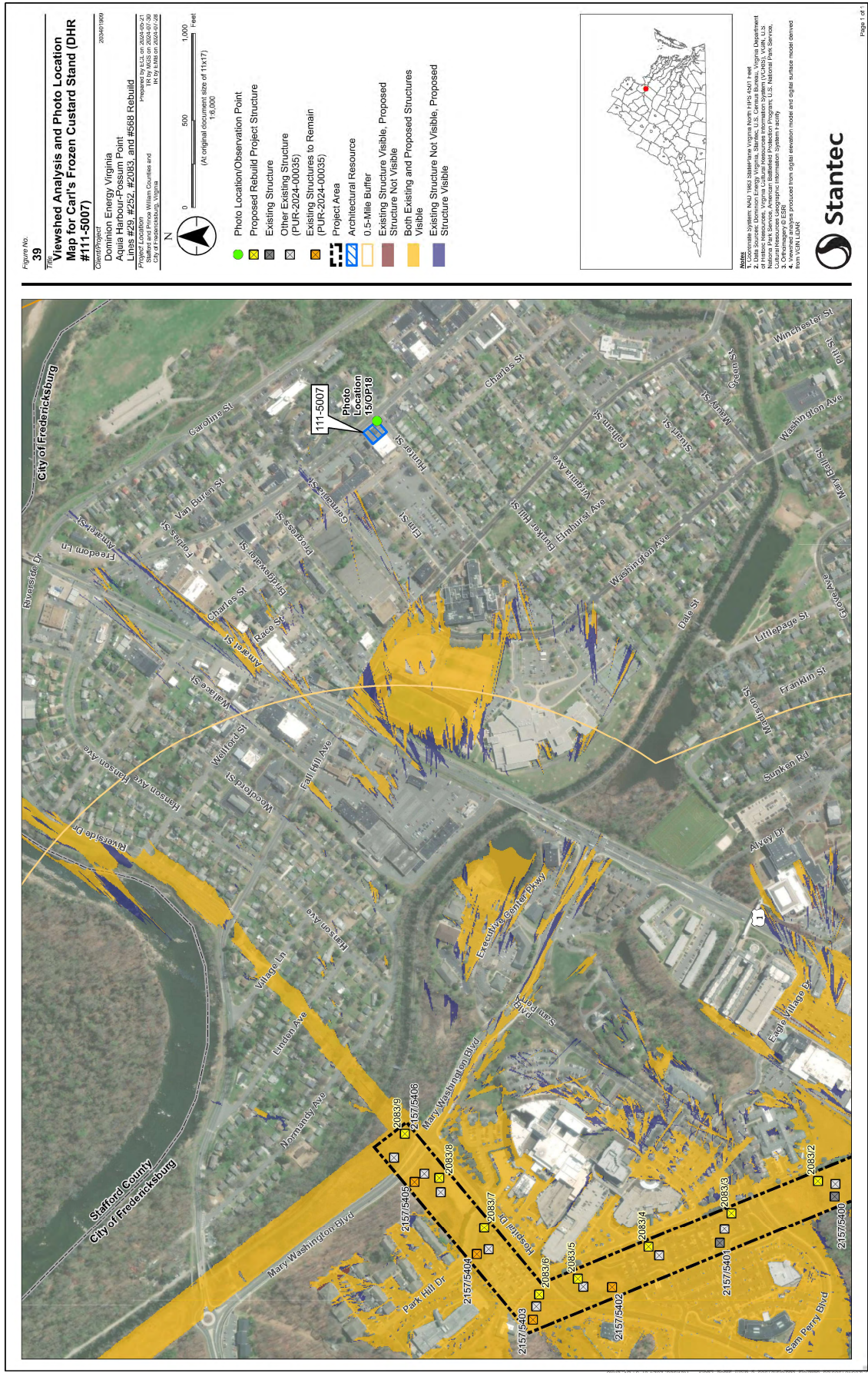




STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

3.4.6 Fredericksburg City and Confederate Cemeteries (DHR #111-5265)

The Fredericksburg City and Confederate Cemeteries comprise two cemeteries: the Fredericksburg Cemetery and the Confederate Cemetery (Figure 40). The lot is enclosed by a brick wall and entry is through a wrought iron arch. The Fredericksburg City Cemetery was established in 1844 by a group of local entrepreneurs and included over 3,400 burials. The Confederate Cemetery, established in 1866 by the Ladies Memorial Association of Fredericksburg, is the final resting place of over 2,000 unidentified Confederate soldiers who died during the Civil War. The Monument to the Confederate Dead was completed in 1891. In addition, there are local citizens buried in this cemetery. A number of the grave markers reflect stylistic elements popular in the late nineteenth century including Gothic, Egyptian, Classical Revivals styles as well as early to mid-twentieth century designs reflecting the Arts and Crafts, Art Deco, and Modern movements. The Fredericksburg City and Confederate Cemeteries were listed in the VLR in 2018 and the NRHP 2019 as locally significant under Criteria A and C and Criteria Consideration D with a period of significance of 1844 to 1968 (DHR Site Files; Pecker 2018).



Figure 40. View of Fredericksburg City and Confederate Cemeteries (DHR #111-5265), Looking West.

3.4.6.1 Visual Effects Assessment

The cemetery is located within 1.0 mile of the Line #2083 Rebuild Project and is sited on a gently rolling landscape within a dense area of the City of Fredericksburg on the southwest side of Washington Avenue. The cemetery is bounded by Williams Street to the southeast, Kenmore Avenue to the southwest, and Cornell Street to the northwest. A number of large trees dot the cemetery's landscape. Beyond the cemeteries' brick wall enclosure are areas of residential and modern commercial development (Appendix B).



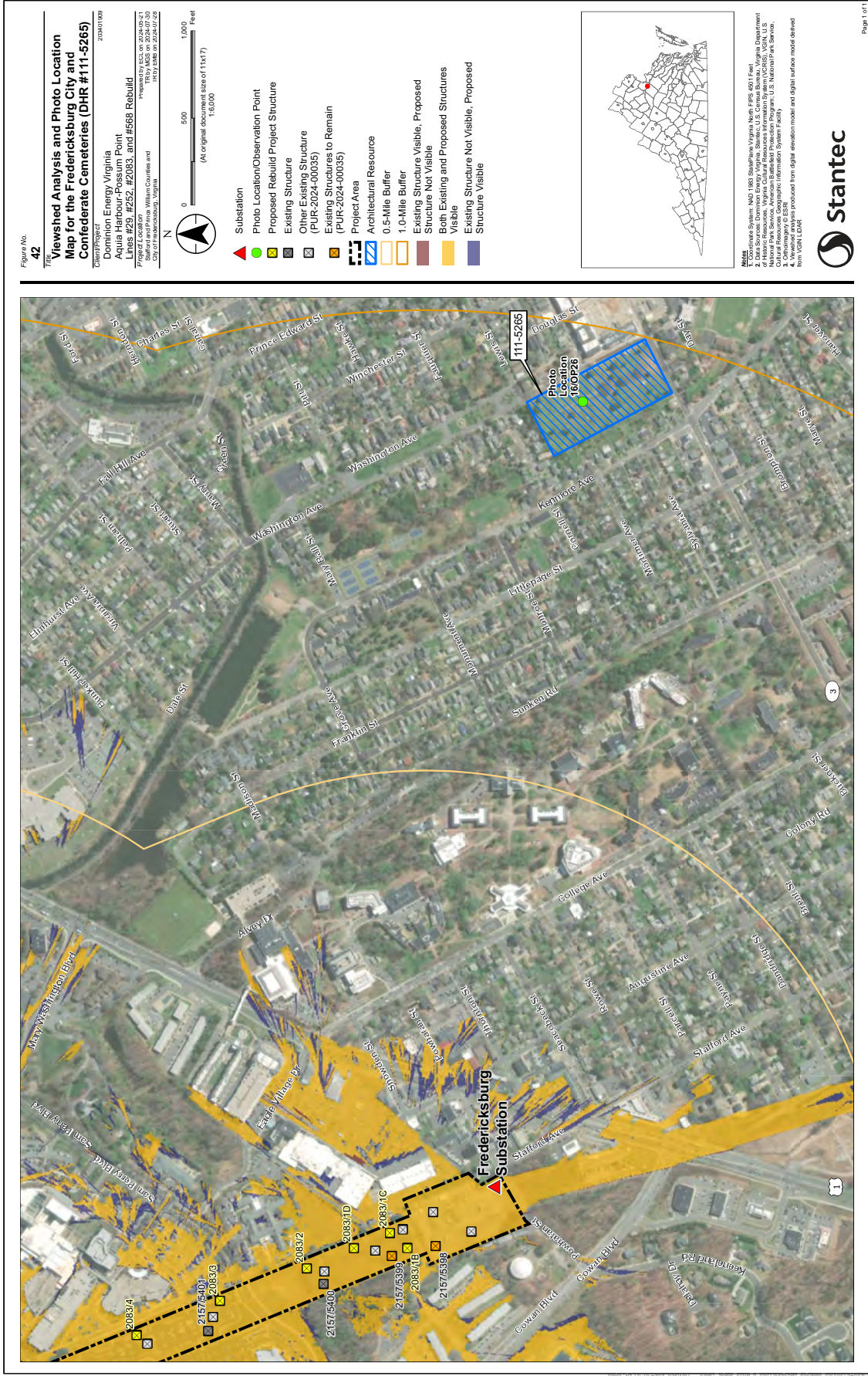
**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Fredericksburg City and Confederate Cemeteries is located 4,555 feet southeast of the Line #2083 Rebuild Project corridor at its nearest point. The closest proposed structure is Structure 2083/1C (115 feet in height), which corresponds approximately with the existing Structure # 2157/5398 (104 feet in height; Appendix A). The change in height between the existing and new structure is 11 feet. According to field photography the existing transmission line is not visible (Figure 41; Appendix A).

Visual modeling and photo simulations for the Line #2083 Rebuild Project further indicates that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Line #2083 based on the preliminary design (Figure 42; Appendix C/OP26). It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have **No Visual Impact on the Fredericksburg City and Confederate Cemeteries (DHR #111-5265)**.



Figure 41 View from the Fredericksburg City and Confederate Cemeteries (DHR #111-5265), Bank's Ford Battlefield (088-5181) and Battle of Fredericksburg I and II (DHR #111-5295 and #111-5296; Photo Location 16/OP 26) Looking Northwest. Existing Transmission is Not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.7 Elmhurst (DHR #111-5267)

Elmhurst is a two-and-a-half story, three-bay, double-pile Italianate style dwelling built in 1871. The L-plan dwelling, with an English basement, is constructed of brick laid in a five-course American bond pattern. The dwelling has a standing seam metal pyramidal roof with wide overhanging eaves supported by elaborate brackets within a wide cornice board. The roof is pierced by a square belvedere as well as three brick chimneys. The additions to the dwelling have shallow shed roofs. Fenestration comprises two-over-two double-hung wood sash windows with elliptical arches, three bay windows, a modern six-over-six window, a paired entry door with single lights. The one-story, full-width porch, which was added between 1912 and 1921, is supported by brick piers and features Tuscan-style wood columns (Figure 43). Elmhurst was listed in the VLR in 2007 and the NRHP in 2008 under Criterion C with a Period of Significance from 1871 to 1921 (DHR Site Files; Dollins and Barile 2007).



Figure 43. View of Elmhurst (DHR #111-5267), Looking Southwest.

3.4.7.1 Visual Effects Assessment

Elmhurst is located within 1.0 mile of the Line #2083 Rebuild Project and is set close to the road on a level 0.44-acre lot at the corner of Fall Hill Avenue and Bunker Hill Street in the City of Fredericksburg. A fence encloses the lot, and a partial hedge delineates a portion of the parcel's front boundary. Several larger trees are also present within the property. A vacant lot is located across Bunker Hill Street and to the northeast, southeast, and southwest of the dwelling are blocks of mid-twentieth century residential development. To the northwest is a large, modern school (Appendix B).

Elmhurst is located 3603 feet to the northeast of the proposed Line #2083 transmission line corridor at its nearest point. The closest proposed structure is Structure #2083/9, which will not be rebuilt as part of the project and therefore has no change in height (Appendix A). According to site visit photography the existing transmission line is not visible (Figure 44; Appendix A).

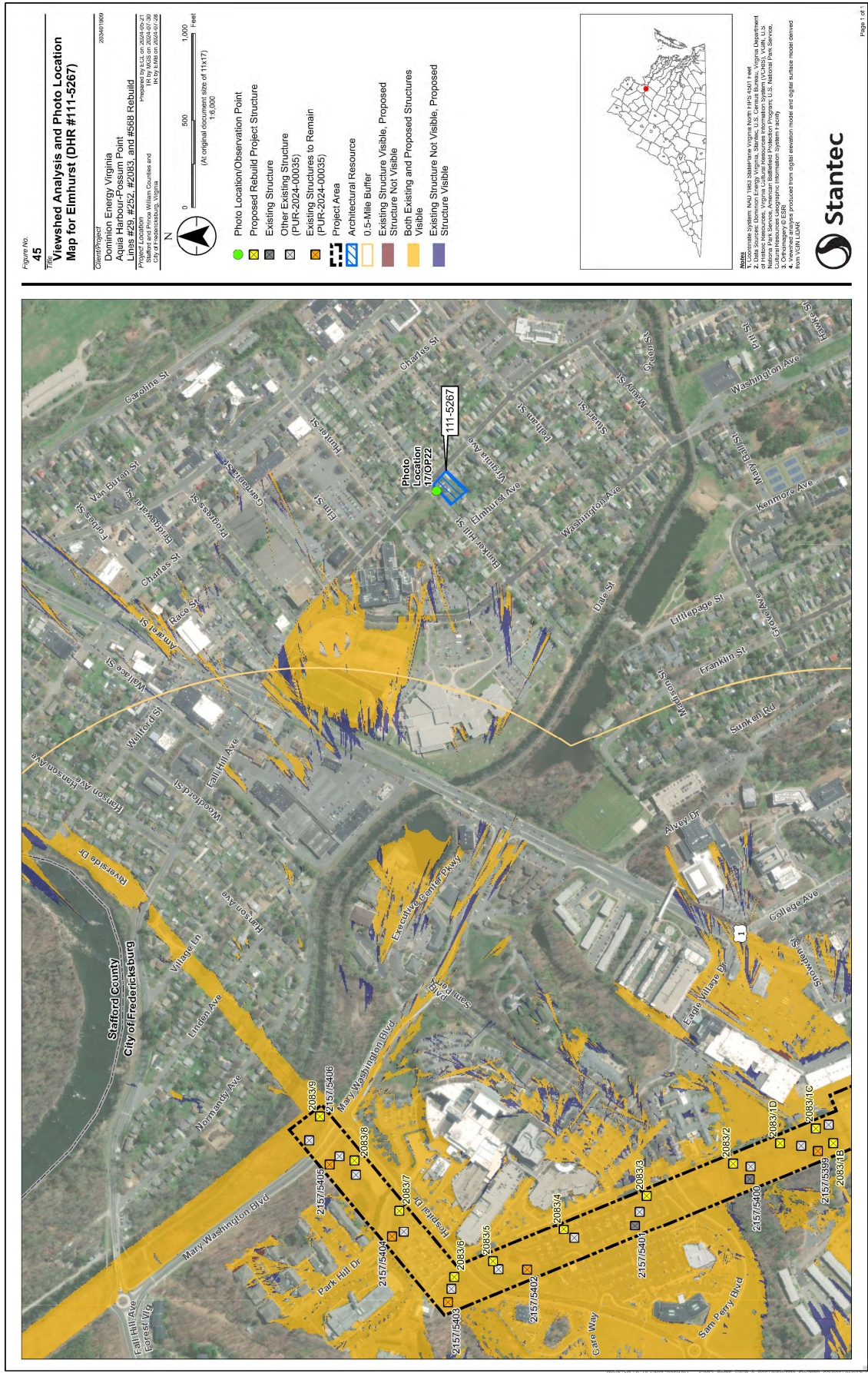


**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Elmhurst is located 3,626 feet to the east of the center line of the existing Rebuild Project corridor. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures (Figure 47). Visual modeling and visual simulations prepared for the Line #2083 Rebuild Project further suggest that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Line #2083 based on the preliminary design (Figure 45; Appendix C/OP22). It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have **No Visual Impact on Elmhurst (DHR #111-5267)**.



Figure 44 View from Elmhurst (DHR #111-5267) and Battle of Fredericksburg I and II (DHR #111-5295 and #111-5296; Photo Location 17/OP22) Looking Southwest. Existing Transmission is Not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.8 Allman's Bar-B-Que (DHR #111-5473)

Originally constructed as a market in 1949, Allman's Bar-B-Que opened in 1954. The restaurant is a one-story, concrete block building with brick veneer exterior. The building has a flat roof with metal coping and an exterior concrete block chimney. The front entry is located at the chamfered northeast corner and is recessed with a standing seam metal roof. Fixed single-light aluminum windows flank the front entry. Two frame, shed-roof additions clad in vertical wood siding are located off the south and west elevations. A shed roof porch with a standing seam metal roof is supported by wood posts (Figure 46). Allman's Bar-B-Que was determined eligible for listing in the NRHP in 2022 under Criterion A and potentially eligible for listing in the NRHP under Criterion C as a locally significant, mid-twentieth century commercial building which served tourists along Route 1 and is reflective of the growing automobile culture during this time period (DHR Site Files).



Figure 46. View of Allman's Bar-B-Que (DHR #111-5473), Looking Northwest.

3.4.8.1 Visual Effects Assessment

The resource is set close to the road on a level lot at the corner of Augustine Avenue, Powhatan Street, and Route 1 in the City of Fredericksburg. To the north and southwest are small, paved parking lots and immediately to the northwest is a commercial building. The area beyond the resource comprises modern commercial development and several small dwellings. To the southwest, behind the two dwellings along Powhatan Street, is the existing Fredericksburg substation (Appendix B). The closest existing structures to the resource, located within and around Fredericksburg Substation are 29/1675 through 29/1678 and 2157/5397 through 2157/5400. These structures range in height from approximately 53 feet to 104 feet and, under current conditions, were only visible from a location to the side of the building (Figure 47; Appendix A).



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Based on preliminary design, the proposed structures, 2083/1B through 2083/3 will be approximately 115 feet and will be, on average, 18 feet taller than the existing structures (Appendix A).

