



R-16 ARCHITECTURAL RECONNAISSANCE SURVEY, STRUCTURES



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

January 2017



Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

Rosslyn to Alexandria (ROAF) through
Buckingham Branch/Hospital Wye (BBHW) Segments



U.S. Department of Transportation
Federal Railroad Administration

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Washington, D.C. to Richmond, Virginia
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Buckingham Branch/Hospital Wye (BBHW) Segments
DHR #2014-0666**

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ABSTRACT

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the structures within the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The current study included a reconnaissance-level survey and National Register of Historic Places (NRHP) evaluations of all structures over 48 years of age (the age limit was developed to correspond with the anticipated 2017 project completion date) along the architectural area of potential effects (APE) of the entire 123-mile DC2RVA corridor. For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the center of the existing railroad alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. All other above-ground resources, including buildings, districts, and objects, that meet the NRHP 48-year age criterion within the architectural APE of the DC2RVA corridor are discussed in separate reports spanning the entire 123-mile corridor. The results of the archaeological survey results are also discussed in separate reports.

In total, the DC2RVA Project Team surveyed 126 resources (structures) over 48 years in age within the DC2RVA corridor, 32 of which were previously recorded and 94 were newly recorded structures. Thirteen of the newly recorded structures were not easily accessible due to No Trespassing and safety concerns, but were evaluated based on mapping and engineering documentation.

Of the 126 structures, nine structures are recommended potentially eligible/remain eligible for the NRHP. Seven of which are previously recorded (007-5513, 029-5724 , 088-5364, 111-0132-0025, 127-5809, 127-6792, 127-6793) and two of which are newly recorded (500-0001 and 500-0001-0022). Five of those recommended eligible/potentially eligible are also recommended as contributing elements to a historic district. The remaining 117 structures are recommended not individually eligible for listing in the NRHP. However, 54 of these structures are recommended as potentially contributing to one or more historic districts.

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1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of structures along the Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) segments of the Washington, D.C. to Richmond (DC2RVA) project. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

\\c:\main\GIS - DATA\GIS\Projects\011545 - VA Dept of Rail - Public Transportation\0239056 - RAPS-4\AltDev-ConceptEng\map_docs\mxd\Dovertail_Figures\Fig1-1_SEHSRCorridor_8.5x11.mxd | Last Updated: 06-11-2015



0 40 80
Miles
1 inch=80 miles
@ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

-  **Washington D.C. to Richmond**
Tier II EIS
-  **Richmond to Raleigh**
Tier II EIS
-  **Raleigh to Charlotte**
-  **Richmond to Hampton Roads**
Tier I EIS
-  **Charlotte to Atlanta**
Tier I EIS
-  **SEHSR Extended**
Feasibility Studies Complete

Figure 1-1
Overview of the SEHSR Corridor



www.DC2RVArail.com



1.1 PROJECT LOCATION

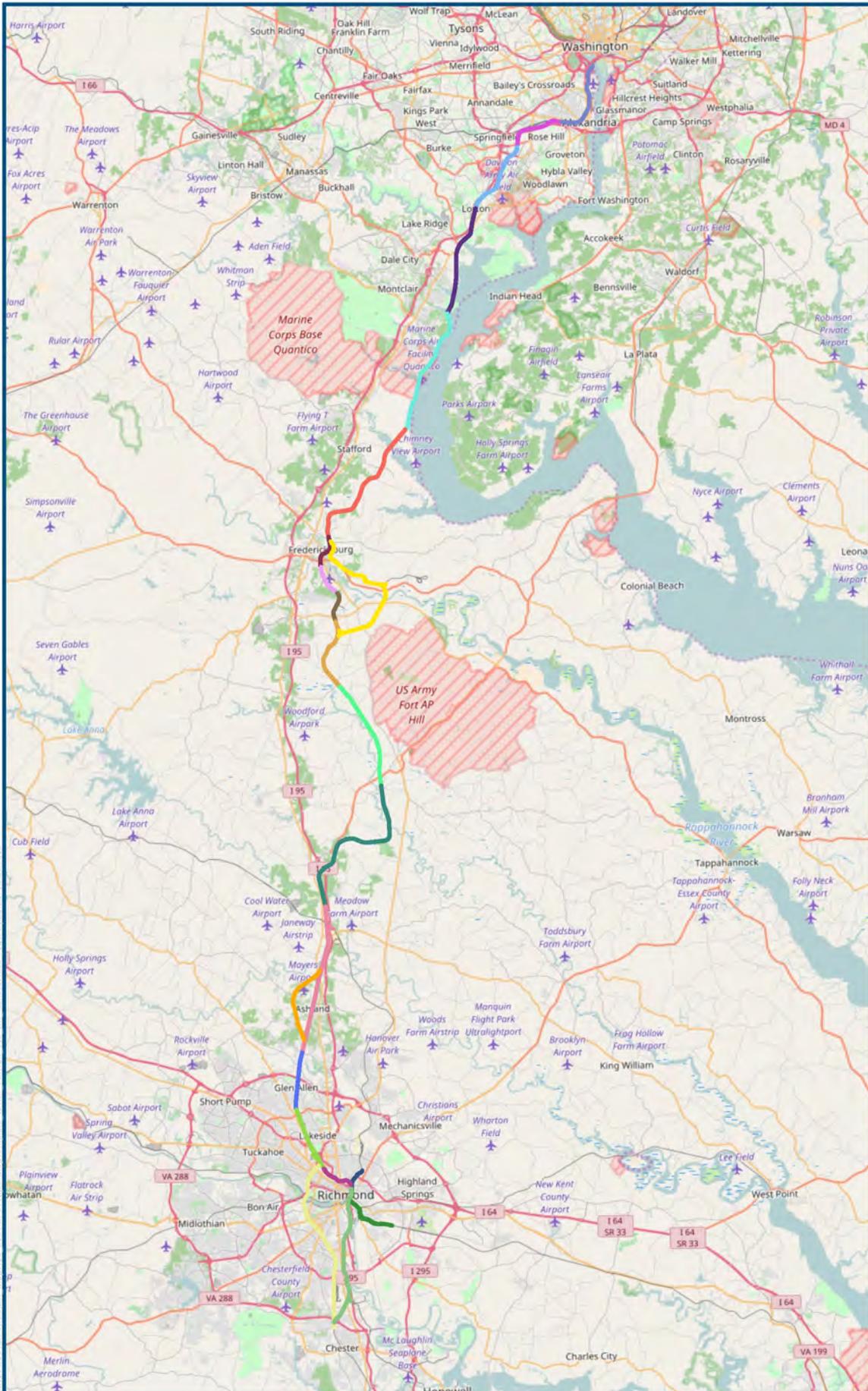
The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 22 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-3). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Additional segments of the Project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg & Potomac Railway (RF&P) Crossing (MP CA-111.8) in Doswell, VA.

Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.



0 5 10
Miles

0 8 16
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: Esri 2016
Open Street Map

- ### Legend
- DC2RVA Project Segments**
- 01 Rosslyn to Alexandria (ROAF)
 - 02 Alexandria to Franconia (AFFR)
 - 03 Franconia to Lorton (FRLO)
 - 04 Lorton to Powells Creek (LOPC)
 - 05 Powells Creek to Arkendale (PCAR)
 - 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)
 - 13 North Doswell to Elmont (NDEL)
 - 14 Elmont to Greendale (ELGN)
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)
 - 19' AM Jct to Fulton Yard (AMFY)
 - 20' Buckingham Branch/ Hospital Wye (BBHW)
 - 21 Fredericksburg Bypass (FBBP)
 - 22 Ashland Bypass (ASBP)

**Figure 1-3
DC2RVA Project
Segments**

10/2016



The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond, VA (just north of Main Street Station) east to Beulah Road in Henrico County, and on the bypass areas around the Town of Ashland, VA and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 PREVIOUS CULTURAL RESOURCE STUDIES

The DC2RVA corridor has been the subject of previous and ongoing cultural resource investigations.

The DC2RVA corridor overlaps the Richmond to Raleigh (R2R) segment of the SEHSR project. The corridor between Richmond and Raleigh has been the subject of several cultural resource investigations over the past decade. This includes the area of potential effects (APE) surrounding the rail corridor itself as well as the APE of all road modification areas surrounding the rail line. Work was conducted between 2004 and 2012 by Mattson, Alexander and Associates, Inc., Legacy Research Associates, Inc., Louis Berger Group, Inc., and Dovetail. The results of these studies have been individually coordinated with the DHR, including the

INTRODUCTION

submission of reports and Digital Sharing Service (DSS)/Virginia Cultural Resource Information System (V-CRIS) forms to the agency as well as formal resource eligibility recommendations for listing in the NRHP. Project effect determinations, on individual historic properties as well as the R2R segment of the SEHSR project as a whole, were acquired in 2009 and 2013. Preparation of a Memorandum of Agreement to outline stipulations to mitigate adverse effects is currently underway. Due to this ongoing work, the current architectural investigation did not include those structures that were surveyed as part of the R2R study; however, they are listed in a table found in the current survey results section (Results Section 3.1, p. 3-1).

In 2010, McCormick Taylor conducted Phase I cultural resource investigations along the Powells Creek to Arkendale (PCAR) segment of the current DC2RVA corridor (McCormick Taylor 2010a, 2010b). The architectural investigation identified 11 structures within the defined APE and the archaeological study identified no sites or features within the APE. Based on these results and the ensuing recommendations, the DHR found the proposed rail improvements in this segment of the DC2RVA corridor would have no adverse effect on historic properties. Given this recommendation and through consultation with the DHR, the current archaeological investigation does not include identification and evaluation studies of the PCAR segment of the DC2RVA corridor.

A 2008 Programmatic Agreement (PA) based on a 1997 MOA, between Virginia Department of Transportation (VDOT) and DHR outlined that steel beam/concrete deck bridges are not individually eligible for listing in the NRHP if they do not meet the following characteristics:

1. An early example, built in 1933 or earlier.
2. A bridge with relatively great spans, 100 feet or greater.
3. Other characteristics such as:
 - a. Association with other historic transportation resources, like the Blue Ridge Parkway; or
 - b. Extraordinary design characteristics, such as the Art Deco design elements on Roanoke structures no. 1826, 1815, and 8003; or
 - c. Environmentally responsive design features, like the rustic stone veneer of Rockbridge County Structure no. 1012; or
 - d. Commemorative or memorial function, such as World War I memorial Bland County Structure no. 1021; or
 - e. Innovative materials or technology in their construction; or
 - f. Bridges designed in response to particularly challenging engineering problems.

However, any steel beam/concrete deck bridge may be considered a contributing resource to a historic district.