Viewshed modeling suggests that there would be no visibility of the existing or proposed structures from Allman's Bar-B-Que restaurant. However, as illustrated in Figure 50, there is visibility of the existing structures in the vicinity of the photo location and at the property boundary on the north side of the resource. Visual simulations prepared for the Line #2083 Rebuild Project further illustrate that the proposed structures will be visible from the northernmost corner of the property (Appendix C/OP7). The adjacent building to the northwest and the built environment to the southwest blocks the view of the existing Fredericksburg Substation and the structures extending from the substation to the northwest (Figure 48; Appendix C/OP 21). Although the proposed structures will be taller than what is currently present, it is not anticipated that the visual impact would be so significant as to detract from the restaurant's significance under Criteria A and C. While setting is important to the restaurant's eligibility, the potential views of the Rebuild Project are from the corner of the resource property at the existing sidewalk, not from a location, such as the front seating area, that would contribute to the resource significance. ***It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have Minimal Visual Impact on Allman's Bar-B-Que (DHR #111-5473).***

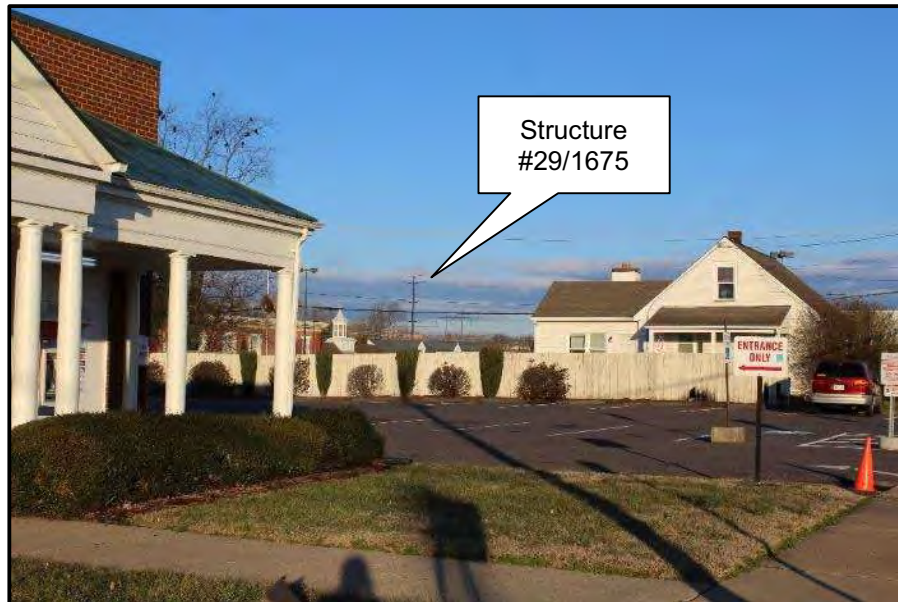
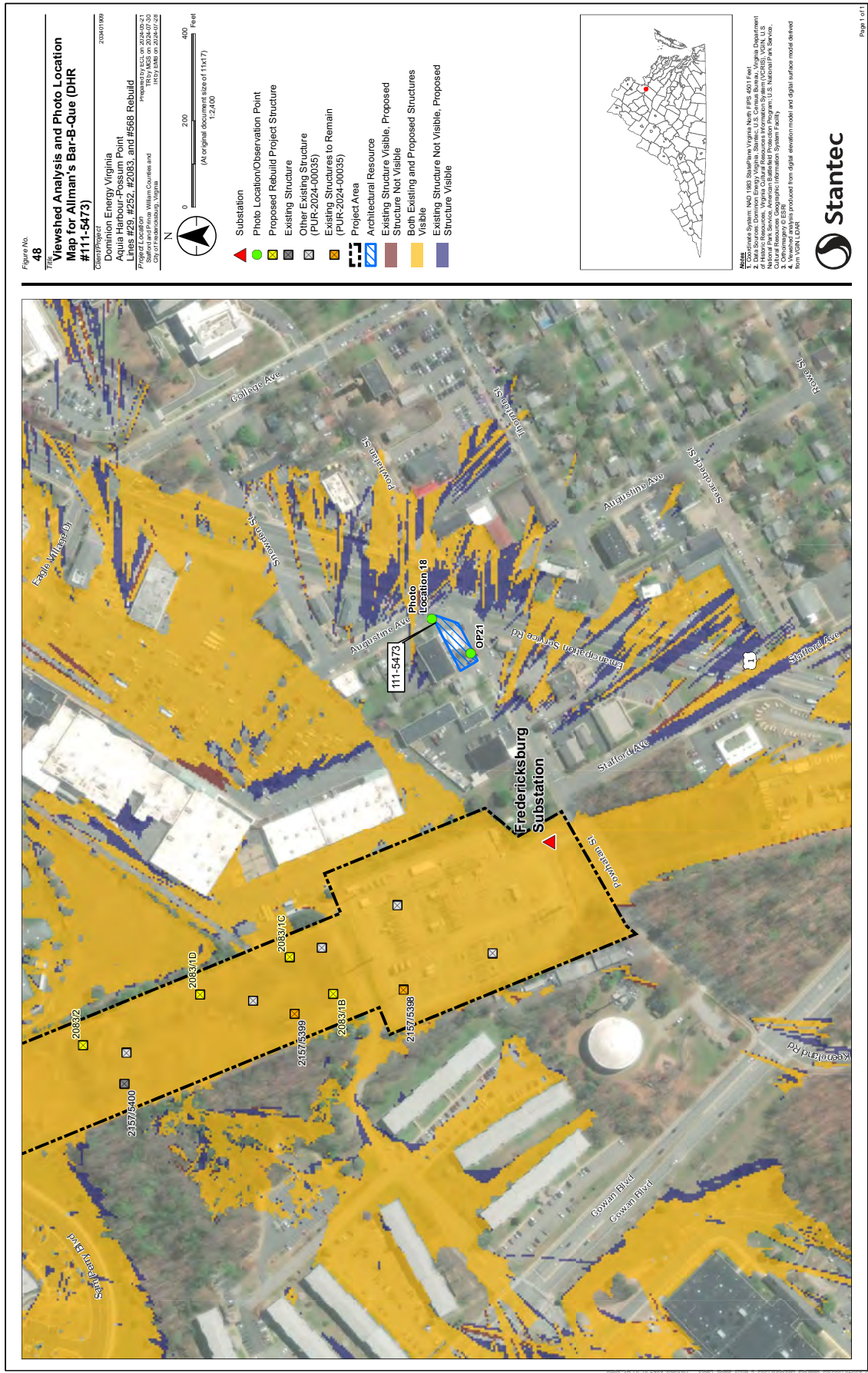


Figure 47 View from Allman's Bar-B-Que (DHR #111-5473), Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296), and Bank's Ford/Salem Church Battlefield (DHR #088-5181; Photo Location 18/OP 21) Looking Northwest. Existing Transmission is Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.9 Belmont Gari Melchers Home (DHR #089-0022)

The dwelling of Belmont, also known as the Gari Melchers Home, was constructed around 1761. It was purchased by the painter Gari Melchers in 1916 and was his residence and studio until his death in 1932. Belmont is a two-and-a-half story, five bay, Georgian-style frame dwelling, capped by a wood shingle gable roof with cupola, and is supported by a parged foundation. The exterior is clad in weatherboards and each gable end has two brick exterior chimneys. On the west elevation, there is a two-story gable roof one-bay porch with Ionic columns on the first floor and Tuscan columns on the second floor. On the east elevation is a one-story, one-bay porch with Ionic columns and a flat roof, which shelters a single leaf door with sidelights and a transom. Fenestration comprises nine-over-six and six-over-nine wood sash double-hung windows with operable wood shutters. A two-story, semi-hexagonal sun porch is located on the south elevation and a two-story addition with an inset dormer is located on the north addition (Figure 49). The previous survey noted nine secondary resources including a c. 1870 garage, a c. 1880 stable and smoke/meat house, a c. 1900 spring house, and a c. 1920 gazebo, barn, administration building, and workshop, as well as an unknown number of small frame buildings. The house was designated an NHL in 1965 and was listed in the NRHP in 1966 for its significance in art and science and its association with Gari Melchers with a Period of Significance of 1916 to 1932. Additionally, the house is a contributing resource to the NRHP-listed Falmouth Historic District (DHR #089-0067; DHR Site Files; Lissandrello 1975; Melvin 1972).



Figure 49 View of Belmont/Gari Melchers Home (DHR # 089-0022), Looking South.

3.4.9.1 Visual Effects Assessment

Belmont/Gari Melcher's Home is located within 1.0 mile of the Line #2083 Rebuild Project and is sited on a 27-acre parcel on the southwest side of Washington Street. The dwelling and most of the outbuildings are set back from the road, although several are adjacent or in view of visitor parking areas to the north of



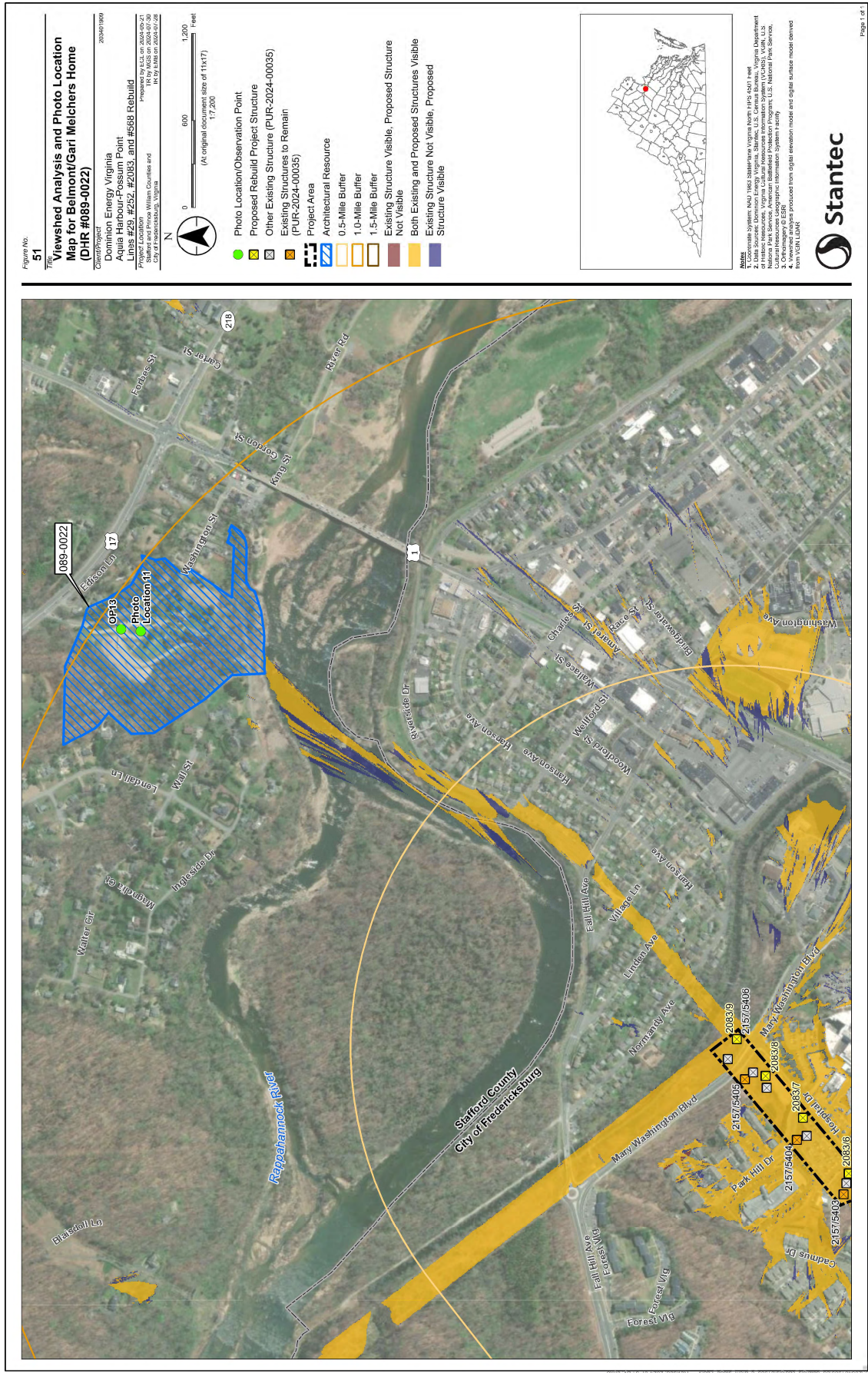
**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

the resource. The lawn surrounding the house and outbuildings is dotted with large trees. To the northwest, west, southwest, and south of the core buildings are areas of dense woods which back up to a modern residential neighborhood. Additional areas of woods are located to the northeast across Washinton Street (Appendix B).

Belmont/Gari Melcher's Home is located 4,130 feet to the northeast of the Rebuild Project at its closest point. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures (Figure 51). Visual modeling and visual simulations prepared for the Rebuild Project further confirm that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Lines #2083 based on the preliminary design (Figure 54; Appendix C/OP 13). It is anticipated, therefore, that the Rebuild Project will have **No Visual Impact on Belmont/Gari Melchers Home (DHR #089-0022)**.



Figure 50 View from Belmont/Gari Melchers Home (DHR #089-0022) and Falmouth Historic District (DHR #089-0067), Chancellorsville Battlefield (DHR #089-5180), and Battle of Fredericksburg II (DHR #111-5296; Photo Location 11/OP 13) Looking Southwest. Existing Transmission is Not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.10 James Monroe Law Office (DHR #111-0066)

The James Monroe Law Office was bought by future President James Monroe in 1786 and sold in 1792. After Monroe's ownership, the Federal style 1.5 story Flemish bond brick building was constructed in a series of three parts. The central two bay section was built c. 1816-1822. The northern three bay section was constructed, c. 1836. At the southern end has two bays and was built c. 1850. The building is capped by a side gable metal roof with front gable roof dormers on the front slope. Only the southern and central sections have dormers on the rear slope. Windows are double hung six-over-six wooden sash windows. This property includes a c. 1900 shed constructed of Flemish bond brick. The James Monroe Law Office was listed in the NRHP in 1966 and as an NHL in the same year. It was listed in the VLR in 1969 (DHR #111-0066; DHR Site Files) (Figure 52).



Figure 52 View of James Monroe Law Office (DHR # 111-0066), Looking Southwest.

3.4.10.1 Visual Effects Assessment

The James Monroe Law Office is located within 1.5 miles of the Line #2083 Rebuild Project and is sited on a 27-acre parcel on the west side of Charles Street. The building is set directly next to the brick sidewalk in downtown Fredericksburg. The Fredericksburg Masonic Cemetery is adjacent to the southeast of the building. The buildings surrounding the property are one, two, and three story historic and modern commercial buildings (Appendix B).

James Monroe Law Office is located 6,345 feet to the southeast of the Rebuild Project at its closest point. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures (Figure 53).

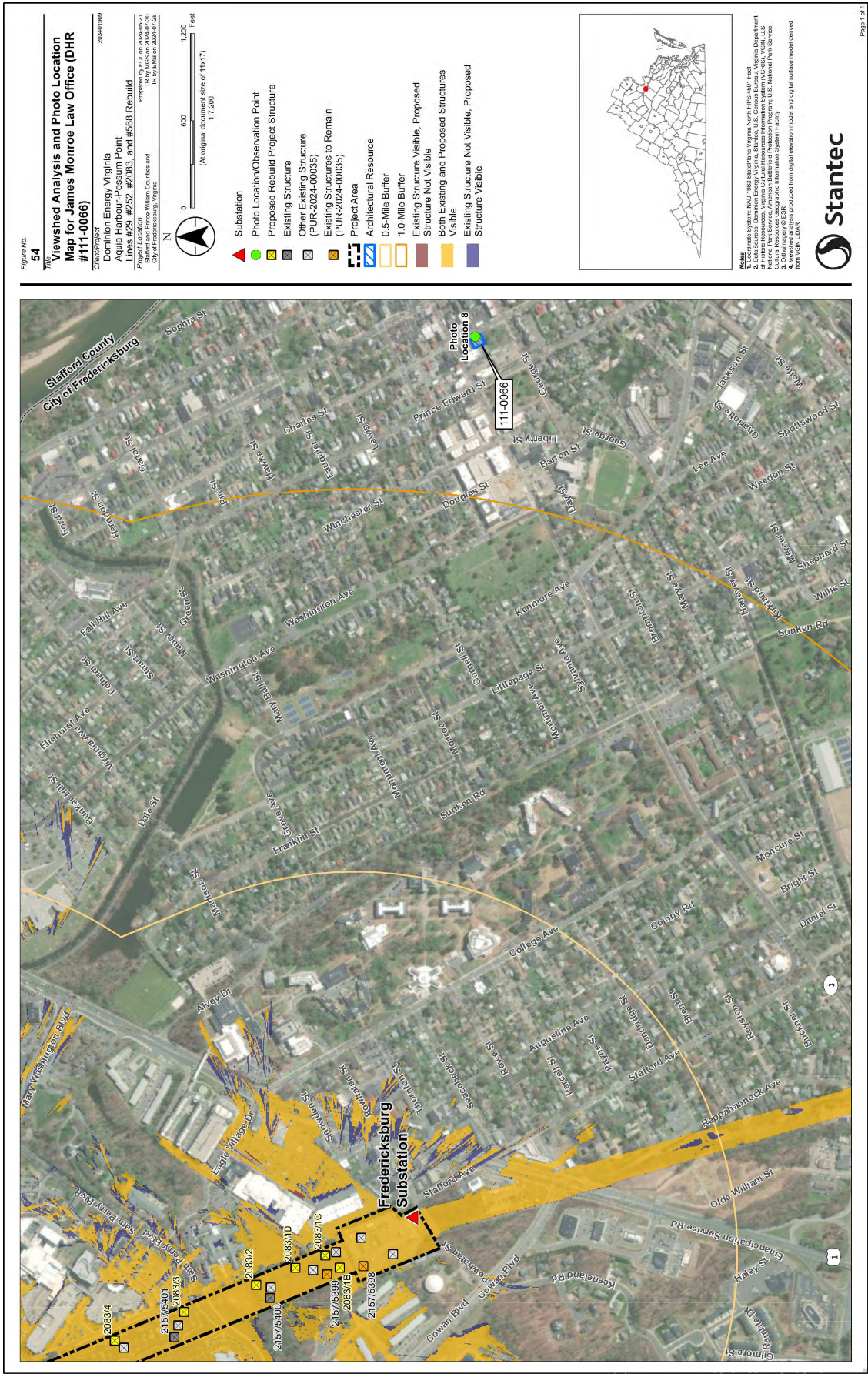


**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Visual modeling and visual simulations prepared for the Rebuild Project further confirm that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Line #2083 based on the preliminary design (see Figure 54). It is anticipated, therefore, that the proposed Rebuild Project will have ***No Visual Impact on James Monroe Law Office (DHR #111-0066)***.



Figure 53 View of James Monroe Law Office (DHR # 111-0066), Towards Transmission Line, Looking Northwest (Photo Location 8).



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.11 Eagle Tavern/Rising Sun Tavern (DHR #111-0088)

The Eagle Tavern/Rising Sun Tavern is a one-and-a-half story frame Colonial-style building that was built c. 1760. The exterior is clad in broad hand-beveled weatherboards. The building has a side gable cedar shingle roof with front gable dormers and two interior end brick chimneys. A full width porch measures five bays wide and features turned posts. Windows are four-over-four wooden sash windows. The foundation is rubble stone and the porch's foundation is brick laid in an English bond pattern. (Figure 55). The property includes two eighteenth century domestic outbuildings. This property was listed in the NHL in 1964, the NRHP in 1966, and the VLR in 1969 (DHR #111-0088; DHR Site Files).



Figure 55 View of Eagle Tavern / Rising Sun Tavern (DHR # 111-0088), Looking Southwest.

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 56 View of Eagle Tavern / Rising Sun Tavern (DHR # 111-0088), Towards Transmission Line Looking West (Photo Location 7)

3.4.11.1 Visual Effects Assessment

The Eagle Tavern/Rising Sun Tavern is located within 1.5 miles of the Line #2083 segment of the Rebuild Project is sited on a tree-lined city parcel on the west side of Caroline Street. The building is set directly next to the brick sidewalk in downtown Fredericksburg. The buildings surrounding the property are one, two, and three story historic residential dwellings (Appendix B).

The Eagle Tavern/Rising Sun Tavern is located 2,193 feet to the east of the Rebuild Project at its closest point. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures. Visual modeling and visual simulations prepared further confirm that there is no visibility of the current transmission line structures and that there would be no visibility of proposed Line #2083 structures based on the preliminary design (see Figures 56 and 57). It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have ***No Visual Impact on Eagle Tavern/Rising Sun Tavern (DHR #111-0088)***.





**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.12 Fredericksburg Historic District (DHR #111-0132)

The Fredericksburg Historic District comprises approximately 200 acres and is situated on the south bank of the Rappahannock River. Fredericksburg was established in 1671 and chartered in 1727. The city developed along a series of terraces that rise as high as 60 feet above the banks of the river (Figure 58). Resources within the district include religious, social, ethnic, educational, governmental, health care, industrial, recreational, technological, and transportation-related resources. Architectural styles within the district include Georgian, Federal, Greek Revival, Italianate, Gothic Revival, Romanesque Revival, Beaux Arts, Craftsman, Second Empire, Victorian/Queen Anne, Art Deco, Modern, and Colonial Revival. The Fredericksburg Historic District was listed in the VLR and the NRHP in 1971 under Criterion C, with a period of significance of the eighteenth century to 1958 (DHR Site Files; Worsham 2008).



Figure 58 View of Fredericksburg Historic District (DHR #111-0132; Photo Location 21), View Looking Southeast.

3.4.12.1 Visual Effects Assessment

The Fredericksburg Historic District is located within 1.0 mile of the Rebuild Project and comprises a gridded street system within a relatively level landscape. A majority of the buildings sit close to the established roads and feature lawns and mature trees. On street parking appears to be common on both sides of the streets within the district (Appendix B). The Fredericksburg Historic District is located 5,093 feet to the east of the existing Rebuild Project transmission line corridor. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures from the historic district (Figures 59 and 60). Visual modeling and simulations prepared for the Line #2083 Rebuild Project further illustrate that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Line #2083 based on the preliminary design (Figure 61; Appendix C/OP25). It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have **No Visual Impact on the Fredericksburg Historic District (DHR #111-0132).**



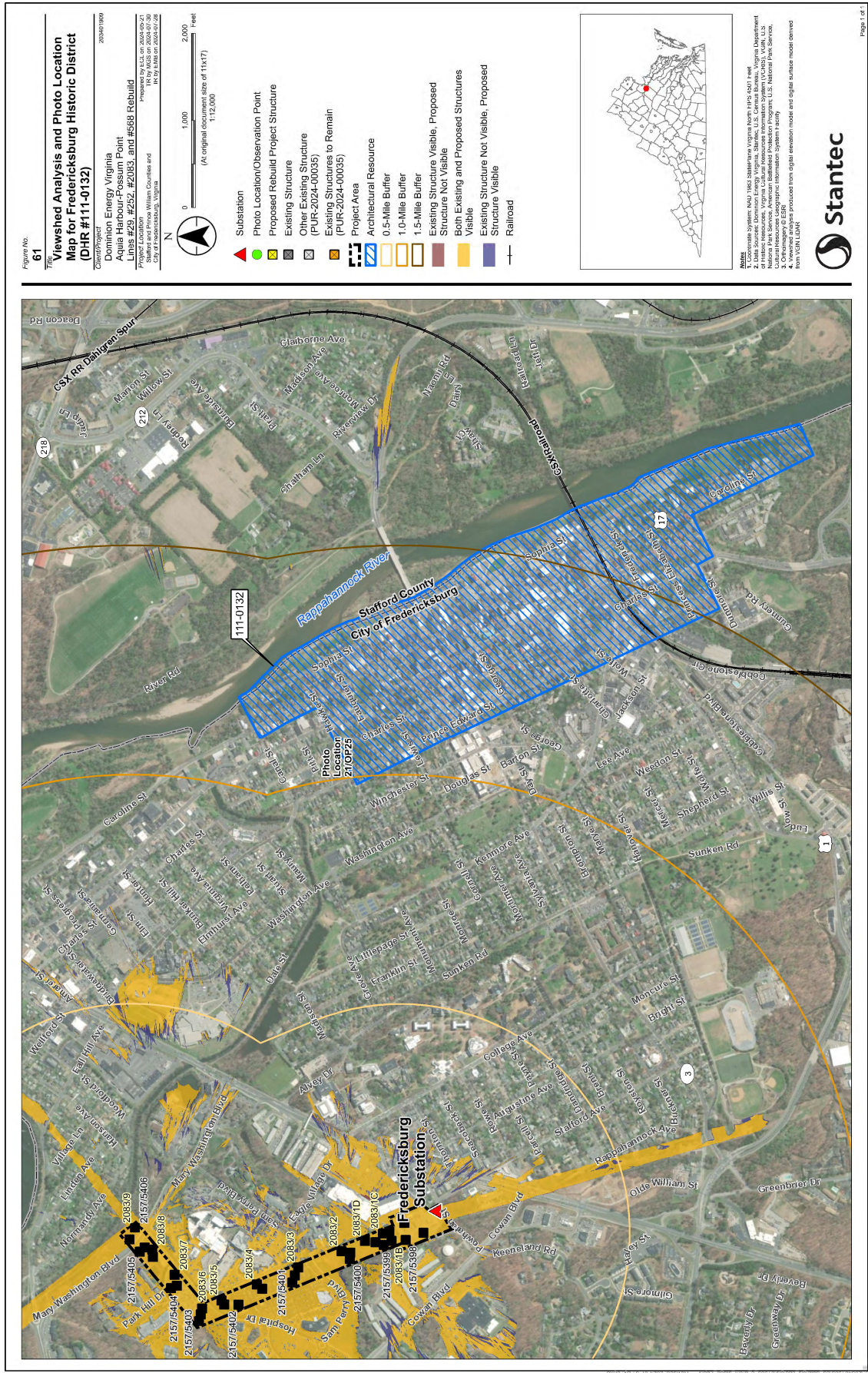
**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 59 View from Fredericksburg Historic District (DHR #111-0132; Photo Location 21; OP 25), Bank's Ford Battlefield (DHR #088-5181), and Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296) View Looking West. Existing Transmission Line is Not Visible.



Figure 60 View from Fredericksburg Historic District (DHR #111-0132; Photo Location 21; OP 25), Bank's Ford Battlefield (DHR #088-5181), and Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296) View Looking Northwest. Existing Transmission Line is Not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.13 Washington Avenue Historic District (DHR #111-5262)

The Washington Avenue Historic District is located mainly along Washington Avenue in the City of Fredericksburg. The district has 48 resources that includes 36 contributing buildings, one site, four objects, and seven non-contributing buildings. Lined by mature trees, the four-block district features high-style Italianate, Queen Anne, Shingle, Colonial Revival, and Craftsman residences from the late nineteenth to the early twentieth century (Figure 62). The district also includes Kenmore (DHR #111-0047; see Figure 38). The Washington Avenue Historic District was listed in the VLR in 2001 and in the NRHP in 2002 under Criteria A and C and Criteria Consideration C and F with a Period of Significance from c. 1775 to 1951 (DHR Site Files; Johnson and Smith 2001).



Figure 62 View of Washington Avenue Historic District (DHR #111-5262), View Looking Southwest.

3.4.13.1 Visual Effects Assessment

The Washington Avenue Historic District is located 1.0 mile to the southwest of the Line #2083 segment of the Rebuild Project and comprises approximately 18 acres. The landscape within the district is relatively flat with a center green dividing the northeast and southwest lanes of Washington Avenue. The properties along the avenue are dotted with mature trees with smaller shrubs (Appendix B). The Washington Avenue Historic District is located 3,814 feet to the east of the Rebuild Project transmission line corridor. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures (Figures 63-65). Visual modeling and visual simulations prepared for the Line #2083 Rebuild Project further suggest that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Lines #2083 based on the preliminary design (Figure 66; Appendix C/OP 23). It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have **No Visual Impact on the Washington Avenue Historic District (DHR #111-5262)**.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 63 View from Washington Avenue Historic District (DHR #111-5262), Bank's Ford Battlefield (DHR #088-5181), and Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296; Photo Location 23), View Looking West. Existing Transmission Line is Not Visible.

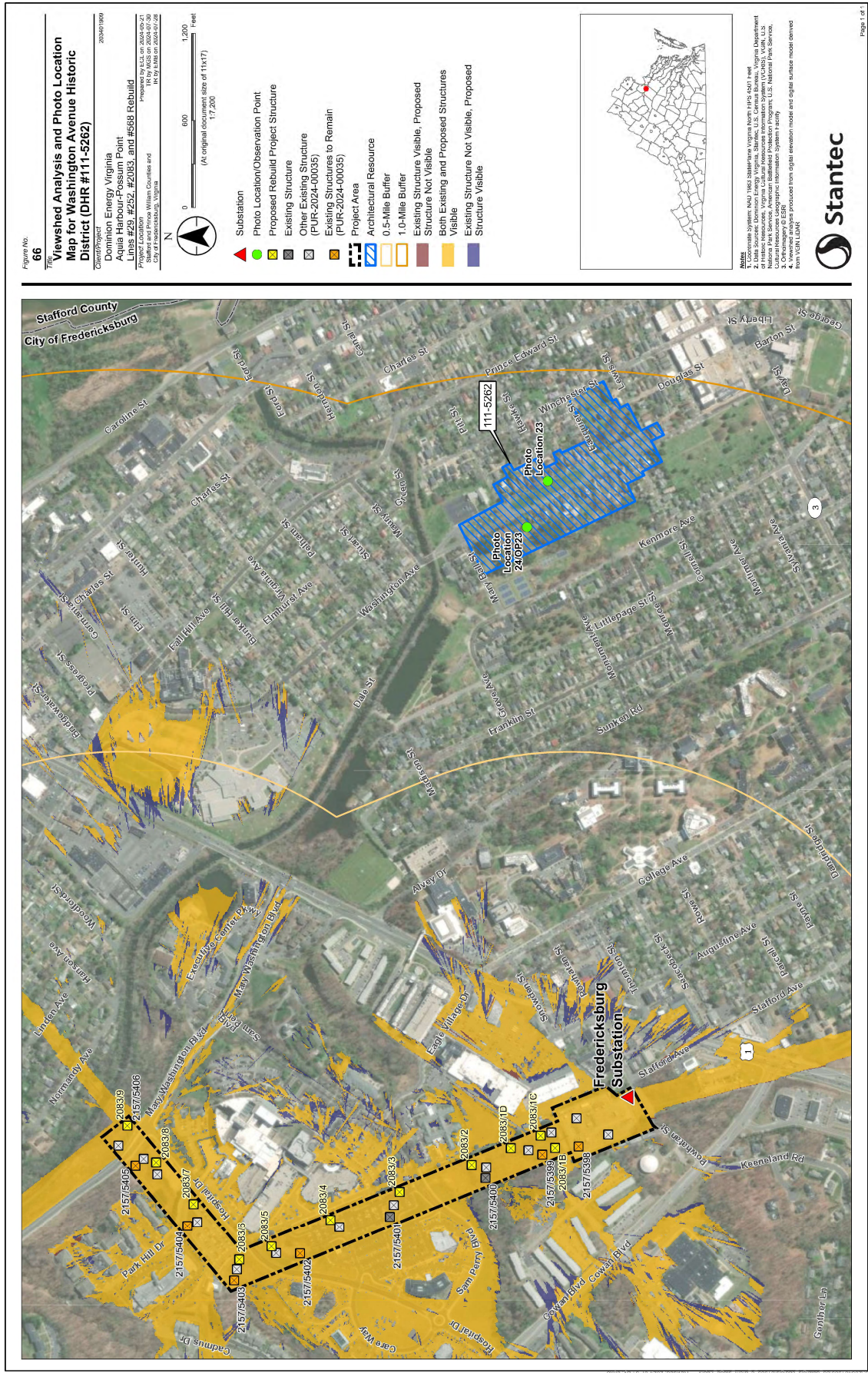


Figure 64 View from Washington Avenue Historic District (DHR #111-5262), Bank's Ford Battlefield (DHR #088-5181), and Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296; Photo Location 23), View Looking Northwest. Existing Transmission Line is Not Visible.

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 65 View from Washington Avenue Historic District (DHR #111-5262), Bank's Ford Battlefield (DHR #088-5181), and Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296; Photo Location 24/OP 23), View Looking Northwest. Existing Transmission Line is Not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.14 Fredericksburg and Spotsylvania Battlefields National Military Park (DHR #111-0147)

The Fredericksburg and Spotsylvania Battlefields Memorial National Military Park (MNMP) was established in 1927 by the United States Congress and transferred from the War Department to the National Park Service in 1933. The district was the site of the Battles of Fredericksburg (December 11 to 15, 1862), Chancellorsville (April 27 to May 6, 1863), the Wilderness (May 4 to 7, 1864), and Spotsylvania Court House (May 8 to 21, 1864). In total, the battles occurred over a 17-mile radius, resulted in over 100,000 casualties, and took place in one of the most contested territories of the Civil War. The district boundary comprises approximately 7,326 acres of land owned by the NPS and includes 171 contributing and 37 non-contributing resources (Figures 67 and 68). The district includes land Congressionally authorized to become part of the park but not currently owned by the NPS, such as Fall Hill (DHR #111-0149). The park was originally listed in the NRHP in 1966. In 2018, the NRHP listing was updated to include an expanded boundary. The MNMP is listed in the NRHP for its significance under Criteria A, B, C, and D and Criteria Consideration D and F at a national, statewide, and local level (DHR Site Files; Krick 1966 and 1976; Olausen et al. 2017).



Figure 67 View of Fredericksburg and Spotsylvania Battlefields Memorial National Military Park (DHR #111-0147; Photo Location 22/OP 28), View Looking South.

3.4.14.1 Visual Effects Assessment

The MNMP comprises four separate areas. Two of the four areas are beyond 1.0 mile from the Line #2083 Rebuild Project and did not meet the criteria for consideration for visual effects evaluation. The section of the resource southeast of the Fredericksburg Substation is mostly outside the 1.0-mile study area with only the upper northwestern area within 1.0 mile (Appendix B). The viewshed modeling for the MNMP (Figure 69) indicates that there would be no visibility of the Rebuild Project from this area which is



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

nearly 1 mile south of the Fredericksburg Substation near Sunken Road and Mercer Street in the City of Fredericksburg. The closest Rebuild Project components to this area of the MNMP are Structure 2157/5398 with a height of 104 feet and proposed Structure 2083/1B (115 feet in height; Appendix A, Table A.1). There would be No Visual Impact to this area of the MNMP.

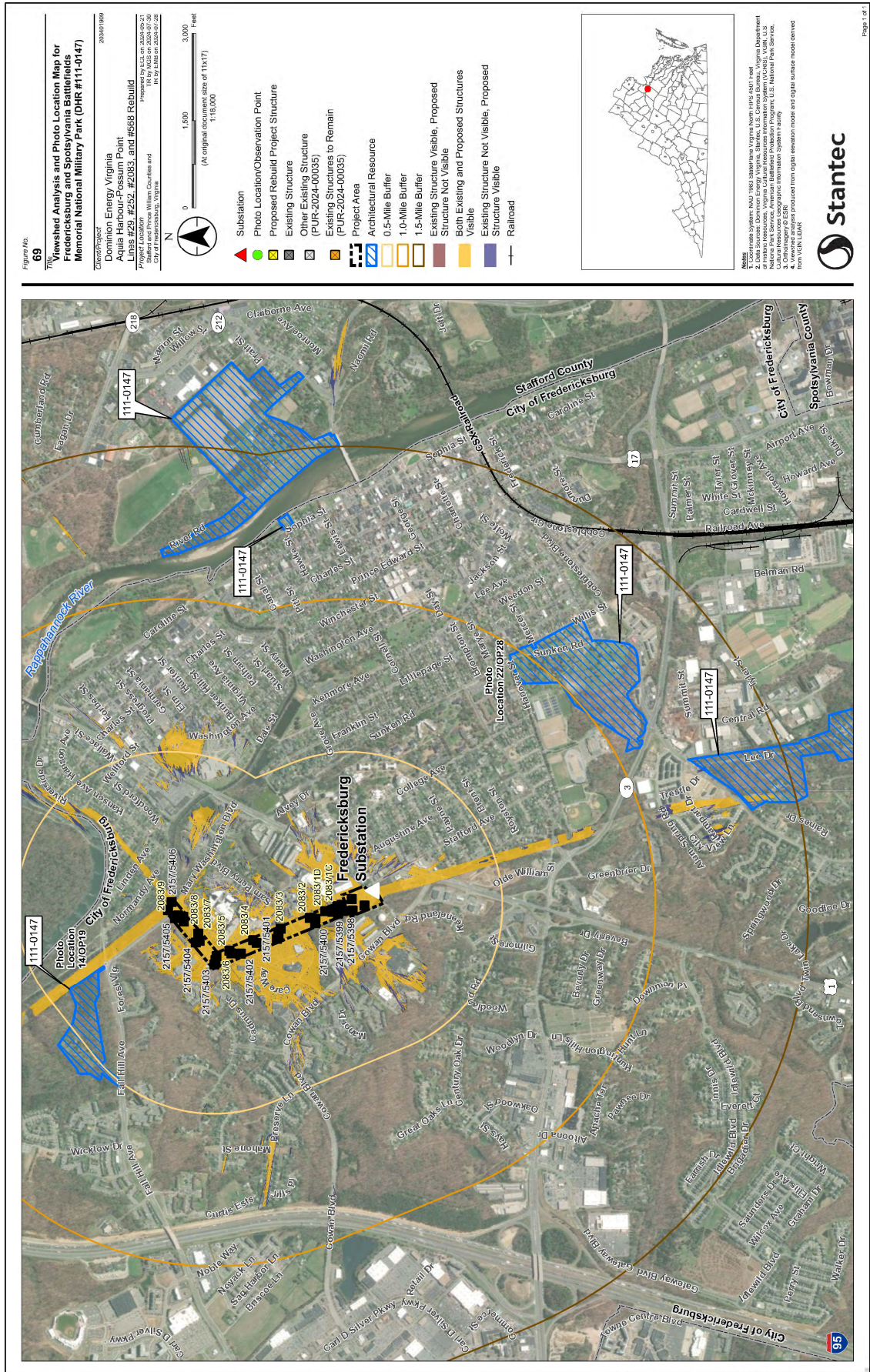
Another section of the MNMP is not owned or managed by the NPS and is located within the boundary of Fall Hill (DHR #111-0149), north of the Rebuild Project. It is this section of the resource (that which is within the bounds of Fall Hill) that would have the potential to view the project. Therefore the recommendations for this section of the MNMP mirror those of Fall Hill. Between the proposed Line #2083 Rebuild Project line corridor and the resource is a combination of wooded land residential and commercial development (Appendix B). This section of the MNMP, which is encompassed within the boundary of Fall Hill (DHR #111-0149), at its closest point, is approximately 1,310 feet to the northwest of the Rebuild Project. The closest existing structure, Structure #2083/9 is 1,415 feet to the southeast of the Fall Hill and MNMP resource boundary.

Existing Structure 2083/9 has a height of approximately 125 feet (Appendix A). This structure will not be rebuilt as part of the Rebuild Project but will receive new conductor wire from the rebuilt Structure 2083/8. Therefore, there will be no change in structure height or appearance from the Rebuild Project. The simulations prepared for the Rebuild Project reflect structures that will be built under SCC Case #PUR-2024-00035. No other structures associated with Line #2083 will be visible from the resource according to the viewshed model or photo simulations (see Figure 69; Appendix C/OP19) and Structure 2083/8 is not expected to cumulatively result in an increase in impacts with SCC Case #PUR-2024-00035. As such, it is anticipated that the Rebuild Project will have **a Minimal Visual Impact on the Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park and Cemetery (DHR #111-0147).**



Figure 68 View from Fredericksburg and Spotsylvania Battlefields Memorial National Military Park (DHR #111-0147), Bank's Ford Battlefield (DHR #088-5181), and Battle of Fredericksburg I & II (DHR #111-5295 and #111-5296; Photo Location 22/OP 28), View Looking Northwest. Existing Transmission Line is Not Visible.





**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.15 Falmouth Historic District (DHR # 089-0067)

The Falmouth Historic District comprises approximately 225 acres and is located in the City of Falmouth on the north side of the Rappahannock River. The district is bounded to the north by Cambridge Street and east and west by Route 17 and Butler Road and encompasses a small village which dates to around 1727 (Figure 70). The district comprises vernacular eighteenth and nineteenth century dwellings, commercial brick buildings, five churches, and the NRHP-listed Belmont (DHR #089-0022), Carlton (DHR #089-0010), and Clearview (DHR #089-0012). The Falmouth Historic District was listed in the VLR in 1967 and the NRHP in 1970 for its significance in the areas of art and commerce. The original NRHP nomination form was updated in 2013 to include a Period of Significance of 1760 to 1781; however, the updated form was not formally submitted to the NPS or DHR (DHR Site Files).



Figure 70 View of Falmouth Historic District (DHR #089-0067; Photo Location 19), View Looking West.

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.15.1 Visual Effects Assessment

The Falmouth Historic District is located within 1.0 mile of the Rebuild Project. The district comprises a gently rolling landscape with some relatively flat areas to the southeast of the intersection of Route 1 and Butler Road. To the northwest of the intersection Warrenton Road is a four-lane divided highway with wooded areas on either side. To the southeast of the historic district is a modern residential development and to the south/southwest is the Rappahannock River. The district also contains several parks with open playing fields (Appendix B).

The Falmouth Historic District is located 4,331 feet to the northeast of the Rebuild Project transmission line corridor. The site visit indicates that, under current conditions, there is no visibility of the existing transmission line structures (Figures 71 and 72). Visual modeling and visual simulations prepared for the Line #2083 Rebuild Project further suggest that there is no visibility of the current transmission line structures and that there would be no visibility of proposed structures associated with Lines #2083 based on the preliminary design (73; Appendix C/OP 12, OP13, OP14). Since there is no expected visibility within the district, it is anticipated that the Rebuild Project will have ***No Visual Impact on the Falmouth Historic District (DHR #089-0067).***

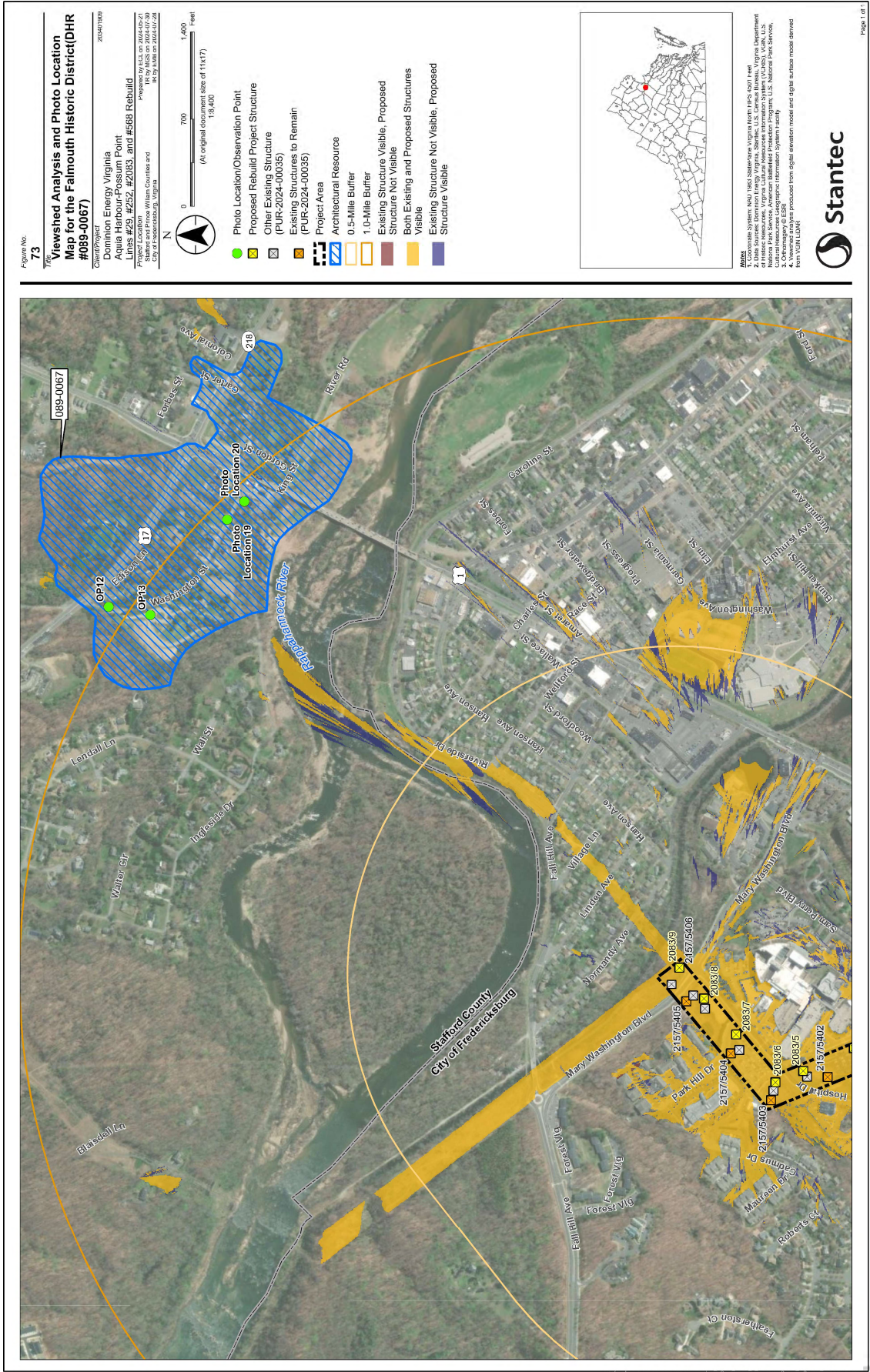


Figure 71 View from Falmouth Historic District (DHR #089-0067; Photo Location 19), Chancellorsville Battlefield (DHR #088-5180), and Battle of Fredericksburg I and II (DHR #111-5295 and #111-5296), View Looking Southwest. Existing Transmission Line is Not Visible.