Dovetail is also conducting ongoing Phase I and II architectural investigations of other above-ground architectural resources, including buildings, objects and districts, along the DC2RVA corridor. These studies are currently in progress, both in terms of survey and reporting, but are being completed by DC2RVA segment. These reports provide architectural background review results, along with historic contexts and survey results and recommendations (see Staton and Lesiuk 2015). As such, the current structures report does not include

recommendations/evaluations pertaining to architectural resources included in those reports. Full discussions and recommendations pertaining to these resources can be found in the corresponding architectural reports. Additionally, the current report does not include background review or historic context sections, as these are presented in the previously mentioned architectural reports (see Staton and Lesiuk 2015). In addition, all results of the Phase I archaeological investigation are presented in a separate report (Klein et al. 2015; McCloskey et al. 2016).

1.4 CURRENT STUDY

The current study included a reconnaissance architectural survey of all structures within the entire 123-mile DC2RVA corridor (see Figure 1-3). The architectural survey was conducted to evaluate both previously recorded properties that have not been evaluated for the NRHP, as well as any unrecorded structure over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date). Culverts consisting of pipe or concrete box beam construction smaller than 6 feet were not documented or evaluated further for this survey.

Any property in the APE that has been previously determined to be eligible, or is listed in, the NRHP was briefly reviewed to assure that the characteristics that rendered the property eligible are still intact. For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the centerline of the existing railroad alignment, except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a structure's setting and feeling are likely to occur as a result of the Project. All other above-ground resources that meet the NRHP age criteria within the architectural APE of the DC2RVA corridor, including buildings, objects, and districts, were included in previous DC2RVA reports will be included in separated reports. In addition, the results of the archaeological survey are discussed in separate documents.

Each structure was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural structures were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

The architectural APE was first reviewed through an architectural and historical background literature and records search at DHR. The APE was then visually inspected through a vehicular and pedestrian reconnaissance to identify structures over 48 years in age where a NRHP determination had not been made. Once identified, each resource was evaluated for architectural significance and historic and physical integrity. The structures were documented through written notes and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource Information System (V-CRIS) form and to make recommendations on each resource's NRHP potential.

2 METHODOLOGY

A background literature and records review of the APE at the DHR was completed as part of the reconnaissance survey completed during the previous architectural studies for the Project. This included an inspection of previous cultural resource surveys within the architectural APE and the notation of previously recorded architectural properties both within the APE and within a 0.5-mile radius of the APE to establish an area resource context. The reports for those studies are currently in progress and are being completed by DC2RVA segment. Each document includes the architectural background review results, along with historic contexts for that segment (see, for example, Staton and Lesiuk 2015). As such, this report does not include background review and historic context sections. In addition, all results of the archaeological background review and predictive model, and the Phase I archaeological investigation are presented in separate reports (Klein et al. 2015; McCloskey et al. 2016).

During the field recordation, for previously recorded structures that were previously determined eligible for or listed in the NRHP within the architectural APE, the DC2RVA team briefly examined these properties to assure that they retain the characteristics that rendered them eligible for the NRHP, but in-depth studies were not completed on these structures.

During the architectural survey of both newly recorded and previously identified resources, the project's architectural APE was surveyed through a combination of a vehicular and pedestrian reconnaissance (as previously outlined in Section 1-4). Above-ground properties meeting the age criteria of the NRHP were documented through photographs, written notes, and mapping. This includes buildings, objects, and districts that are within the project boundaries and in the viewshed of the project area. Digital photos were taken of each property documenting elevations, approaches, architectural details, oblique angles, and general setting.

After the architectural field project was completed, the project team prepared separate V-CRIS forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy black & white photographs, and a CD of digital photos for each property. The hard copy and electronic versions of the photographs were labeled and prepared according to DHR standards.

3 RESULTS

The architectural investigation of the DC2RVA project involved a field survey of above-ground structures over 48 years in age within the Project’s architectural APE. Both previously recorded properties and newly recorded structures were included as part of the current evaluation to achieve cultural resource compliance. The current survey identified 32 previously recorded structures and 94 newly recorded structures, for a total of 126 structures. Thirteen of the newly recorded structures were not easily accessible due to No Trespassing and safety concerns, but were evaluated based on mapping and engineering documentation. Eleven additional previously recorded structures were not revisited because they were recently surveyed as a part of the R2R segment of the SEHSR reconnaissance-level survey and received eligibility determinations by DHR (Section 3.1).

3.1 STRUCTURES WITHIN THE PREVIOUS SEHSR SURVEY

Within the architectural APE of the ROAF through BBHW segments of the DC2RVA corridor, there are 11 structures that were recently surveyed as part of the R2R portion of the SEHSR project. Based on consultation with the DHR on February 18, 2016, they were not formally revisited during the current investigation; in addition, if a historic district was documented and received an eligibility determination during the R2R survey, the structures within that district were also not revisited. The table below lists the structures within the architectural APE of the DC2RVA that were surveyed as part of the R2R segment of the SEHSR survey and were given eligibility determinations. Therefore, these structures were not included in the current report (Table 3-1).