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 72 View from Falmouth Historic District (DHR #089-0067; Photo Location 20/OP14), Chancellorsville Battlefield (DHR #088-5180), and Battle of Fredericksburg II (DHR #111-5296) View Looking Northwest. Existing Transmission Line is Not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.4.16 Hunter Iron Works (DHR #089-0006)

The c. 1750 Hunter Iron Works was built on the north side of the Rappahannock River, about a mile upstream from the Fredericksburg and Falmouth. None of the walls of the Revolutionary-period operations remain standing above ground level. At one time, the stone foundations of more than twenty structures were visible, but according to a survey completed in 2009, the site has been demolished. The archaeology site was listed in the VLR in 1973 and the NRHP in 1974 (DHR # 089-0006; 44ST0007; DHR Site Files). This resource has been removed from consideration in this analysis.

3.5 BATTLEFIELD RESOURCES CONSIDERED – LINE #2083

Battlefields and associated fortifications present within the limits of the Stage I analysis area were considered for visual effects for the Line #2083 segment of the Rebuild Project. Portions of four battlefield resources are located within the Stage I buffers (see Table 5; Appendix B and C).

3.5.1 Chancellorsville Battlefield (DHR #088-5180)

The Battle of Chancellorsville took place from April 30 to May 6, 1863, between the Union forces commanded by Major General Joseph Hooker and Confederate forces under the command of General Robert E. Lee. The battle was one of the bloodiest of the Civil War and General Stonewall Jackson's last as he succumbed to wounds received during the fighting. Though Lee's army was substantially outnumbered (130,000 Union troops verses 60,000 Confederate troops), he did not retreat. During the battle, Major General Joseph Hooker crossed the Rappahannock and positioned his troops on the flanks of Lee's army. Under Stonewall Jackson, a portion of Lee's army separated and secretly marched to confront Hooker's right flank in a daring move which, if discovered, would have meant defeat. However, the risk paid off and the battle resulted in a victory for the Confederacy but not without heavy casualties which included over 17,300 for the Union side and 13,460 for the Confederate side (American Battlefield Trust 2024; DHR Site Files).

Various organizations including NPS owns or have an easement on a 2,841-acre portion of the battlefield, which includes the Chancellor House, Lee-Jackson Bivouac and the Burton Farm sites, Jackson's flank march route, Fairview, Catherine Furnace, and portions of Hazel Grove. Outside the NPS boundary, but within the battlefield's ABPP-defined boundaries are the final Union line, and Ely's and U.S. Fords. Contributing resources to the battlefield include earthworks and trenches, monuments and plaques, road traces, rifle pits, archaeological sites, and a cemetery. In 2000, DHR determined the Chancellorsville Battlefield to be potentially eligible for listing in the NRHP under Criterion A. The battlefield has undergone multiple reviews for a variety of projects since its initial recommendation of eligibility and is currently considered eligible for listing in the NRHP (DHR Site Files).

The ABPP has designated approximately 41,489 acres of Study Area for the Chancellorsville Battlefield (DHR Site Files; ABPP 2009). Of the 41,489 acres, 161 acres are located within 1.0 mile of the Line #2083 segment of the Rebuild Project. There are no ABPP-designated Core or PotNR areas within the analysis area associated with the Chancellorsville Battlefield. This battlefield overlaps with portions of these battlefields and historic districts:



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

- Banks Ford Battlefield (DHR #088-5181)
- Battle of Fredericksburg I (DHR #111-5295)
- Battle of Fredericksburg I (DHR #111-5296)
- Falmouth Historic District (DHR #089-0067)

3.5.1.1 Visual Effects Assessment

The portion of the Chancellorsville Battlefield within 1.0-mile of the existing Line #29 and Line #2157 transmission line corridor considered in this Stage I analysis for the Rebuild Project includes two areas of troop movements. The northern-most area terminates within the Falmouth Historic District at the intersection of Warrenton Road and Cambridge Street. This area comprises both modern and historic residential and commercial development. The southwestern area of the battlefield runs along Williams Street/VA Route 3 in the southern portion of the City of Fredericksburg terminating at Route 1 and is characterized by modern commercial development and a four-lane road for most of the area. The segment of the battlefield north of the Rappahannock River follows Route 1/Route 17, which is a four-lane road, and is flanked by woods, residential, and commercial development in various locations (Figures 74 and 75; Appendix B).

In the northern troop movement area, the Rebuild Project is located approximately 1.0-mile southwest from the battlefield's study area. The closest proposed structures to the northern area are Structure # 2083/7 (2ZZZ/8), at approximately 5,105 feet, and Structure # 2083/8 (2ZZZ/9), at approximately 4,719 feet. Field photographs showed the transmission line was not visible.

In the southern troop movement area, the Rebuild Project is located approximately 0.5-mile northeast from the battlefield's study area. The closest structures to the southern area are Structure #2083/1B, located approximately 2,929 feet and Structure #2083/1C is located approximately 3,037 feet. Field photographs showed the transmission line was not visible (Figure 76, Photo Location 26).

Viewshed modeling and visual simulations prepared for the Line #2083Rebuild Project suggest that none of the proposed structures will be visible from the resource (Figure 77; Appendix C/OP12, OP13, and OP 14). ***It is anticipated, therefore, that the proposed Line #2083 Rebuild Project will have No Visual Impact on the Chancellorsville Battlefield (DHR #088-5180).***



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 74 View of the Chancellorsville Battlefield (DHR #088-5180; Photo Location 26), View Looking West.

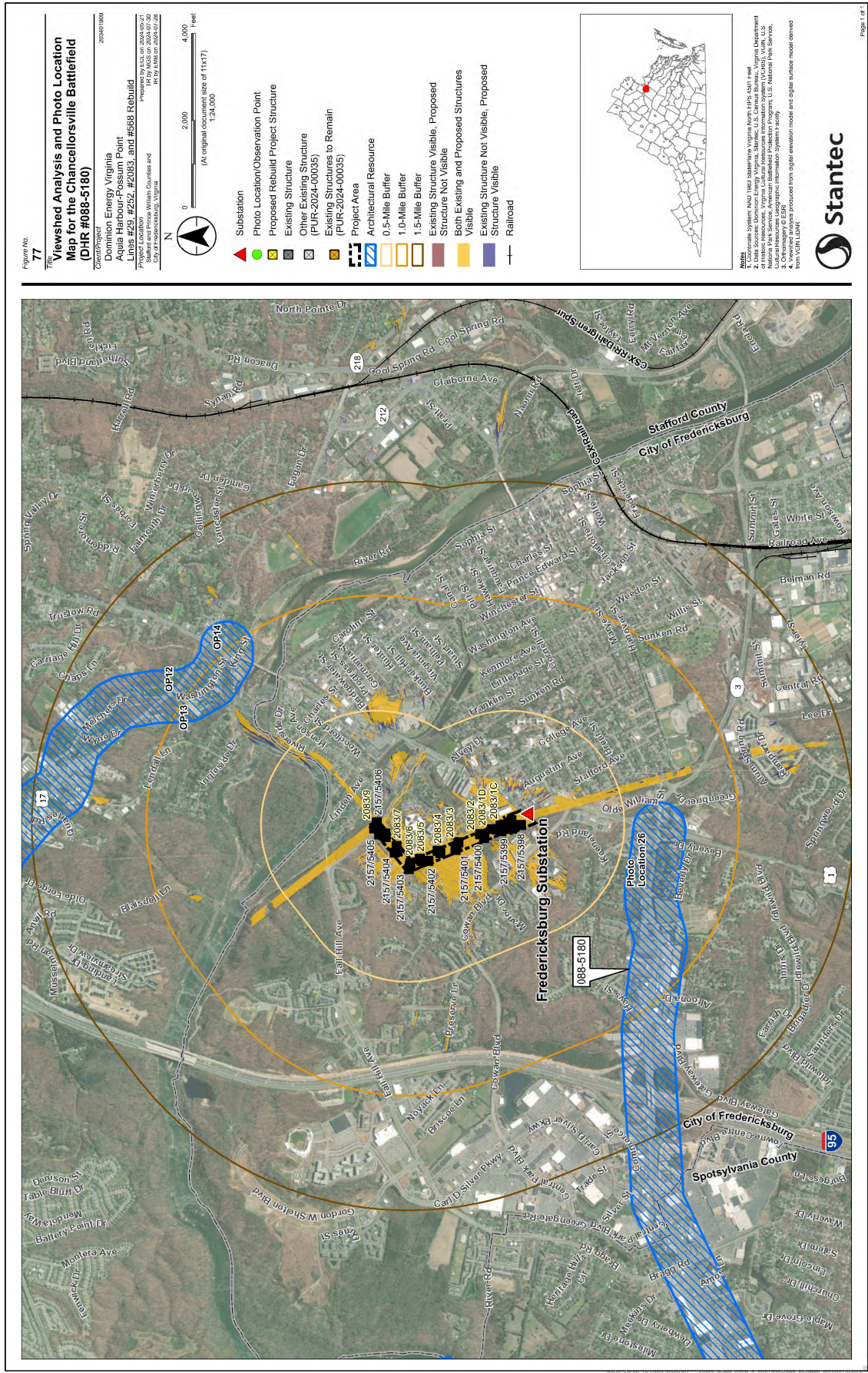


Figure 75 View of the Chancellorsville Battlefield (DHR #088-5180; Photo Location 26), View Looking East.

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 76 View from the Southern Troop Movement of the Chancellorsville Battlefield (DHR #088-5180), Bank's Ford/Salem Church Battlefield (DHR #088-5181) and the Fredericksburg Battlefield II (DHR #111-5296; Photo Location 26), Looking Northeast. Transmission Line is not Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.5.2 Bank's Ford/Salem Church Battlefield (DHR #088-5181)

The Bank's Ford/Salem Church Battle, part of the Battle of Chancellorsville, took place on May 4, 1863, at Salem Church which sits on a rise approximately four miles from the city of Fredericksburg. After the occupation of Marye's Heights, Major General John Sedgewick's army marched down Plank Road towards Major General Joseph Hooker's position but was met by a small band of Confederate troops under the command of Brigadier General Cadmus M. Wilcox. In order to reinforce Confederate troops, General Robert E. Lee dispatched two divisions to Salem Church for a counterattack. The battle was a Confederate victory though with heavy casualties. The battlefield received a Federal Determination of Eligibility designation in 2000 and in 2016, DHR determined that the Bank's Ford/Salem Church Battlefield was eligible for inclusion in the NRHP under Criterion A (DHR Site Files).

The ABPP has designated approximately 8,090 acres of Study Area for the Bank's Ford/Salem Church Battlefield (DHR Site Files; ABPP 2009). Of the 8,090 acres, 2,037 acres are located within 1.0 mile of the Line #2083Rebuild Project and includes 848 acres of the battlefield's Core Area. There are no PotNR areas within the analysis area associated with the Bank's Ford Salem Church Battlefield. This battlefield overlaps with portions of these battlefields and historic districts:

- Chancellorsville Battlefield (DHR #088-5180)
- Battle of Fredericksburg I (DHR #111-5295)
- Battle of Fredericksburg I (DHR #111-5296)
- Fredericksburg Historic District (DHR #111-0132)
- Washington Avenue Historic District (DHR #111-5262)

3.5.2.1 Visual Effects Assessment

The entire Rebuild Project is within the battlefield boundaries (see Figure 85; Appendix C). The existing structures range in height from approximately 90 feet to 125 feet and, under current conditions, were not visible from Photo Locations 28, and 29 (Figures 78 and 79). The existing structures associated with Line 2157 (Table 7) were visible from Photo Locations 14, 18, 27 and 30 (Figures 35, 47, 80, and 81). In addition, existing Structure 2083/9 is also likely visible from Photo Location 30 (see Figures 35 and 82). Based on preliminary design, the proposed structures (Structure 2083/1b to 2083/8) will measure 115 feet, with an average height change overall of 5 feet (Table 7; Appendix A; Table A.1).

Table 7 Summary of Structure Changes within the Bank's Ford/Salem Church Battlefield: Line #2083 Rebuild Project

Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
2157/5398	2,768.45	104	2083/1B	2,928.63	115
			2083/1C	3,037.22	115



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
			2083/1D	3,232.64	115
2157/5399	3,010.69	90	2083/2; 2ZZZ/3	3,482.30	115
2157/5400	3,415.12	97	2083/3; 2ZZZ/4	3,945.12	115
2157/5401	3,995.26	119	2083/4; 2ZZZ/5	4,380.88	115
2157/5402	4,555.24	114	2083/5; 2ZZZ/6	4,756.47	115
2157/5403	4,990.14	108	2083/6; 2ZZZ/7	4,967.84	115
2157/5404	5,175.77	115	2083/7; 2ZZZ/8	5,104.51	115
2157/5405	4,628.21	125	2083/8; 2ZZZ/9	4,719.14	115
2083/9	4,402.83	115	2083/9; 2ZZZ/10	4,402.83	115
Average Structure Height (ft)		110			115
Average Structure Height Change (ft)					5

The Bank's Ford/Salem Church Battlefield within the limits of study for this Stage I, is largely developed with some areas of undeveloped wooded land. Where the battlefield borders the Rappahannock River, there are some areas that may retain integrity of setting. Viewshed modeling and visual simulations prepared for the Rebuild Project illustrate that the proposed structures will be visible from within the transmission line corridor which is wholly within the limits of the battlefield and from Photo Locations 27 and 30 as well as from the campus of University of Mary Washington, Cowan Boulevard, Hospital Drive, and areas to the west of Sunken Road, all within the limits of the battlefield. The proposed Rebuild Project would not be visible from OP13, OP14 but would be visible from OP19 and OP 21 (Figure 82 and Appendix C/OP13, OP14, OP19, and OP21). The ABPP-designated Core Area of the battlefield within proximity to the Rebuild Project is limited to the southern terminus at the Fredericksburg Substation (Figure 82; Appendix C). Visibility from the Core Area appears to be limited to the structures within and proposed within the existing substation. It should be noted, however, that large areas of the battlefield within 1.0 mile of the Rebuild Project have diminished integrity due to modern residential and commercial development with no visibility. It is therefore anticipated due to the compromised integrity of the resource in the area of the transmission line Rebuild Project and limited areas of visibility, that the Project will have ***a Minimal Visual Impact on the Bank's Ford/Salem Church Battlefield (DHR #088-5181).***



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 78 View from Bank's Ford/Salem Church Battlefield (DHR #088-5181) and the Fredericksburg Battlefield I (DHR #111-5295; Photo Location 28), Looking Northeast. Transmission Line is not Visible.



Figure 79 View from Bank's Ford/Salem Church Battlefield (DHR #088-5181; Photo Location 29), Looking East. Transmission Line is not Visible.

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 80 View from Bank's Ford/Salem Church Battlefield (DHR #088-5181) and the Fredericksburg Battlefield I (DHR #111-5295; Photo Location 27), Looking Northeast. Transmission Line is Visible.

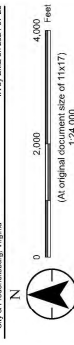


Figure 81 View from Bank's Ford/Salem Church Battlefield (DHR #088-5181), and the Fredericksburg Battlefield I & II (DHR #111-5295 and #111-5296; Photo Location 30), Looking Northeast. Line #2083 Rebuild Project Transmission Line is Visible in Background).

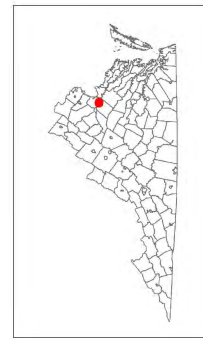
Figure No. 82

Viewshed Analysis and Photo Location Map for the Bank's Ford/Salem Church Battlefield (DHR #088-5181)

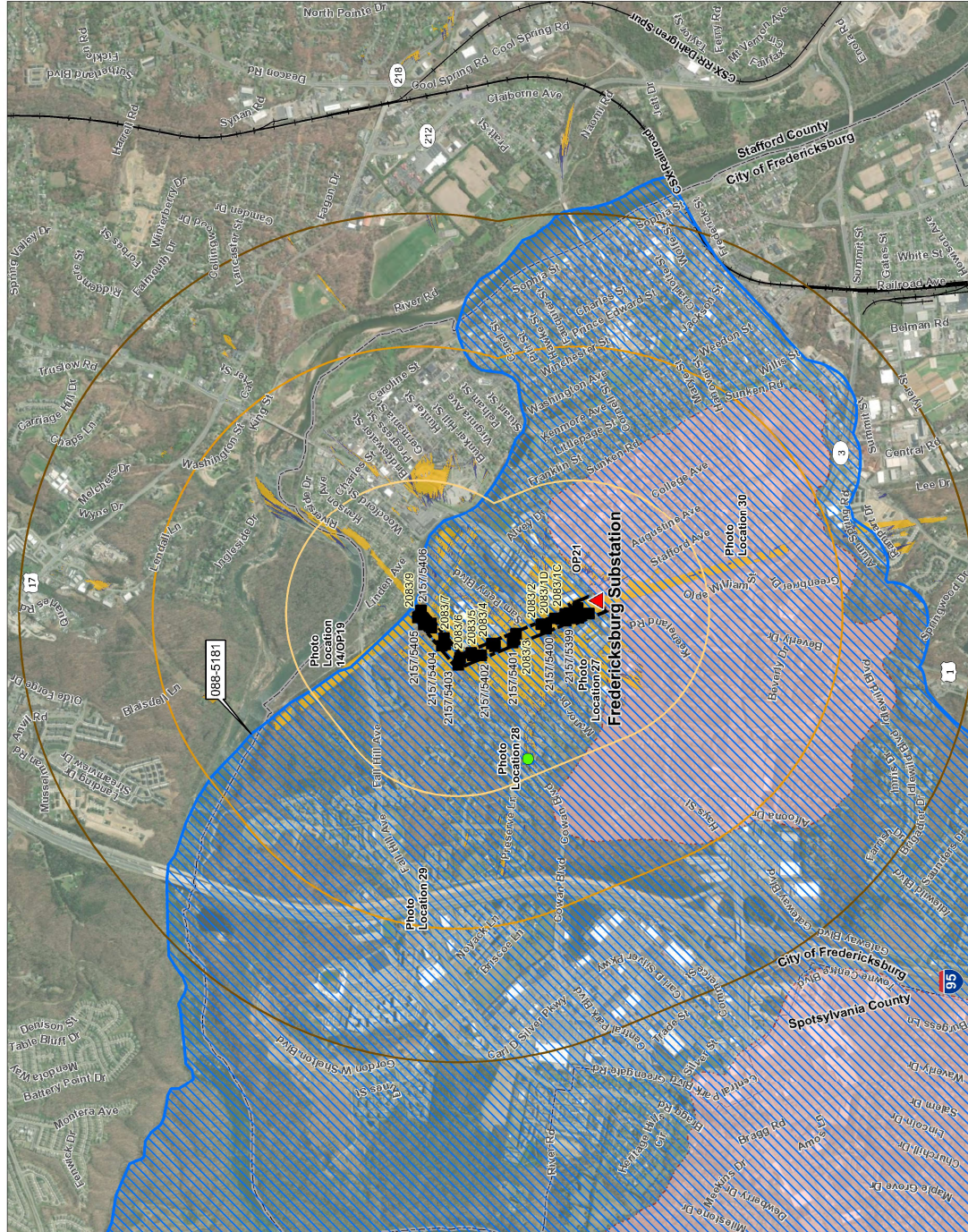
Client/Project: Dominion Energy Virginia
 Address: 10000 Dominion Blvd, Suite 100, Fairfax, VA 22031
 Project Location: Stafford County, Virginia
 Prepared by: ECL on 2024-05-27
 Review by: ECL on 2024-07-30
 Staff and Project Manager: ECL on 2024-07-30



- Substation
- Photo Location/Observation Point
- Proposed Rebuild Project Structure
- Existing Structure
- Other Existing Structure (PUR-2024-00035)
- Existing Structures to Remain (PUR-2024-00035)
- Project Area
- Architectural Resource
- 0.5-Mile Buffer
- 1.0-Mile Buffer
- 1.5-Mile Buffer
- ABPP Core Area
- Existing Structure Visible, Proposed Structure Not Visible
- Both Existing and Proposed Structures Visible
- Existing Structure Not Visible, Proposed Structure Visible
- Railroad



Notes:
 1. Data Source: Virginia Department of Transportation (VDOT)
 2. Data Source: Dominion Energy Virginia, Stafford, U.S. Census Bureau, Virginia Department of Historic Resources, Virginia Cultural Resource Information System (VCRIS), VCRM, U.S. Geological Survey, National Hydrography Dataset, U.S. National Topographic Map Series
 3. Data Source: Stantec
 4. Viewshed analysis produced from digital elevation model and digital surface model derived from VDEM LIDAR



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.5.3 Battle of Fredericksburg I (DHR #111-5295)

The Battle of Fredericksburg I took place from December 11 to 15, 1862, with 72,497 Confederate forces commanded under General Robert E. Lee and 100,007 Union troops under Major General Ambrose E. Burnside. The Union Army attempted to occupy the vicinity of Falmouth near Fredericksburg and the Confederates reacted by entrenching on the heights behind the town. The Union Army crossed the Rappahannock River and mounted several direct assaults on the Confederate lines on Prospect Hill and Marye's Heights that resulted in 13,353 Union casualties and 4,576 Confederate casualties. The battle was decidedly a Confederate victory. In 2017, DHR determined the Battle of Fredericksburg potentially eligible for the NRHP (DHR Site Files).

The ABPP has designated approximately 13,182 acres of Study Area for the Fredericksburg I Battlefield (DHR Site Files; ABPP 2009). Of the 13,182 acres, 2,316 acres are located within 1.0 mile of the Line #2083 Rebuild Project which includes 1,744 acres of the battlefield's Core Area and 534 acres which is considered PotNR land by the ABPP. This battlefield overlaps with portions of these battlefields and historic districts:

- Chancellorsville Battlefield (DHR #088-5180)
- Bank's Ford/Salem Church Battlefield (DHR #088-5181)
- Battle of Fredericksburg II (DHR #111-5296)
- Fredericksburg Historic District (DHR #111-0132)
- Washington Avenue Historic District (DHR #111-5262)

3.5.3.1 Visual Effects Assessment

The Rebuild Project is entirely within the battlefield boundaries (Figure 85; Appendix C). The Line #2083 Rebuild Project intersects with the Core areas as defined by the ABPP but not the PotNR. The structures present within the battlefield including the Fredericksburg Substation and associated with the existing transmission line, Structures #2157/5398 through 2157/5405 and #2083/9, range in height from approximately 90 feet to 119 feet (Table 8; Appendix A).

Table 8 Summary of Structure Changes within the Battle of Fredericksburg I: Line #2083 Rebuild Project

Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
2157/5398	2,768.45	104	2083/1B	2,928.63	115
			2083/1C	3,037.22	115
			2083/1D	3,232.64	115
2157/5399	3,010.69	90	2083/2; 2ZZZ/3	3,482.30	115
2157/5400	3,415.12	97	2083/3; 2ZZZ/4	3,945.12	115



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
2157/5401	3,995.26	119	2083/4; 2ZZZ/5	4,380.88	115
2157/5402	4,555.24	114	2083/5; 2ZZZ/6	4,756.47	115
2157/5403	4,990.14	108	2083/6; 2ZZZ/7	4,967.84	115
2157/5404	5,175.77	115	2083/7; 2ZZZ/8	5,104.51	115
2157/5405	4,628.21	125	2083/8; 2ZZZ/9	4,719.14	115
2083/9	4,402.83	115	2083/9; 2ZZZ/10	4,402.83	115
Average Structure Height (ft)		110			115
Average Structure Height Change (ft)					5

The Battle of Fredericksburg I, within the limits of study for this Stage I, is largely developed with some areas of undeveloped wooded land. Where the battlefield borders the Rappahannock River, there are some areas that may retain integrity of setting. From the photo locations within the battlefield boundaries utilized during the site visit, the transmission line structures were visible from within the transmission line corridor and from Photo Locations 27 and 31 (see Figures 35 and 47; Appendix A). Based on preliminary design, the proposed structures associated with Line #2083/Line #2ZZZ, will measure 115 feet in height resulting in an average structure height change of 5 feet (see Table 8; Appendix A).

Viewshed modeling and visual simulations conducted for the Rebuild Project indicate that the proposed structures will be visible from within the transmission line corridor, where the transmission line crosses major roads, and from limited locations including OPs 19 and 21 (see Figure 35; Appendix C/OP19 and OP21). The Line #2083 Rebuild Project may also have limited visibility from points within the battlefield boundaries including from the campus of University of Mary Washington, Cowan Boulevard, Hospital Drive, and areas to the west of Sunken Road (Figures 83 and 84).

The proposed Rebuild Project would not be visible from OP18 (Figure 38; Appendix C/OP18). Additionally, large areas of the battlefield within 1.0 mile of the Line #2083Rebuild Project have diminished integrity due to modern residential and commercial development. Visibility of the Line #2083Rebuild Project outside of the existing transmission line corridor is limited, given the overall size of the battlefield resource. Visible locations are primarily within developed areas and along roadways. ***It is anticipated, therefore, due to the compromised integrity of the resource in the area of the Line #2083 Rebuild Project and limited areas of visibility, that the Rebuild Project will have a Minimal Visual Impact on the Fredericksburg Battlefield I (DHR #111-5295).***



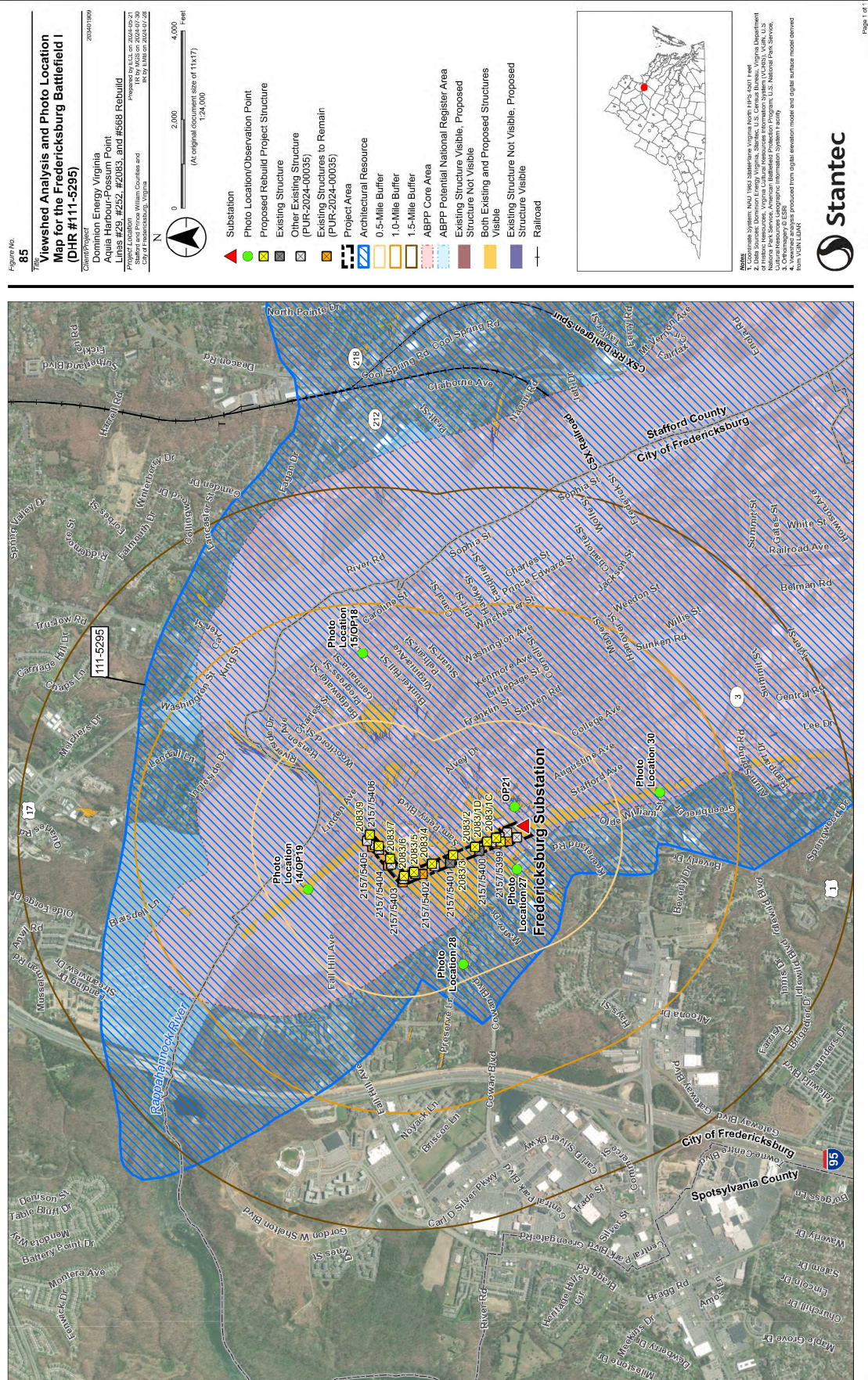
**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**



Figure 83 View of the Fredericksburg Battlefield I & II (DHR #111-5295 and #111-5296; Photo Location 31) at the Rappahannock River, View Looking Northeast.



Figure 84 View from the Fredericksburg Battlefield I & II (DHR #111-5295 and #111-5296; Photo Location 31), Looking North. Line #2083 Rebuild Project Transmission Line is Visible.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.5.4 Battle of Fredericksburg II (DHR #111-5296)

The Battle of Fredericksburg II took place on May 3, 1863, and pitted Confederate forces under Major General Jubal A. Early and Union forces under Major General John Sedgwick in battle. During the battle, the Union's 6th and 2nd Corps crossed the Rappahannock River and attacked the Confederate entrenchments on Marye's Heights, forcing the Confederates to withdraw and regroup to the west and southeast of town. The estimated casualties were 2,000 total and resulted in a Union victory. In 2007, DHR determined the Battle of Fredericksburg II potentially eligible for the NRHP (DHR Site Files).

The ABPP has designated approximately 12,649 acres of Study Area for the Fredericksburg II Battlefield (DHR Site Files; ABPP 2009). Of the 12,649 acres, 1,761 acres are located within 1.0 mile of the Line #2083 Rebuild Project which includes 1,036 acres of the battlefield's Core Area. There is no ABPP-defined PotNR within the analysis area. This battlefield overlaps with portions of these battlefields and historic districts:

- Chancellorsville Battlefield (DHR #088-5180)
- Bank's Ford/Salem Church Battlefield (DHR #088-5181)
- Battle of Fredericksburg I (DHR #111-5295)
- Fredericksburg Historic District (DHR #111-0132)
- Washington Avenue Historic District (DHR #111-5262)

3.5.4.1 Visual Effects Assessment

The Rebuild Project is wholly within the battlefield boundaries (see Figure 89; Appendix C). The structures present within the battlefield including the Fredericksburg Substation and associated with the existing transmission line, Structures #2157/5398 through 2157/5405 and #2083/9, range in height from approximately 90 feet to 119 feet (Table 9; Appendix A).

Table 9 Summary of Structure Changes within the Battle of Fredericksburg II: Line #2083 Rebuild Project

Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
2157/5398	2,768.45	104	2083/1B	2,928.63	115
			2083/1C	3,037.22	115
			2083/1D	3,232.64	115
2157/5399	3,010.69	90	2083/2; 2ZZZ/3	3,482.30	115
2157/5400	3,415.12	97	2083/3; 2ZZZ/4	3,945.12	115
2157/5401	3,995.26	119	2083/4; 2ZZZ/5	4,380.88	115
2157/5402	4,555.24	114	2083/5; 2ZZZ/6	4,756.47	115



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

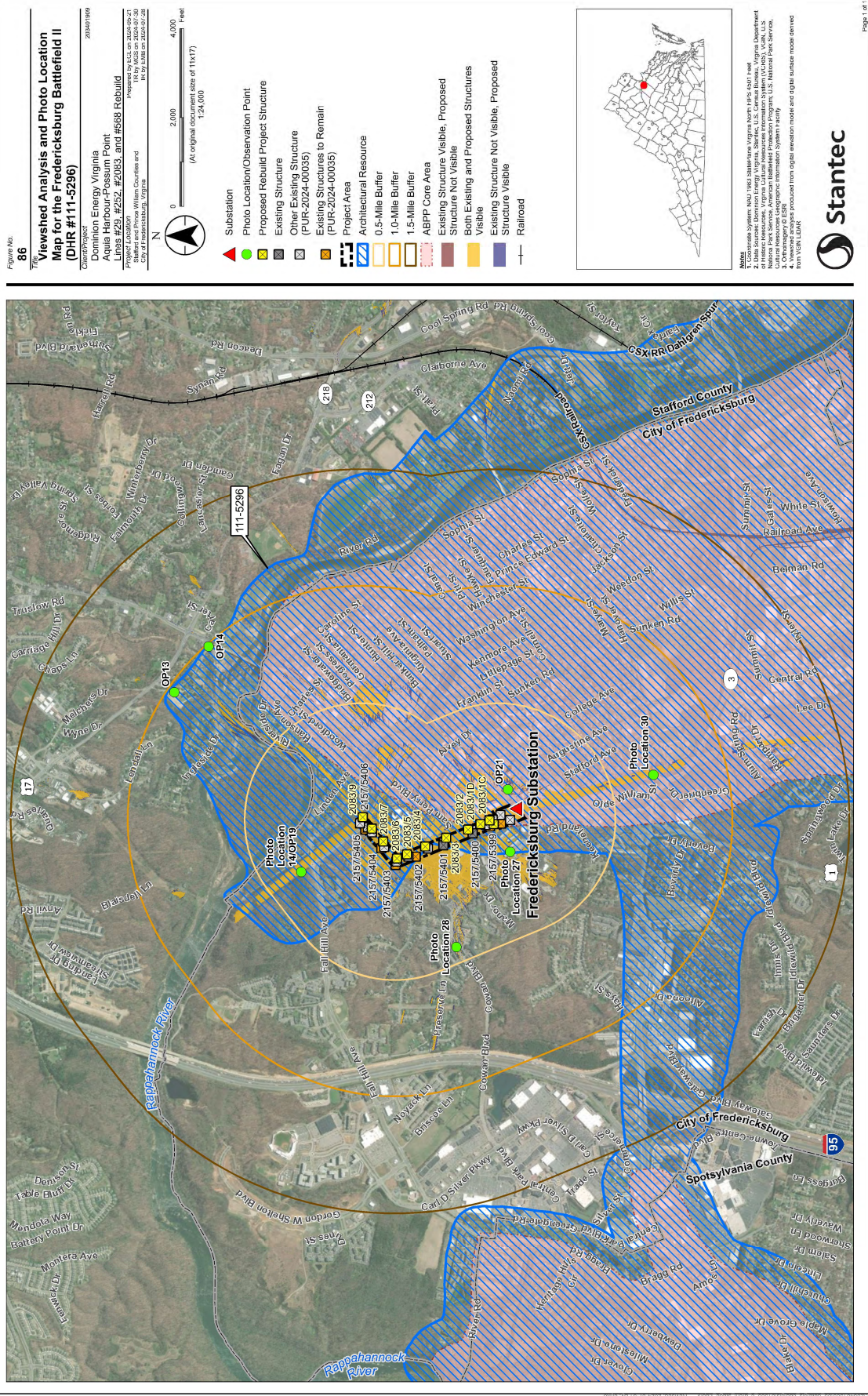
Existing Structures			Proposed Structures		
Number	Distance (ft)	Height (ft)	Number	Distance (ft)	Height (ft)
2157/5403	4,990.14	108	2083/6; 2ZZZ/7	4,967.84	115
2157/5404	5,175.77	115	2083/7; 2ZZZ/8	5,104.51	115
2157/5405	4,628.21	125	2083/8; 2ZZZ/9	4,719.14	115
2083/9	4,402.83	115	2083/9; 2ZZZ/10	4,402.83	115
Average Structure Height (ft)		110			115
Average Structure Height Change (ft)					5

The Battle of Fredericksburg II, within the limits of study for this Stage I, is largely developed with some areas of undeveloped wooded land. Where the battlefield borders the Rappahannock River, there are some areas that may retain integrity of setting. From the photo locations within the battlefield boundaries utilized during the site visit, the transmission line structures were visible from within the transmission line corridor and from Photo Locations 27 and 31 (see Figures 35 and 47). Based on preliminary design, the proposed structures associated with Line #2083/Line #2ZZZ, will measure 115 feet in height resulting in an average structure height change of 5 feet (see Table 9; Appendix A).

Viewshed modeling and visual simulations conducted for the Rebuild Project indicate that the proposed structures will be visible from within the transmission line corridor, where the transmission line crosses major roads, and from limited locations including OPs 19 and 21 (see Figure 35; Appendix C/OP19 and OP21). The Line #2083 Rebuild Project may also have limited visibility from points within the battlefield boundaries including from the campus of University of Mary Washington, Cowan Boulevard, Hospital Drive, and areas to the west of Sunken Road.

The proposed Rebuild Project would not be visible from OP 13 or OP 14 (Figure 38; Appendix C/OP13 and OP14). Based on preliminary design, the proposed structures associated with Line #2083/Line #2ZZZ, will measure 115 feet in height resulting in an average structure height change of 5 feet (see Table 9; Appendix A). Additionally, large areas of the battlefield within 1.0 mile of the Rebuild Project have diminished integrity due to residential and commercial development. Visibility of the Rebuild Project outside of the existing transmission line corridor is limited, given the overall size of the battlefield resource. Visible locations are primarily within developed areas and along roadways. It is anticipated, therefore, due to the compromised integrity of the resource in the area of the transmission line Rebuild Project and limited areas of visibility, that the Project will have **a Minimal Visual Impact on the Fredericksburg Battlefield II (DHR #111-5296)**.





**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

3.6 ARCHAEOLOGY RESOURCES – AQUIA HARBOUR-POSSUM POINT

Thirteen previously recorded archaeological resources are located either within or immediately adjacent to the Rebuild Project ROW (Table 10; Appendix D). Site 44PW1106. Intersected by the project ROW, has been determined eligible for listing in the NRHP and two resources have been determined not eligible for listing in the NRHP. The remaining 10 archaeological resources have not been evaluated for listing in the NRHP. ***It is recommended that the previously recorded archaeological sites be investigated and evaluated as appropriate during future investigations.***

Table 10 Previously Recorded Archaeological Resources Considered under the Stage I Pre-Application Guidelines

DHR #	Resource Name	NRHP Status	Closest Existing Structure #	Distance to Closest Structure (Feet)	Recommendation
44PW0386	Pre-Contact/ Unknown	Not Evaluated	252/5580; 29/1847	0	Investigate During Archaeological Survey
44PW0387	Pre-Contact/ Unknown	Not Evaluated	252/5581; 29/1848	230	Investigate During Archaeological Survey
44PW0392	Pre-Contact/ Unknown	Not Evaluated	252/5882;	145	Investigate During Archaeological Survey
44PW0439	Middle Archaic	Not Evaluated	252/5883;	0	Investigate During Archaeological Survey
44PW0442	Pre-Contact/ Unknown	Not Evaluated	29/1851	0	Investigate During Archaeological Survey
44PW1106	Late Archaic Period, Antebellum Period, Civil War, Reconstruction and Growth	DHR Determined Eligible in 2017	252/5562 29/1829	0	Investigate During Archaeological Survey
44PW1288	Late Archaic	Not Evaluated	252/5548 29/1815	0	Investigate During Archaeological Survey
44PW1665	World War I to World War II, The New Dominion	Not Evaluated	252/5564 29/183	0	Investigate During Archaeological Survey
44ST0003	Woodland	Not Evaluated	252/5524 29/1791	0	Investigate During Archaeological Survey
44ST0303	Pre-Contact/ Unknown 19th Century: 4th quarter, 20th Century: 1st half	Not Evaluated	252/5543 29/1810	330	Investigate During Archaeological Survey
44ST0375	Pre-Contact/ Unknown	Not Eligible	252/5540 29/1807	220	Investigate During Archaeological Survey
44ST0595	Late Archaic (, Middle Woodland	Not Eligible	252/5540 29/1807	182	Investigate During Archaeological Survey



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

DHR #	Resource Name	NRHP Status	Closest Existing Structure #	Distance to Closest Structure (Feet)	Recommendation
44ST1144	Pre-Contact/ Unknown	Not Evaluated	252/5546 29/1813	199	Investigate During Archaeological Survey
44ST1145	Pre-Contact/ Unknown	Not Evaluated	252/5546 29/1813	65	Investigate During Archaeological Survey

3.7 ARCHAEOLOGY RESOURCES LINE #2083

There are no previously recorded archaeological resources within the Rebuild Project ROW or immediately adjacent to the Rebuild Project.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

4.0 CONCLUSIONS

Stantec was retained by Dominion to conduct a Stage I Pre-Application Analysis for the rebuilding of its Aquia Harbour to Possum Point transmission corridor. The Project begins at the Aquia Substation in Stafford County, Virginia and extends north for 11.9 miles, terminating at the Possum Point switchyard, in Prince William County, Virginia.