TABLE 3-1: STRUCTURES WITHIN THE ARCHITECTURAL APE SURVEYED AS PART OF THE SEHSR PROJECT

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination
020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	ca. 1902	DHR Staff: Potentially Eligible
020-5475	Bridge, Jefferson Davis Highway	Chesterfield County	1934	DHR Staff: Not Eligible
020-5476	Railroad Bridge, Kingsland Creek	Chesterfield County	ca. 1930	DHR Staff: Not Eligible
127-0171	James River and Kanawha Canal HD	Richmond (Ind. City)	ca. 1795	NRHP Listing, VLR Listing
127-0171-0003	Water Tower, Chesapeake & Ohio Railroad	Richmond (Ind. City)	N/A	Associated with the James River and Kanawha Canal HD
127-0171-0004	Chesapeake & Ohio Yard	Richmond (Ind. City)	N/A	Associated with the James River and Kanawha Canal HD
127-0183	Railroad Bridge, east of 14 th Street, Seaboard Railroad Bridge	Richmond (Ind. City)	pre 1945	DHR Staff: Not Eligible
127-0344-0003	Railroad Viaduct, Ambler Street, Chesapeake & Ohio Railroad Viaduct	Chesterfield County	ca. 1900	Associated with the Shockoe Valley & Tobacco Row HD
127-6250	Railroad Bridge, E. 4 th Street & Gordon Avenue	Richmond (Ind. City)	ca. 1950	DHR Staff: Not Eligible
127-6251	Atlantic Coast Line(ACL) Railroad Corridor Historic District/ Richmond & Petersburg Railroad	Multiple	post 1933	DHR Staff: Potentially Eligible
127-6271	Seaboard Air Line (SAL) Railroad Corridor Historic District	Multiple	post 1900	DHR Staff: Potentially Eligible

Source: Dovetail, 2016.

3.2 PREVIOUSLY RECORDED RESOURCES (STRUCTURES)

This survey identified 32 previously recorded structures within the architectural APE (Table 3-2, Figures 3-1 through 3-22). Of the 32 previously recorded structures, one resource was listed to the VLR (Fort Belvoir Military Railroad Historic Corridor [029-5724]), but not evaluated for NRHP eligibility and six have been previously listed in or determined potentially eligible/eligible for the NRHP (see pages 3-32 through 3-39). Seven additional structures were determined not eligible for listing in the NRHP by the DHR. However, because the eligibility

RESULTS

evaluations occurred over five years ago, these structures were re-evaluated during the current survey (see page 3-39). The remaining 17 previously recorded structures within the DC2RVA corridor had not received a formal eligibility evaluation from DHR staff.

Two previously recorded railroad segments (076-0301 and 088-5413) are small, localized portions of the Richmond, Fredericksburg and Potomac Railroad (RF&P); however, the current study documented the RF&P in its entirety (from the Potomac to the City of Richmond at Broad Street Station) and as a result, DHR combined those two smaller segments into one under a new number: 500-0001 as a newly surveyed resource (see page 3-113 for a discussion of this resource in its entirety).

Table 3-2 lists the 32 previously recorded structures surveyed during the current project, along with the Project Team’s eligibility recommendations. Cells highlighted in red denote structures that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP), while cells highlighted in blue denote structures recommended potentially eligible as a part of the current survey.

TABLE 3-2: PREVIOUSLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
007-5513	Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad	Multiple	1836	Potentially Eligible; 2015	Remains Potentially Eligible; Contributing to Doswell HD
016-0007	Bridge, Route 684	Caroline County	post 1900	Not Evaluated	Not Eligible; Noncontributing to RF&P HD
016-0331	Ruther Glen Railroad Bridge, Route 652	Caroline County	1916	Not Eligible; 1992	Not Extant, Not Eligible; Noncontributing to Ruther Glen-Chesterfield HD and RF&P HD
016-5087	Bridge #1026 (west-bound), Spanning CSX Railroad	Caroline County	ca. 1953	Not Eligible; 2010	Remains Not Eligible; Noncontributing to RF&P HD
020-0096	Bridge #1021	Chesterfield County	1931	Not Eligible; 1995	Remains Not Eligible; Noncontributing to Drewry’s Bluff HD and Petersburg II
020-5624	SAL RR Bridge over Falling Creek	Chesterfield County	ca. 1941	Not Evaluated	Not Individually Eligible; Contributing to the SAL Railroad HD
020-5625	Elliham Avenue Bridge over SAL	Chesterfield County	1965	Not Evaluated	Not Individually Eligible; Contributing to the SAL Railroad HD

RESULTS

TABLE 3-2: PREVIOUSLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
029-5724	Fort Belvoir Military Railroad Historic Corridor	Fairfax County	1918	VLR Listing; 2016	Remains VLR Listed; Recommended Potentially Eligible
042-0103	RF&P Trestle Piers and Bridge	Hanover County	1836, 1902/1974	Not Evaluated	Not Individually Eligible; Contributing to RF&P HD
042-0731	RF&P North Anna River Crossing	Caroline/Hanover Counties	ca. 1840, 1903	Not Evaluated	Not Individually Eligible; Contributing to RF&P HD and Noncontributing to Battle of North Anna River
042-5306	RF&P Bridge over Rt. 689	Hanover County	1929	Not Evaluated; Contributing to Taylorsville Road HD	Not Individually Eligible; Contributing to Taylorsville Road HD
076-5206	Bridge, Railroad Avenue	Prince William County	1929	Not Eligible; 2010	Remains Not Eligible; Noncontributing to RF&P HD
088-5364	Virginia Central Railway Historic District	Multiple	post 1853	Eligible, 2011	Remains Eligible, Contributing to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II
089-0045	RF&P Bridge	Stafford County	ca. 1863, 1872	Not Evaluated	Not Individually Eligible; Contributing to RF&P HD
089-0080	Bridge #6075, RF&P Tunnel Bridge	Stafford County	1904, 1931	Not Evaluated (Not Eligible by VTRC Bridge Committee, 1995)	Not Individually Eligible; Noncontributing to Battle of Fredericksburg II; Contributing to RF&P HD
089-0194	RF&P Bridge	Stafford County	ca. 1928	Not Evaluated	Not Individually Eligible; Contributing to RF&P HD
089-5010	Bridge #6020	Stafford County	1917, 2011	Not Eligible; 1995	Not Eligible; Noncontributing to RF&P HD
100-0161	RF&P Bridge, over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Evaluated	Not Eligible; Noncontributing to RF&P HD
100-0162	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Evaluated	Not Eligible; Noncontributing to RF&P RR HD