The project comprises rebuilding, primarily within existing right-of-way or on Company-owned property, approximately 11.4 miles of 115 kilovolt (“kV”) Line #29 on double circuit monopole structures utilizing current 230 kV standards, between the Company’s existing Aquia Harbour Switching Station (“Aquia Harbour Station”) and Structure #252/5583 (#29/1857). The Company proposes to rebuild the 0.2-mile segment between Structure #252/5568 and Fuller Road Substation using an additional 50 feet of right-of-way. The Project will predominantly take place within the existing, cleared and maintained transmission line right-of-way; however, some additional ROW clearing may be needed in some areas. The Rebuild Project includes:

- (i) Removing approximately 0.6 mile of 115 kV Line #29 from Structure #252/5583 (#29/1857) to the Company’s existing Possum Point Station 115 kV switchyard.
- (ii) Rebuilding, entirely within existing right-of-way or on Company-owned property, approximately 11.4 miles of 230 kV Line #252 on double circuit monopole structures utilizing current 230 kV standards, between Aquia Harbour Station and Structure #252/5583 (#29/1857), and then 0.7 mile from Structure #252/5583 (#29/1857) to the Company’s existing Possum Point Station 230 kV switchyard. The Company proposes to rebuild the 0.2-mile segment between Structure #252/5568 (#29/1835) and Fuller Road Substation using an additional 50 feet of right-of-way.
- (iii) Relocating and rebuilding, entirely within existing right-of-way or on Company-owned property, approximately 6.8 miles of 500 kV Line #568 on single circuit monopole structures, between Aquia Harbour Station and Possum Point Station.
- (iv) Rebuilding, entirely within existing right-of-way or on Company-owned property, approximately 0.7 mile of 230 kV Line #2083 on double circuit monopole structures (with vacant arms) between the Company’s Fredericksburg Substation to Hospital Junction located within the City of Fredericksburg.
- (v) At Fuller Road Substation, (1) installing one 84 Megavolt-amperes (“MVA”) 230 kV-115 kV transformer and in-service spare; (2) installing a four-breaker 230 kV ring bus to interconnect with Line #252, creating new Line #2309 (Aquia Harbour-Fuller Road); and (3) uprating switches and other line equipment to 4000 Amperes (“A”).

(collectively, the “Rebuild Project”).



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

4.1 RECOMMENDATIONS - AQUIA HARBOUR-POSSUM POINT

4.1.1 Architectural Resources

Three individual architectural resources, three historic districts, and one Civil War battlefield were considered for visual effects for the proposed Aquia Harbour – Possum Point segment of the Rebuild Project (Appendix B). One resource, Aquia Church, is an NHL, three are listed in the NRHP, one is eligible for listing in the NRHP, and one has been determined potentially eligible for listing in the NRHP. Camp French, a Civil War period archaeological site listed in the NRHP is located within the analysis area but was not further considered for visual effects. The resources are further described below along with a discussion and recommendation of potential effects resulting from the Rebuild Project (Appendix B; Table 11).

Based on preliminary proposed structure heights, the proposed Line #2083 Rebuild Project will have No Visual Impact to Aquia Church (DHR #089-0008), Brent Cemetery (DHR #089-0069), and Chopawamsic Recreation Demonstration Area/ Prince William Forest Park Historic District (DHR #076-0299). The proposed Aquia Harbour to Possum Point Rebuild Project will have a Minimal Visual Impact on the Aquia Creek Quarry/Brent's Island (DHR #089-0103), Quantico Marine Corps Base Historic District (DHR #287-0010), Richmond Fredericksburg & Potomac Railroad and Historic District (DHR #076-0301/DHR #500-0001), and the Cockpit Point Battlefield (DHR #076-5842).

Table 11 Previously Recorded Architectural Resources Considered for the Stage I Pre-Application Process Aquia Harbour to Possum Point

DHR #	Resource Name	DHR/NRHP Status	Distance to Centerline (Feet)	Impact
076-0299	Chopawamsic Recreation Demonstration Area/ Prince William Forest Park Historic District	Listed in NRHP in 2012; Listed in VLR in 2010	2,730	None
076-0301/500-0001	Richmond, Fredericksburg & Potomac Railroad	Determined Potentially Eligible by DHR in 2016; Contributing to DHR #500-0001 (Determined Eligible for Listing in the NRHP by VDHR in 2018)	0	Minimal
076-5842	Cockpit Point Battlefield	Not Evaluated	0	Minimal
076-5313	Camp French (Historic)	Listed in NRHP and VLR in 2008	2,037	NA
089-0008	Aquia Church	Listed NRHP and VLR in 1969; NHL in 1991	4,017	None
089-0069	Brent Cemetery	Eligible by DHR in 1988	2,216	None
089-0103	Aquia Creek Quarry/Brent's Island	NRHP-Listed in 2007	1,698	Minimal



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

DHR #	Resource Name	DHR/NRHP Status	Distance to Centerline (Feet)	Impact
287-0010	Quantico Marine Corps Base Historic District	NRHP-Listed 2001	4,428	Minimal

4.1.2 Archaeological Resources

Thirteen previously recorded archaeological resources are located either within or immediately adjacent to the Rebuild Project ROW (Table 12; Appendix D). Site 44PW1106. Intersected by the project ROW, has been determined eligible for listing in the NRHP and two resources have been determined not eligible for listing in the NRHP. The remaining 10 archaeological resources have not been evaluated for listing in the NRHP. ***It is recommended that the previously recorded archaeological sites be investigated and evaluated as appropriate during future investigations.***

Table 12 Previously Recorded Archaeological Resources Considered under the Stage I Pre-Application Guidelines-Aquia Harbour-Possum Point

DHR #	Resource Name	NRHP Status	Closest Existing Structure #	Distance to Closest Structure (Feet)	Recommendation
44PW0386	Pre-Contact/ Unknown	Not Evaluated	252/5880; 29/1847	0	Investigate During Archaeological Survey
44PW0387	Pre-Contact/ Unknown	Not Evaluated	252/5881; 29/1848	230	Investigate During Archaeological Survey
44PW0392	Pre-Contact/ Unknown	Not Evaluated	252/5882;	145	Investigate During Archaeological Survey
44PW0439	Middle Archaic	Not Evaluated	252/5883;	0	Investigate During Archaeological Survey
44PW0442	Pre-Contact/Unknown	Not Evaluated	29/1851	0	Investigate During Archaeological Survey
44PW1106	Late Archaic Period, Antebellum Period, Civil War, Reconstruction and Growth	DHR Determined Eligible in 2017	252/5562 29/1829	0	Investigate During Archaeological Survey
44PW1288	Late Archaic	Not Evaluated	252/5548 29/1815	0	Investigate During Archaeological Survey
44PW1665	World War I to World War II, The New Dominion	Not Evaluated	252/5564 29/183	0	Investigate During Archaeological Survey
44ST0303	Pre-Contact/Unknown 19th Century: 4th quarter, 20th Century: 1st half	Not Evaluated	252/5543 29/1810	330	Investigate During Archaeological Survey



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

DHR #	Resource Name	NRHP Status	Closest Existing Structure #	Distance to Closest Structure (Feet)	Recommendation
44ST0375	Pre-Contact/Unknown	Not Eligible	252/5540 29/1807	220	Investigate During Archaeological Survey
44ST0595	Late Archaic (, Middle Woodland	Not Eligible	252/5540 29/1807	182	Investigate During Archaeological Survey
44ST1144	Pre-Contact/Unknown	Not Evaluated	252/5546 29/1813	199	Investigate During Archaeological Survey
44ST1145	Pre-Contact/Unknown	Not Evaluated	252/5546 29/1813	65	Investigate During Archaeological Survey

4.2 RECOMMENDATIONS - LINE #2083

4.2.1 Architectural Resources

Twelve individual architectural resources, four historic districts, and four battlefield resources are located within the analysis area for visual effects for the Line #2083 segment of the Rebuild Project (Appendix B). One NRHP-listed archaeological site (DHR #089-0006) is located within the analysis area but not within the Rebuild Project ROW and has been documented as destroyed. This resource was not considered for visual effects. Of the resources assessed for potential visual effects, there are four NHLs, 11 NRHP-listed resources, two NRHP-eligible resources, and two potentially NRHP-eligible resources (Table 13).

Based on preliminary proposed structure heights, the proposed Line #2083 Rebuild Project will have No Visual Impact to Brompton (DHR #111-0008), John Lewis House/Rowe House/War Hospital (DHR #111-0107), Carl's Frozen Custard Stand (DHR #111-5007), Fredericksburg City and Confederate Cemeteries (DHR #111-5265), Elmhurst (DHR #111-5267), Belmont/Gari Melchers Home (DHR #089-0022), James Monroe Law Office (DHR #111-0066), Eagle Tavern/Rising Sun Tavern (DHR #111-0088), Fredericksburg Historic District (DHR #111-0132), Washington Avenue Historic District (DHR #111-5262), Chancellorsville Battlefield (DHR #088-5180), and Falmouth Historic District (DHR #089-0067). The proposed Line # 2083 Rebuild Project will have a Minimal Visual Impact on the Kenmore Plantation/Millbrook (DHR #111-0047), Fall Hill (DHR #111-0149), Allman's Bar-B-Que (DHR #111-5473), Fredericksburg and Spotsylvania Battlefields National Military Park (DHR #111-0147), Battle of Fredericksburg I (DHR #111-5295), and Battle of Fredericksburg II (DHR #111-5296).

Table 13 Previously Recorded Architectural Resources Considered for the Stage I Pre-Application Process Line #2083

DHR #	Resource Name	DHR/NRHP Status	Distance to Centerline (Feet)	Impact
089-0006/ 44ST0007	Hunter's Iron Works	NRHP listed 1974 and VLR Listed 1973	3,250	NA
111-0008	Brompton	NRHP and VLR Listed 1979	4,447	None



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

DHR #	Resource Name	DHR/NRHP Status	Distance to Centerline (Feet)	Impact
111-0047	Kenmore Plantation/Millbrook	NRHP and VLR Listed 1969, NHL 1970;	4,606	Minimal
111-0107	John Lewis House/Rowe House/War Hospital	NRHP and VLR Listed 2008	5,112	None
111-0149	Fall Hill	NRHP and VLR Listed 1973	1,342	Minimal
111-5007	Carl's Frozen Custard Stand	VLR Listed 2000; NRHP Listed 2005	3,982	None
111-5265	Fredericksburg City and Confederate Cemeteries	VLR Listed 2018; NRHP Listed 2019	4,380	None
111-5267	Elmhurst	VLR Listed 2007; NRHP Listed 2008	3,626	None
111-5473	Allman's Bar-B-Que	Determined Eligible 2022 (DHR)	556	Minimal
089-0022	Belmont/Gari Melchers Home	NHL 1965, NRHP Listed 1966	4,068	None
111-0066	James Monroe Law Office	NHL 1966, NRHP Listed 1966, VLR Listed 1969	6,184	None
111-0088	Eagle Tavern/Rising Sun Tavern	NHL 1964, NRHP Listed 1966, VLR Listed 1969	6,103	None
111-0132	Fredericksburg Historic District	VLR and NRHP Listed 1971	5,132	None
111-0147	Fredericksburg and Spotsylvania Battlefields National Military Park	VLR Listed 1973; NRHP Listed 1966; expanded boundaries 2018	1,539	Minimal
111-5262	Washington Avenue Historic District	VLR Listed 2001; NRHP Listed 2002	3,864	None
088-5180	Chancellorsville Battlefield	DHR Eligible 2022	2,617	None
088-5181	Bank's Ford/Salem Church Battlefield	DHR Eligible 2022	0	Minimal
111-5295	Battle of Fredericksburg I	DHR Potentially Eligible 2017	0	Minimal
111-5296	Battle of Fredericksburg II	DHR Potentially Eligible 2007	0	Minimal
089-0067	Falmouth Historic District	Listed VLR 1967; NRHP 1970	4,331	None



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

4.2.2 Archaeological Resources

There are no previously recorded archaeological resources located within or immediately adjacent to the ROW.



**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

5.0 REFERENCES

Advisory Council for Historic Preservation (ACHP)

2000 36 CFR 800: Part 800- Protection of Historic and Cultural Properties. Federal Register, September 2, Washington, D.C.

United States Department of the Interior (Interagency Resources Division)

1981 *Department of the Interior's Regulations, 36 CFR Part 60: National Register of Historic Places.* Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C.

1983 *Department of the Interior, Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines.* Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C.

1991 How to Apply the National Register Criteria of Evaluation. *National Register Bulletin 15.* Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C.

Virginia Department of Historic Resources (VDHR)

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

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**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

APPENDIX

**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

**Appendix A EXISTING AND PROPOSED STRUCTURE HEIGHTS
AND STRUCTURE DETAILS**



Table A.1 – Existing and Proposed Structure Height Tables

General Structures Description: The existing 29/252 structures are generally weathering steel lattice towers up until 252/5583, 29/1850, where they become wooden H-frame structures. Exceptions include the backbone structures (252/5517, 29/1785, 252/5537A, and 2078/10). The prosed 230kV structures will be weathering steel monopoles. The existing 568 are all galvanized steel lattice towers and the proposed towers will be weathering steel monopoles.

Existing Line 252/29							Line 568				
Existing Structures				Proposed Structures			Existing Structures			Proposed Structures	
Structure Number	Height (ft.)	Structure Type	Height (ft)	Structure Number	Height (ft)	Structure Type	Structure Number	Height (ft.)	Structure Type	Height (ft)	Structure Type
Circuit 1	Circuit 2	Circuit 1	Circuit 2	Circuit 1	Circuit 2	Circuit 1	Circuit 1	Circuit 2	Circuit 1	Circuit 2	Circuit 1
Aquia Harbour Switching Station											
252/5517	29/1784	95	Galvanized Steel Backbone	2309/5517	2297/1784	95	Galvanized Steel Backbone*				
252/5518	29/1785	107.5	Weathering Steel Lattice Tower	2309/5518	2297/1785	100	Weathering Steel H-Frame	2XXX/115	2YYY/118	100	Weathering Steel H-Frame
252/5519	29/1786	106	Weathering Steel Lattice Tower	2309/5519	2297/1786	120	Weathering Steel Monopole	2XXX/116	2YYY/119	120	Weathering Steel Monopole
252/5520	29/1787	126	Weathering Steel Lattice Tower	2309/5520	2297/1787	125	Weathering Steel Monopole	2XXX/117	2YYY/120	125	Weathering Steel Monopole
-	-	-	None	2309/5520A	2297/1787A	120	Weathering Steel Monopole	2XXX/118	2YYY/121	120	Weathering Steel Monopole
252/5521	29/1788	117	Weathering Steel Lattice Tower	2309/5521	2297/1788	95	Weathering Steel Monopole	2XXX/119	2YYY/122	100	Weathering Steel Monopole
-	-	-	None	2309/5521A	2297/1788A	120	Weathering Steel Monopole	2XXX/120	2YYY/123	125	Weathering Steel Monopole
252/5522	29/1789	131	Weathering Steel Lattice Tower	2309/5522	2297/1789	130	Weathering Steel Monopole	2XXX/121	2YYY/124	130	Weathering Steel Monopole
252/5523	29/1790	144.5	Weathering Steel Lattice Tower	2309/5523	2297/1790	125	Weathering Steel Monopole	2XXX/122	2YYY/125	125	Weathering Steel Monopole
-	-	-	None	2309/5523A	2297/1790A	125	Weathering Steel Monopole	2XXX/123	2YYY/126	125	Weathering Steel Monopole
252/5524	29/1791	105.5	Weathering Steel Lattice Tower	2309/5524	2297/1791	100	Weathering Steel Monopole	2XXX/124	2YYY/127	115	Weathering Steel Monopole
-	-	-	None	2309/5524A	2297/1791A	125	Weathering Steel Monopole	2XXX/125	2YYY/128	125	Weathering Steel Monopole
252/5525	29/1792	142	Weathering Steel Lattice Tower	2309/5525	2297/1792	155	Weathering Steel Monopole	2XXX/126	2YYY/129	155	Weathering Steel Monopole
252/5526	29/1793	110.5	Weathering Steel Lattice Tower	2309/5526	2297/1793	135	Weathering Steel Monopole	2XXX/127	2YYY/130	135	Weathering Steel Monopole
252/5527	29/1794	107.5	Weathering Steel Lattice Tower	2309/5527	2297/1794	145	Weathering Steel Monopole	2XXX/128	2YYY/131	135	Weathering Steel Monopole

A.1

STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

Existing Line 252/29										Line 568									
Existing Structures					Proposed Structures					Existing Structures					Proposed Structures				
Structure Number	Height (ft.)	Structure Type	Structure Number	Height (ft)	Structure Type	Structure Number	Height (ft)	Structure Type	Structure Number	Height (ft)	Structure Type	Structure Number	Height (ft)	Structure Type	Structure Number	Height (ft)	Structure Type		
252/5528	29/1795	106	Weathering Steel Lattice Tower	2309/5528	2297/1795	120	Weathering Steel Monopole	2XXX/129	2YYY/132	120	Weathering Steel Monopole	568/66	96.5	Galvanized Steel Lattice Tower	568/66	185	Weathering Steel Monopole		
-	-	-	None	2309/5528A	2297/1795A	120	Weathering Steel Monopole	2XXX/130	2YYY/133	125	Weathering Steel Monopole								
252/5529	29/1796	106	Weathering Steel Lattice Tower	2309/5529	2297/1796	100	Weathering Steel Monopole	2XXX/131	2YYY/134	100	Weathering Steel Monopole	568/65	97.5	Galvanized Steel Lattice Tower	568/65	175	Weathering Steel Monopole		
-	-	-	None	2309/5529A	2297/1796A	135	Weathering Steel Monopole	2XXX/132	2YYY/135	135	Weathering Steel Monopole								
252/5530	29/1797	127	Weathering Steel Lattice Tower	2309/5530	2297/1797	105	Weathering Steel Monopole	2XXX/133	2YYY/136	105	Weathering Steel Monopole	568/64	127	Galvanized Steel Lattice Tower	568/64	180	Weathering Steel Monopole		
-	-	-	None	2309/5530A	2297/1797A	120	Weathering Steel Monopole	2XXX/134	2YYY/137	125	Weathering Steel Monopole								
252/5531	29/1792	142	Weathering Steel Lattice Tower	2309/5531	2297/1798	140	Weathering Steel Monopole	2XXX/135	2YYY/138	140	Weathering Steel Monopole	568/63	122.5	Galvanized Steel Lattice Tower	568/63	195	Weathering Steel Monopole		
-	-	-	None	2309/5531A	2297/1798A	130	Weathering Steel Monopole	2XXX/136	2YYY/139	130	Weathering Steel Monopole								
252/5532	29/1799	117	Weathering Steel Lattice Tower	2309/5532	2297/1799	110	Weathering Steel Monopole	2XXX/137	2YYY/140	115	Weathering Steel Monopole	568/62	139	Galvanized Steel Lattice Tower	568/62	195	Weathering Steel Monopole		
-	-	-	None	2309/5532A	2297/1799A	125	Weathering Steel Monopole	2XXX/138	2YYY/141	125	Weathering Steel Monopole								
252/5533	29/1800	124.5	Weathering Steel Lattice Tower	2309/5533	2297/1800	110	Weathering Steel Monopole	2XXX/139	2YYY/142	115	Weathering Steel Monopole	568/61	123	Galvanized Steel Lattice Tower	568/61	195	Weathering Steel Monopole		
252/5534	29/1801	106.5	Weathering Steel Lattice Tower	2309/5534	2297/1801	115	Weathering Steel Monopole	2XXX/140	2YYY/143	115	Weathering Steel Monopole	568/60	122.5	Galvanized Steel Lattice Tower	568/60	185	Weathering Steel Monopole		
-	-	-	None	2309/5534A	2297/1801A	120	Weathering Steel Monopole	2XXX/141	2YYY/144	120	Weathering Steel Monopole								
252/5535	29/1802	133	Weathering Steel Lattice Tower	2309/5535	2297/1802	135	Weathering Steel Monopole	2XXX/142	2YYY/145	135	Weathering Steel Monopole	568/59	113.5	Galvanized Steel Lattice Tower	568/59	180	Weathering Steel Monopole		
252/5536	29/1803	112	Weathering Steel Lattice Tower	2309/5536	2297/1803	130	Weathering Steel Monopole	2XXX/143	2YYY/146	135	Weathering Steel Monopole	568/58	109.5	Galvanized Steel Lattice Tower	568/58	190	Weathering Steel Monopole		
-	-	-	None	2309/5536A	2297/1803A	135	Weathering Steel Monopole	2XXX/144	2YYY/147	130	Weathering Steel Monopole								
252/5537	29/1804	106.5	Weathering Steel Lattice Tower	2309/5537	2297/1804	110	Weathering Steel Monopole	2XXX/145	2YYY/148	110	Weathering Steel Monopole	568/57	117.5	Galvanized Steel Lattice Tower	568/57	195	Weathering Steel Monopole		
-	-	-	None	2309/5537A	2297/1804A	120	Weathering Steel Monopole	2XXX/146	2YYY/149	115	Weathering Steel Monopole								
Aquia Substation																			
252/5537A		70	Galvanized Steel	2309/5537B		70	Galvanized Steel												



A.2

STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

Existing Line 252/29					New 230 kV Lines (No Existing)					Line 568				
Existing Structures			Proposed Structures			Proposed Structures			Structure Type	Existing Structures			Proposed Structures	
Structure Number	Height (ft.)	Structure Type	Structure Number	Height (ft.)	Structure Type	Structure Number	Height (ft.)	Structure Type		Structure Number	Height (ft.)	Structure Type	Structure Number	Height (ft.)
Circuit 1	Circuit 2		Circuit 1	Circuit 2		Circuit 1	Circuit 2			Structure Number	Height (ft.)	Structure Type	Structure Number	Height (ft.)
-	-	None	2297/1804B	-	Weathering Steel Monopole	2XXX/147	2YYY/150	Weathering Steel Monopole		568/56	113	Galvanized Steel Lattice Tower	568/56	175
-	-	None	2297/1804D	-	Weathering Steel Monopole	2XXX/148	2YYY/151	Weathering Steel Monopole		568/55	98	Galvanized Steel Lattice Tower	568/55	185
252/5538	29/1805	Weathering Steel Lattice Tower	2309/5538	2297/1805	Weathering Steel Monopole	2XXX/149	2YYY/152	Weathering Steel Monopole		568/54	93	Galvanized Steel Lattice Tower	568/54	160
252/5539	29/1806	Weathering Steel Lattice Tower	2309/5539	2297/1806	Weathering Steel Monopole	2XXX/150	2YYY/153	Weathering Steel Monopole		568/53	106	Galvanized Steel Lattice Tower	568/53	160
252/5540	29/1807	Weathering Steel Lattice Tower	2309/5540	2297/1807	Weathering Steel Monopole	2XXX/151	2YYY/154	Weathering Steel Monopole		568/52	120	Galvanized Steel Lattice Tower	568/52	160
252/5541	29/1808	Weathering Steel Lattice Tower	2309/5541	2297/1808	Weathering Steel Monopole	2XXX/152	2YYY/155	Weathering Steel Monopole		568/51	118	Galvanized Steel Lattice Tower	568/51	180
252/5542	29/1809	Weathering Steel Lattice Tower	2309/5542	2297/1809	Weathering Steel Monopole	2XXX/153	2YYY/156	Weathering Steel Monopole						
252/5543	29/1810	Weathering Steel Lattice Tower	2309/5543	2297/1810	Weathering Steel Monopole	2XXX/154	2YYY/157	Weathering Steel Monopole		568/50	116.5	Galvanized Steel Lattice Tower	568/50	195
-	-	None	2309/5543A	2297/1810A	Weathering Steel Monopole	2XXX/155	2YYY/158	Weathering Steel Monopole		568/49	109	Galvanized Steel Lattice Tower	568/49	180
252/5544	29/1811	Weathering Steel Lattice Tower	2309/5544	2297/1811	Weathering Steel Monopole	2XXX/156	2YYY/159	Weathering Steel Monopole		568/48	108.5	Galvanized Steel Lattice Tower	568/48	175
252/5545	29/1812	Weathering Steel Lattice Tower	2309/5545	2297/1812	Weathering Steel Monopole	2XXX/157	2YYY/160	Weathering Steel Monopole						
252/5546	29/1813	Weathering Steel Lattice Tower	2309/5546	2297/1813	Weathering Steel Monopole	2XXX/158	2YYY/161	Weathering Steel Monopole		568/47	93	Galvanized Steel Lattice Tower	568/47	165
-	-	None	2309/5546A	2297/1813A	Weathering Steel Monopole	2XXX/159	2YYY/162	Weathering Steel Monopole		568/46	122	Galvanized Steel Lattice Tower	568/46	180
252/5547	29/1814	Weathering Steel Lattice Tower	2309/5547	2297/1814	Weathering Steel Monopole	2XXX/160	2YYY/163	Weathering Steel Monopole						
252/5548	29/1815	Weathering Steel Lattice Tower	2309/5548	2297/1815	Weathering Steel Monopole	2XXX/161	2YYY/164	Weathering Steel Monopole		568/45	107	Galvanized Steel Lattice Tower	568/45	170
-	-	None	2309/5548A	2297/1815A	Weathering Steel Monopole	2XXX/162	2YYY/165	Weathering Steel Monopole						
252/5549	29/1816	Weathering Steel Lattice Tower	2309/5549	2297/1816	Weathering Steel Monopole									
-	-	None	2309/5549A	2297/1816A	Weathering Steel Monopole									



STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

Existing Line 252/29				Existing Line 568			
Existing Structures		Proposed Structures		Existing Structures		Proposed Structures	
Structure Number Circuit 1	Height (ft.)	Structure Type	Structure Number Circuit 2	Height (ft.)	Structure Type	Structure Number	Height (ft.)
252/5550	137	Weathering Steel Lattice Tower	2309/5550	2297/1817	Weathering Steel Monopole	568/44	127.5
252/5551	165	Weathering Steel Lattice Tower	2309/5551	2297/1818	Weathering Steel Monopole	568/43	97
252/5552	136.5	Weathering Steel Lattice Tower	2309/5552	2297/1819	Weathering Steel Monopole	568/42	96.5
-	-	None	2309/5552A	2297/1819A	Weathering Steel Monopole		
252/5553	111	Weathering Steel Lattice Tower	2309/5553	2297/1820	Weathering Steel Monopole		
252/5554	113.5	Weathering Steel Lattice Tower	2309/5554	2297/1821	Weathering Steel Monopole	568/41	96.5
-	-	None	2309/5554A	2297/1821A	Weathering Steel Monopole	568/40	111
252/5555	110	Weathering Steel Lattice Tower	2309/5555	2297/1822	Weathering Steel Monopole		
252/5556	73.5	Weathering Steel 3-Pole Tower	2309/5556	2297/1823	Weathering Steel 2-Pole	568/39	157.5
					Weathering Steel Monopole	568/38	159

Existing Line 252/29				New 230 kV Lines (No Existing)			
Existing Structures		Proposed Structures		Structure Number Circuit 1		Height (ft.)	
Structure Number Circuit 1	Height (ft.)	Structure Type	Structure Number Circuit 2	Structure Number Circuit 1	Structure Number Circuit 2	Structure Type	Structure Type
Cemetery Junction							
-	-	None	2309/5556A	2297/1823A	2297/1823A	Weathering Steel Monopole	Weathering Steel Monopole
252/5557	122	Weathering Steel Lattice Tower	2309/5557	2297/1824	2297/1824	Weathering Steel Monopole	Weathering Steel Monopole
252/5558	112.5	Weathering Steel Lattice Tower	2309/5558	2297/1825	2297/1825	Weathering Steel Monopole	Weathering Steel Monopole
252/5559	142	Weathering Steel Lattice Tower	2309/5559	2297/1826	2297/1826	Weathering Steel Monopole	Weathering Steel Monopole
-	-	None	2309/5559A	2297/1826A	2297/1826A	Weathering Steel Monopole	Weathering Steel Monopole
252/5560	144	Weathering Steel Lattice Tower	2309/5560	2297/1827	2297/1827	Weathering Steel Monopole	Weathering Steel Monopole



A.4

STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

Existing Line 252/29					New 230 kV Lines (No Existing)				
Existing Structures			Proposed Structures			Proposed Structures			Structure Type
Structure Number Circuit 1	Structure Number Circuit 2	Height (ft.)	Structure Type	Structure Number Circuit 1	Structure Number Circuit 2	Height (ft)	Structure Number Circuit 1	Structure Number Circuit 2	
-	-	-	None	2309/5560A	2297/1827A	140	2XXX/178	2YYY/181	Weathering Steel Monopole
252/5561	29/1828	141.5	Weathering Steel Lattice Tower	2309/5561	2297/1828	140	2XXX/179	2YYY/182	Weathering Steel Monopole
252/5562	29/1829	108.5	Weathering Steel Lattice Tower	2309/5562	2297/1829	120	2XXX/180	2YYY/183	Weathering Steel Monopole
252/5563	29/1830	106.5	Weathering Steel Lattice Tower	2309/5563	2297/1830	125	2XXX/181	2YYY/184	Weathering Steel Monopole
252/5564	29/1831	106.5	Weathering Steel Lattice Tower	2309/5564	2297/1831	120	2XXX/182	2YYY/185	Weathering Steel Monopole
252/5565	29/1832	112.5	Weathering Steel Lattice Tower	2309/5565	2297/1832	105	2XXX/183	2YYY/186	Weathering Steel Monopole
-	-	-	None	2309/5565A	2297/1832A	140	2XXX/184	2YYY/187	Weathering Steel Monopole
-	-	-	None	2309/5565B	2297/1832B	125			
252/5566	29/1833	129	Weathering Steel Lattice Tower	2309/5566	2297/1833	145	2XXX/185	2YYY/188	Weathering Steel Monopole
Fuller Road Substation									
252/5566A	-	76.5	Galvanized Steel Backbone	2309/5566A	2297/1833A	95	2XXX/186	2YYY/189	Galvanized Steel Backbone
252/5567	29/1834	110.5	Weathering Steel Lattice Tower	252/5567	2297/1834	185	2XXX/187	2YYY/190	Weathering Steel Monopole
252/5568	29/1835	106.5	Weathering Steel Lattice Tower	252/5568	2297/1835	115	2XXX/188	2YYY/191	Weathering Steel 2-Pole
252/5569	29/1836	111	Weathering Steel Lattice Tower	252/5569	2297/1836	90	2XXX/189	2YYY/192	Weathering Steel Monopole
-	-	-	None	252/5569A	2297/1836A	125	2XXX/190	2YYY/193	Weathering Steel Monopole
252/5570	29/1837	111.5	Weathering Steel Lattice Tower	252/5570	2297/1837	115	2XXX/191	2YYY/194	Weathering Steel Monopole
252/5571	29/1838	109.5	Weathering Steel Lattice Tower	252/5571	2297/1838	110	2XXX/192	2YYY/195	Weathering Steel Monopole
-	-	-	None	252/5571A	2297/1838A	145	2XXX/193	2YYY/196	Weathering Steel Monopole
252/5572	29/1839	109	Weathering Steel Lattice Tower	252/5572	2297/1839	110	2XXX/194	2YYY/197	Weathering Steel Monopole
252/5573	29/1840	106.5	Weathering Steel Lattice Tower	252/5573	2297/1840	100	2XXX/195	2YYY/198	Weathering Steel Monopole



STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

Existing Line 252/29					New 230 kV Lines (No Existing)				
Existing Structures			Proposed Structures		Proposed Structures				Structure Type
Structure Number Circuit 1	Structure Number Circuit 2	Height (ft.)	Structure Type	Height (ft)	Structure Number Circuit 1	Structure Number Circuit 2	Height (ft)	Structure Type	
-	-	-	None	140	2XXX/196	2YYY/199	145	Weathering Steel Monopole	
252/5574	29/1841	107	Weathering Steel Lattice Tower	120	2XXX/197	2YYY/200	120	Weathering Steel Monopole	
252/5575	29/1842	119	Weathering Steel Lattice Tower	125	2XXX/198	2YYY/201	115	Weathering Steel Monopole	
-	-	-	None	100	2XXX/199	2YYY/202	105	Weathering Steel Monopole	
252/5576	29/1843	146	Weathering Steel Lattice Tower	105	2XXX/200	2YYY/203	100	Weathering Steel Monopole	
252/5577	29/1844	106.5	Weathering Steel Lattice Tower	115	2XXX/201	2YYY/204	120	Weathering Steel Monopole	
-	-	-	None	115	2XXX/202	2YYY/205	115	Weathering Steel Monopole	
252/5578	29/1845	141.5	DC Tower: Weathering Steel	140	2XXX/203	2YYY/206	140	Weathering Steel Monopole	
252/5579	29/1846	141.5	Weathering Steel	140	2XXX/204	2YYY/207	140	Weathering Steel Monopole	
252/5580	29/1847	116.5	Weathering Steel Lattice Tower	125	2XXX/205	2YYY/208	125	Weathering Steel 2-Pole	
252/5581	29/1848	146.5	Weathering Steel Lattice Tower	120	2XXX/206	2YYY/209	125	Weathering Steel Monopole	
-	-	-	None	125	2XXX/207	2YYY/210	125	Weathering Steel Monopole	
252/5582	29/1849	143.5	Weathering Steel Lattice Tower	120	2XXX/208	2YYY/211	120	Weathering Steel Monopole	
252/5583	29/1850	116.5	Weathering Steel Lattice Tower	105	2XXX/209	2YYY/212	105	Weathering Steel Monopole	

Existing Line 29					Existing Line 252				
Existing Structures			Proposed Structures		Existing Structures				Structure Type
Structure Number Circuit 1	Structure Number Circuit 2	Height (ft.)	Structure Type	Height (ft)	Structure Number Circuit 1	Structure Number Circuit 2	Height (ft.)	Structure Type	
29/1851	-	56	Wooden H-Frame	105	252/5584	-	73.5	H-Frame; Weathering Steel	Weathering Steel Monopole
29/1852	-	66	Wooden H-Frame	105	252/5585	-	80	H-Frame; Wood	Weathering Steel Monopole

STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA

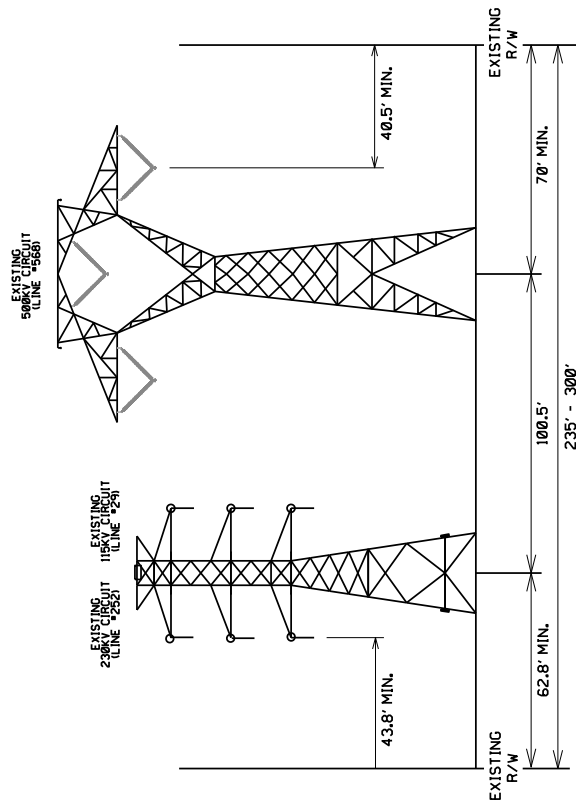
Existing Line 29				Existing Line 252			
Existing Structures		Proposed Structures		Existing Structures		Proposed Structures	
Structure Number	Height (ft.)	Structure Type	Height (ft.)	Structure Number	Height (ft.)	Structure Number	Height (ft.)
Circuit 1	Circuit 2			Circuit 1	Circuit 2	Circuit 1	Circuit 2
29/1853	-	Wooden H-Frame	68	252/5587	-	Weathering Steel Monopole	74
29/1854	-	Wooden H-Frame	56	252/5588	-	Weathering Steel Monopole	121
-	-	None	-	-	2078/10	Galvanized Steel Backbone	-
-	-	None	-	-	-	252/5588	2078/10
-	-	None	-	-	-	252/5588	2078/10
-	-	None	-	-	-	252/5588	2078/10
-	-	None	-	-	-	252/5588	2078/10

Line 2083				Proposed Structures			
Existing Structures		Proposed Structures		Existing Structures		Proposed Structures	
Structure Number	Height (ft.)	Structure Type	Height (ft.)	Structure Number	Height (ft.)	Structure Number	Height (ft.)
Circuit 1	Circuit 2			Circuit 1	Circuit 2	Circuit 1	Circuit 2
Fredericksburg Substation							
2083/1A	2090/1A			2080/1A	2090/1A		N/A
-	-	N/A	N/A	2083/1B	-	115	Weathering Steel Monopole
-	-	N/A	N/A	2083/1C	-	115	Weathering Steel Monopole
-	-	N/A	N/A	2083/1D	-	115	Weathering Steel Monopole
-	-	N/A	N/A	2083/2	2222/3	115	Weathering Steel Monopole
-	-	N/A	N/A	2083/3	2222/4	120	Weathering Steel Monopole
-	-	N/A	N/A	2083/4	2222/5	100	Weathering Steel Monopole
-	-	N/A	N/A	2083/5	2222/6	105	Weathering Steel Monopole
-	-	N/A	N/A	2083/6	2222/7	100	Weathering Steel Monopole
-	-	N/A	N/A	2083/7	2222/8	110	Weathering Steel Monopole
-	-	N/A	N/A	2083/8	2222/9	115	Weathering Steel Monopole
2157/5406	2083/9	115		2083/9	2222/10	115	Weathering Steel Monopole

ATTACHMENT II.A.5.a

LINE #29 FREDERICKSBURG - POSSUM POINT
LINE #252 AQUIA HARBOUR - POSSUM POINT
LINE #568 LADYSMITH - POSSUM POINT

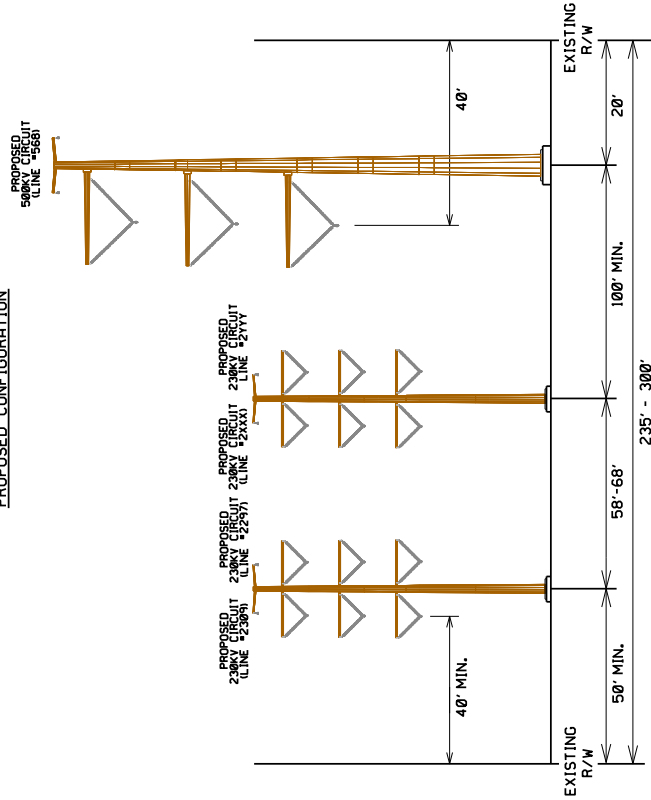
EXISTING CONFIGURATION



TYPICAL ROW LOOKING TOWARDS POSSUM POINT
FROM EXISTING STR 252/5517 (29/1784) TO 252/5555 (29/1822)
& FROM EXISTING STR 568/75 TO 568/34

LINE #2309 AQUIA HARBOUR - FULLER ROAD
LINE #2297 SPARTAN - POSSUM POINT
LINE #568 LADYSMITH - POSSUM POINT

PROPOSED CONFIGURATION



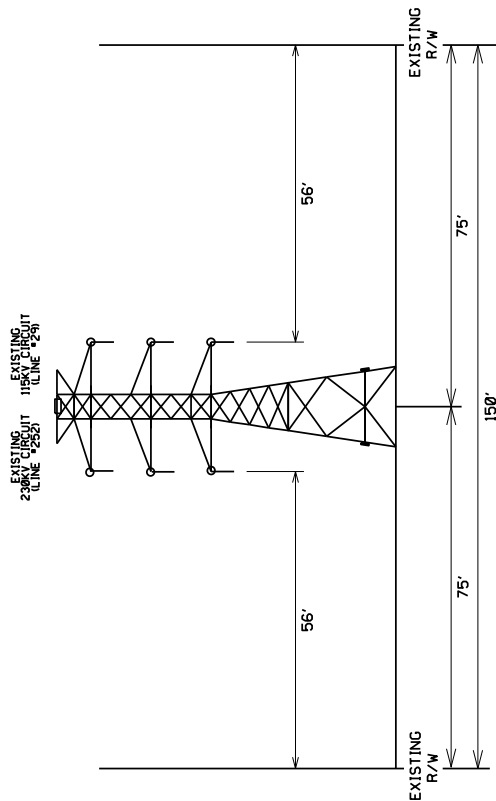
TYPICAL ROW LOOKING TOWARDS POSSUM POINT

NOTE: INFORMATION CONTAINED ON DRAWING IS CONSIDERED PRELIMINARY IN NATURE AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