RESULTS

TABLE 3-2: PREVIOUSLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
100-0163	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Evaluated	Not Eligible; Noncontributing to RF&P HD
100-0164	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Evaluated	Not Eligible; Noncontributing to RF&P HD
111-0009-0017	Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad	Fredericksburg (Ind. City)	1949	Not Evaluated	Not Individually Eligible; Contributing to Fredericksburg HD Extension, Noncontributing to Virginia Central Railway, Battle of Fredericksburg I, Battle of Fredericksburg II
111-0132-0025	Rappahannock River Railroad Bridge	Fredericksburg (Ind. City)	1927	Not Evaluated	Potentially Eligible; Contributing to Fredericksburg HD and RF&P HD; Noncontributing to Banks' Ford, Battle of Fredericksburg I and II
127-0360	Fifth Street Bridge	Richmond (Ind. City)	1932, 1996	Eligible; 1990	Not Eligible
127-0823	First Street Viaduct	Richmond (Ind. City)	1933, 2000	Eligible; 1990	Not Eligible
127-5149	Bridge #2835	Richmond (Ind. City)	1958	Not Eligible; 1996	Not Individually Eligible; Contributing to SAL RR HD; Noncontributing to Shockoe Valley & Tobacco Row HD and Haxall Canal HD
127-5662	Chesapeake & Ohio Viaduct on James River	Richmond (Ind. City)	1901	Not Evaluated; Contributing to C&O Railroad, 2015	Not Individually Eligible; Contributing to C&O Railroad, Noncontributing to James River and Kanawha Canal HD
127-5809	Mayo Bridge, northern segment of 14 th Street Bridge	Richmond (Ind. City)	ca. 1910	Potentially Eligible; 2015	Remains Potentially Eligible; Contributing to Manchester Warehouse and Industrial HD
127-6273	Bridge #2835	Richmond (Ind. City)	1958	Not Eligible; 2009	Not Eligible

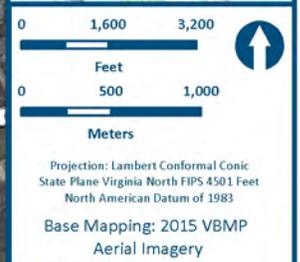
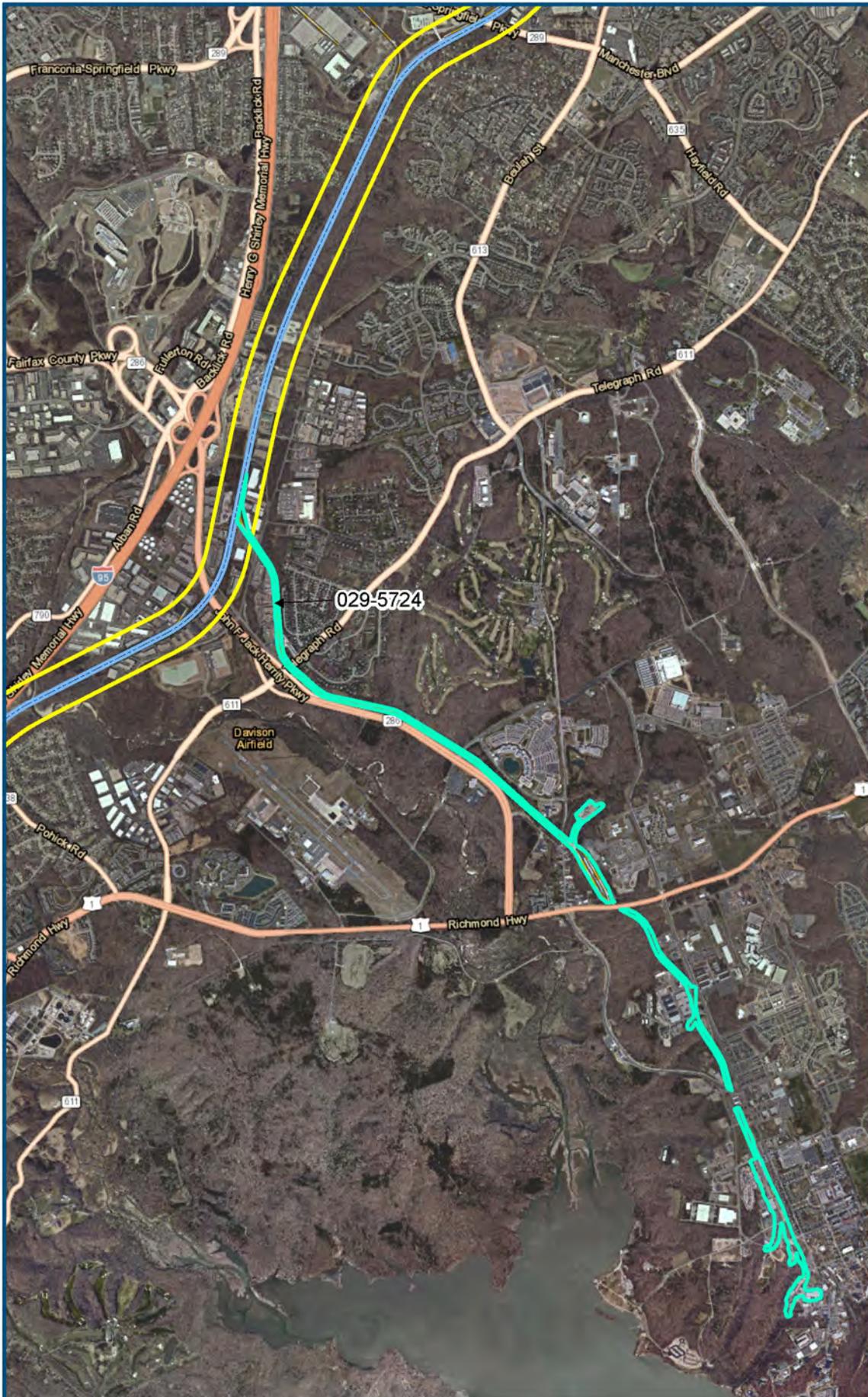
RESULTS