ATTACHMENT II.A.5.b

LINE #29, FREDERICKSBURG - POSSUM POINT
LINE #252 AQUIA HARBOUR - POSSUM POINT

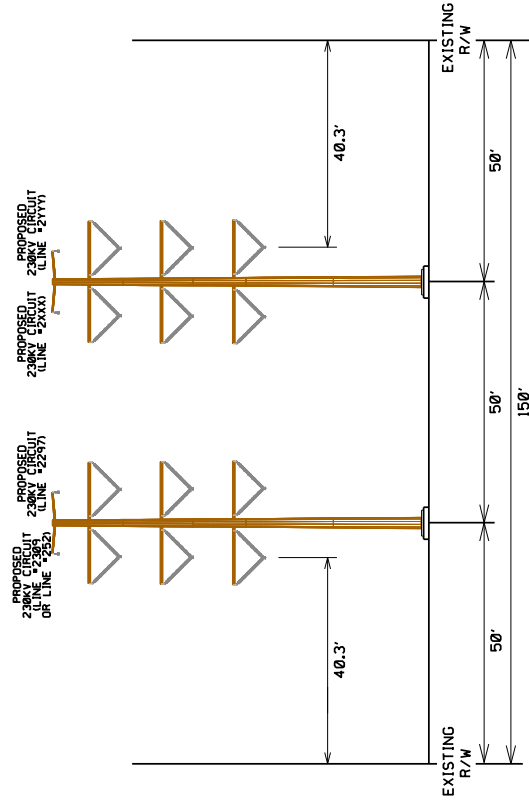
EXISTING CONFIGURATION



TYPICAL ROW LOOKING TOWARDS POSSUM POINT
FROM 252/5557 (29/1824) TO 252/5583 (29/1850)

LINE #2309 AQUIA HARBOUR - FULLER ROAD
LINE #252 FULLER ROAD - POSSUM POINT
LINE #2297 SPARTAN - POSSUM POINT

PROPOSED CONFIGURATION



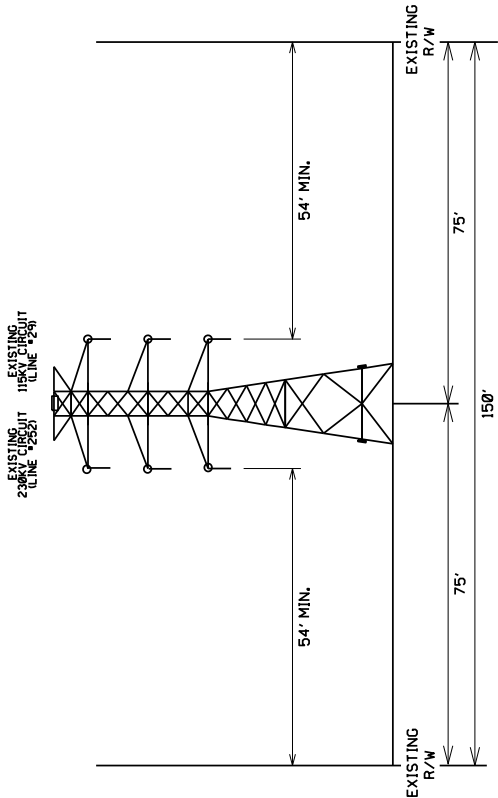
TYPICAL ROW LOOKING TOWARDS POSSUM POINT
FROM 2309/5557 (2297/1824) TO 252/5583 (2297/1850)
FROM 2XXX/173 (2111/176) TO 2XXX/209 (2111/212)

NOTE: INFORMATION CONTAINED ON DRAWING IS CONSIDERED PRELIMINARY IN NATURE AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

ATTACHMENT II.A.5.b

LINE #29, FREDERICKSBURG - POSSUM POINT
LINE #252 AQUIA HARBOUR - POSSUM POINT

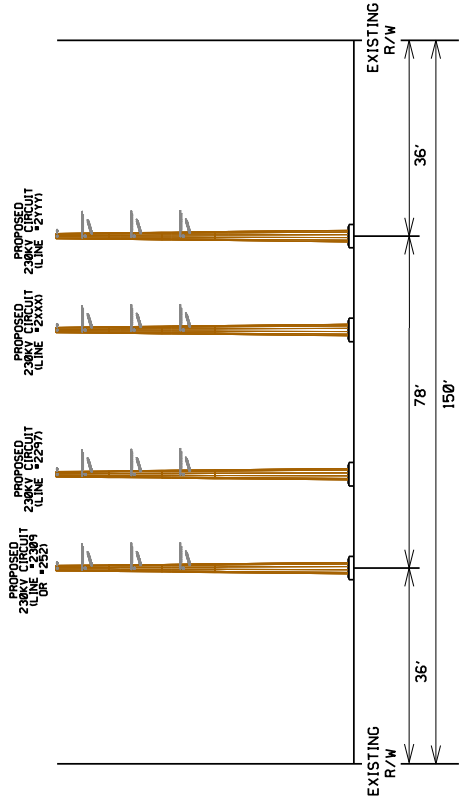
EXISTING CONFIGURATION



TYPICAL ROW LOOKING TOWARDS POSSUM POINT
252/5557 (29/1824), 252/5568 (29/1835), 252/5580 (29/1847)

LINE #2309 AQUIA HARBOUR - FULLER ROAD
LINE #252 FULLER ROAD - POSSUM POINT
LINE #2297 SPARTAN - POSSUM POINT

PROPOSED CONFIGURATION



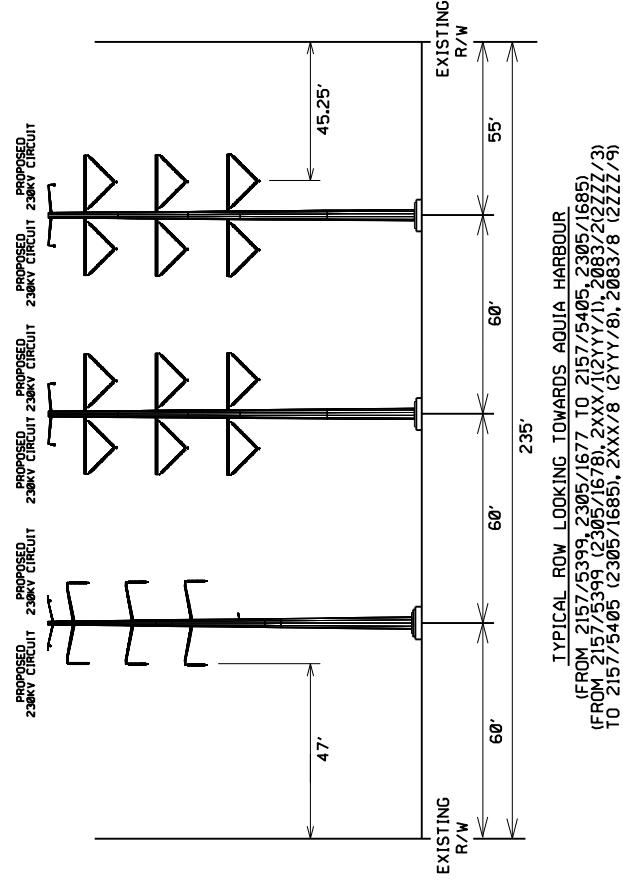
TYPICAL ROW LOOKING TOWARDS POSSUM POINT

NOTE: INFORMATION CONTAINED ON DRAWING IS CONSIDERED PRELIMINARY IN NATURE AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

ATTACHMENT II.A.5.d

LINE #2157 FREDERICKSBURG - CRANES CORNER
LINE #2157 FREDERICKSBURG - AQUIA HARBOUR
LINE #2083 FREDERICKSBURG - POSSUM POINT
LINE #2083 FREDERICKSBURG - BIRCHWOOD
LINE #2157 FREDERICKSBURG - AQUIA HARBOUR
LINE #2277 FREDERICKSBURG - BIRCHWOOD

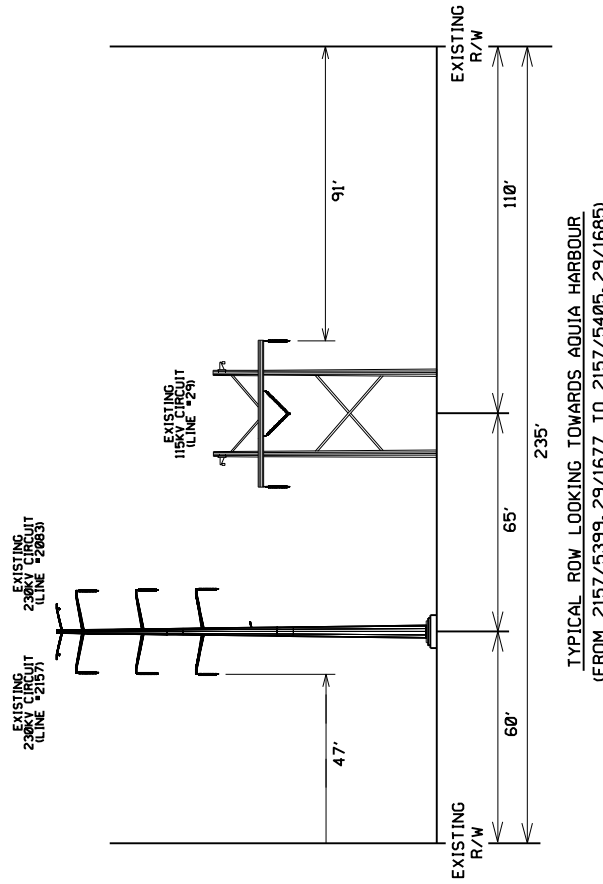
PROPOSED CONFIGURATION



NOTE: INFORMATION CONTAINED ON DRAWING IS CONSIDERED PRELIMINARY IN NATURE AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

LINE #2157 FREDERICKSBURG - CRANES CORNER
LINE #2083 FREDERICKSBURG - POSSUM POINT
LINE #2083 FREDERICKSBURG - BIRCHWOOD

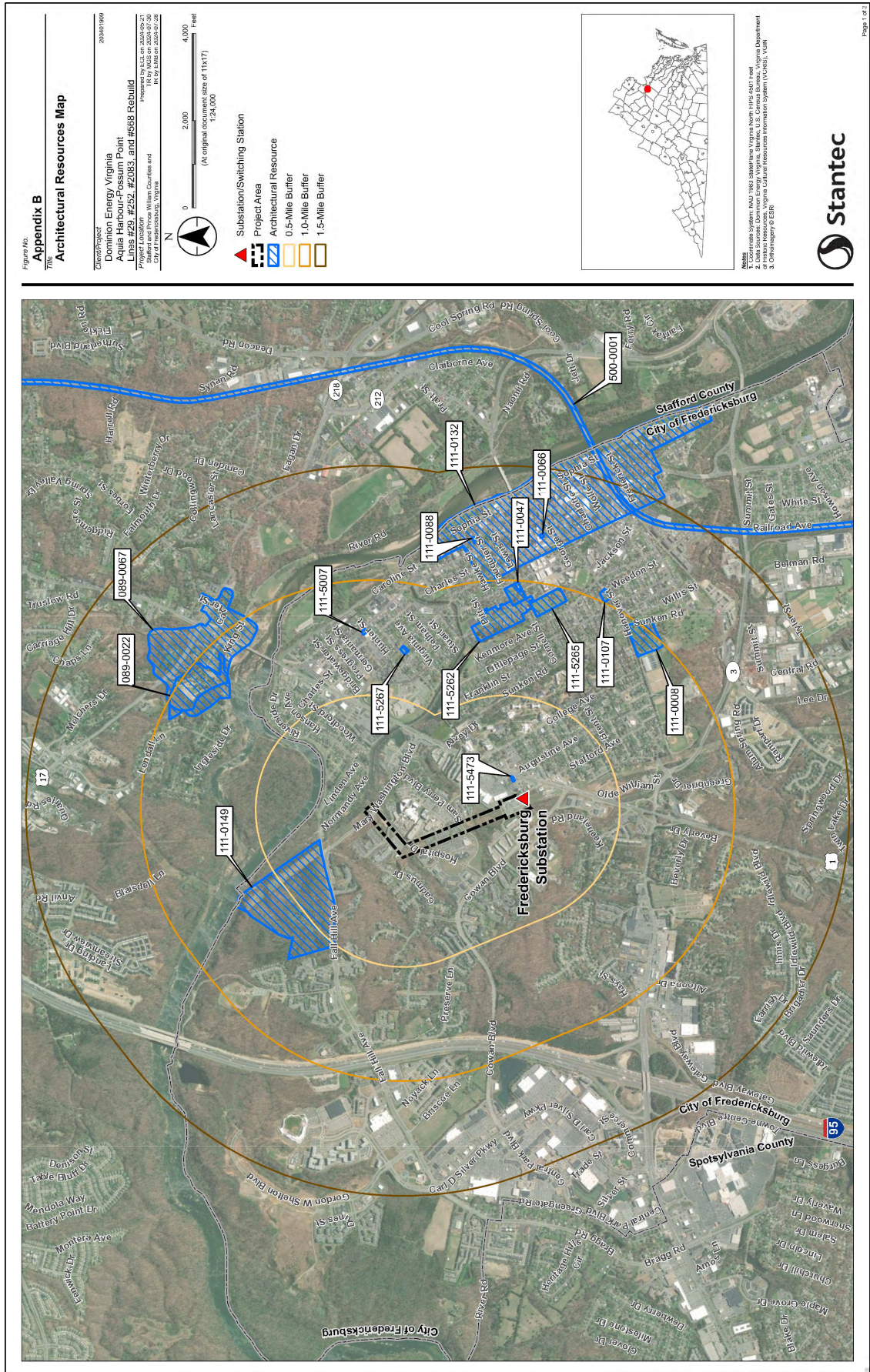
EXISTING CONFIGURATION

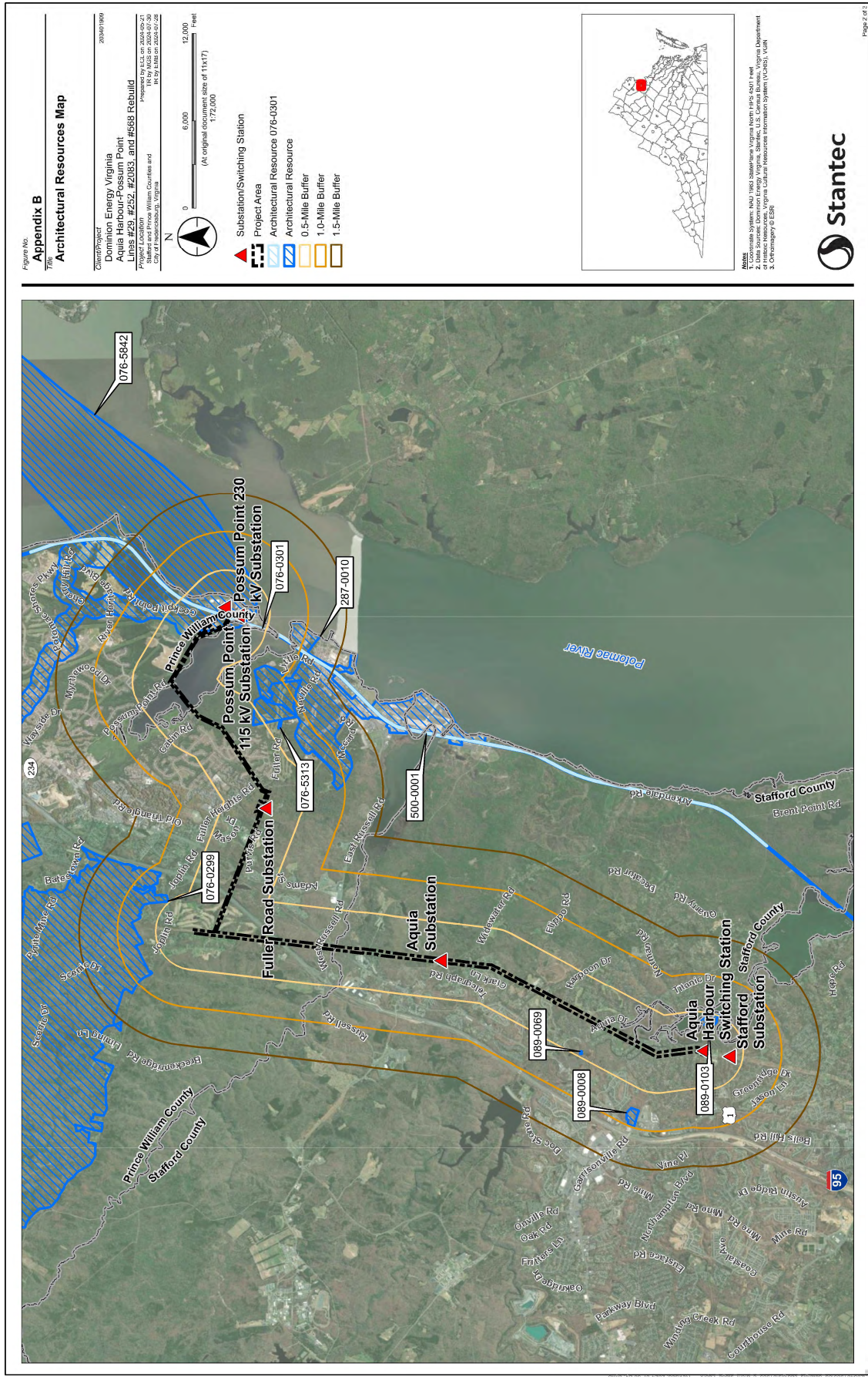


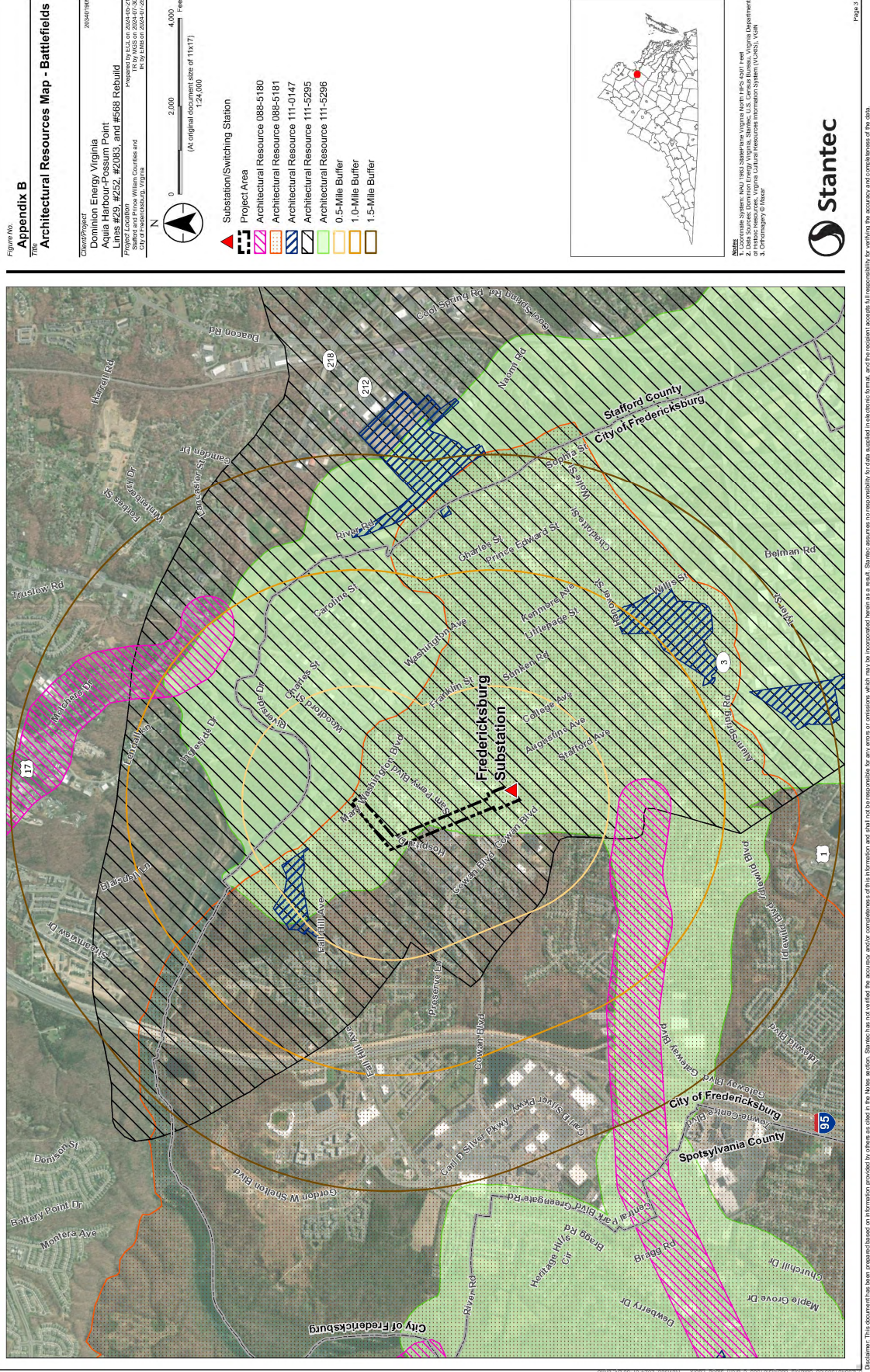
**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Appendix B ARCHITECTURAL RESOURCES MAP









**STAGE I PRE-APPLICATION ANALYSIS FOR THE PROPOSED DOMINION ENERGY VIRGINIA
AQUIA HARBOUR – POSSUM POINT LINES #29, #252, #2083, AND #568 REBUILD, PRINCE
WILLIAM AND STAFFORD COUNTIES AND CITY OF FREDERICKSBURG, VIRGINIA**

Appendix C VIEWSHED MAPS AND VISUAL SIMULATIONS