TABLE 3-2: PREVIOUSLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
127-6732	Maury Street Interchange Bridge over SAL RR Corridor	Richmond (Ind. City)	1958	Not Evaluated	Not Individually Eligible; Noncontributing to the SAL RR HD
127-6792	Southern Railway	Richmond (Ind. City)	ca. 1850	Potentially Eligible; 2015	Remains Potentially Eligible
127-6793	Chesapeake & Ohio Railroad	Richmond (Ind. City)	pre 1851	Potentially Eligible, 2015	Remains Potentially Eligible

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in red denote structures that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in the NRHP). 2. Cells highlighted in blue denote structures recommended potentially eligible as a part of the current survey. 3. The names of the RF&P HD bridges listed here are written as they have been previously recorded in V-CRIS.



- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - DC2RVA Project Segments
 - 03 Franconia to Lorton (FRLO)

Figure 3-1
Previously Recorded Resources
Fort Belvoir Military Railroad Historic Corridor (029-5724)

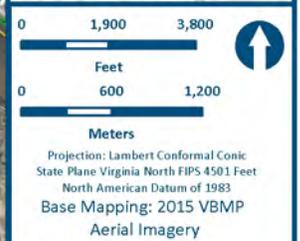
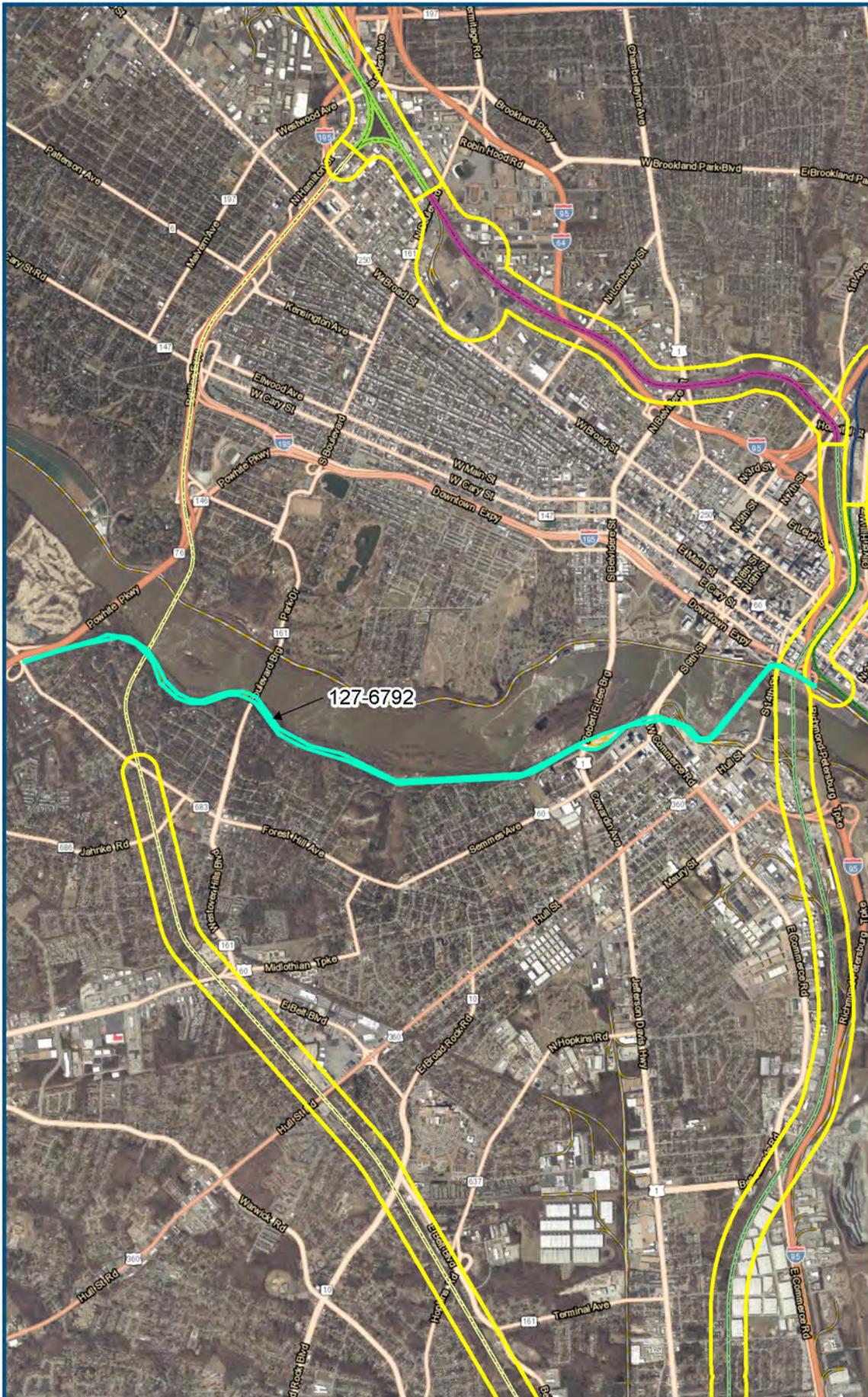
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- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - DC2RVA Project Segments**
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)
 - 19' AM Jct to Fulton Yard (AMFY)
 - 20' Buckingham Branch/ Hospital Wye (BBHW)

**Figure 3-2
Previously Recorded
Resources
Southern Railway
(127-6792)**

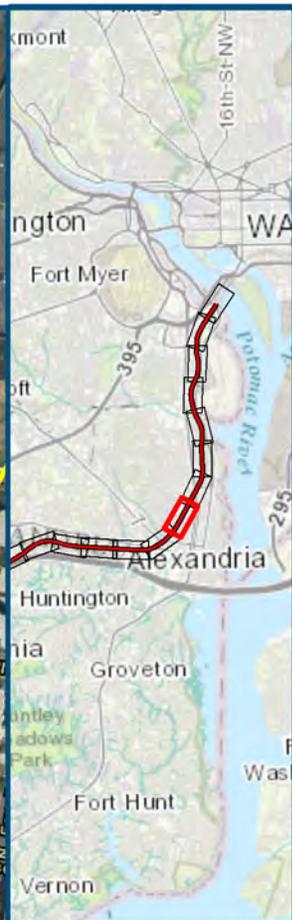
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Projection: Lambert Conformal Conic
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 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

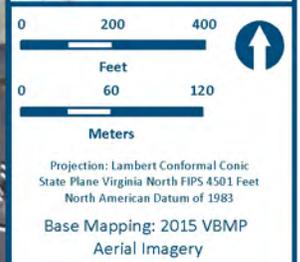
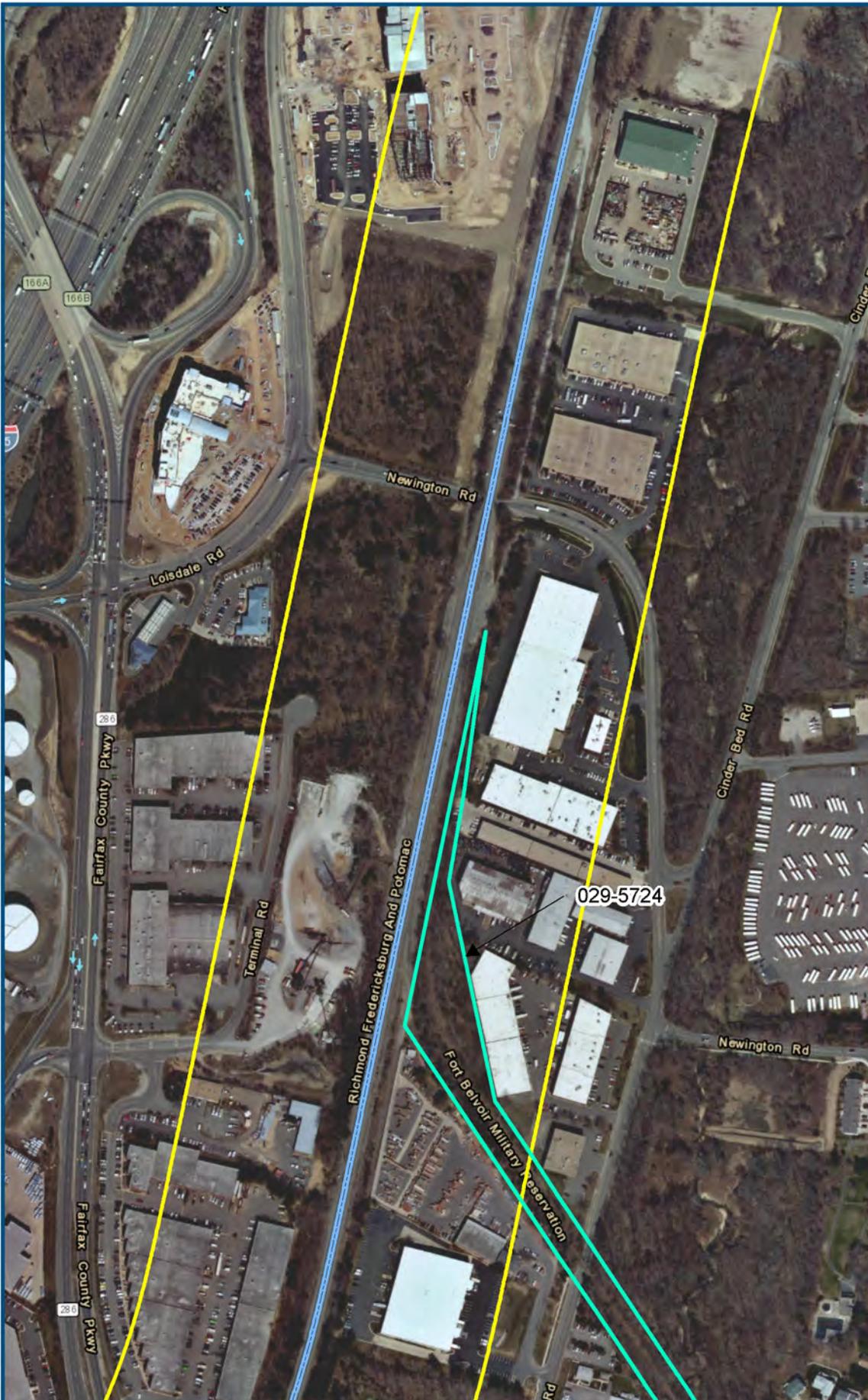
Legend

- Architectural APE
- Architectural Resources
- Not Eligible
- DC2RVA Project Segments
- 01 Roslyn to Alexandria (ROAF)

Figure 3-4
 Previously Recorded
 Resources

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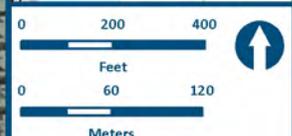
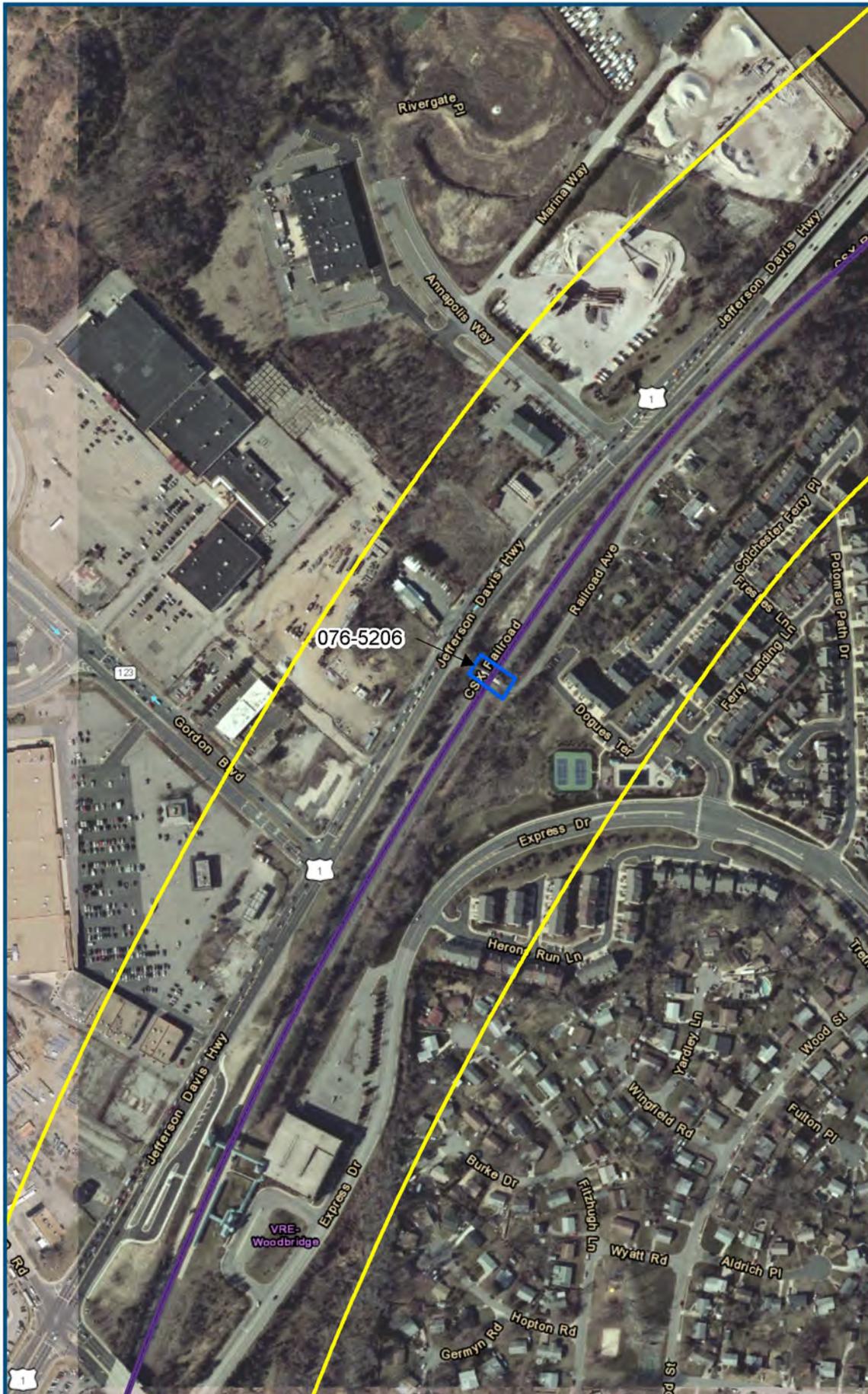


- Legend**
- Architectural APE
 - Potentially Eligible Architectural Resources
 - DC2RVA Project Segments
 - 03 Franconia to Lorton (FRLO)

Figure 3-5
Previously Recorded Resources

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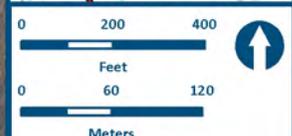
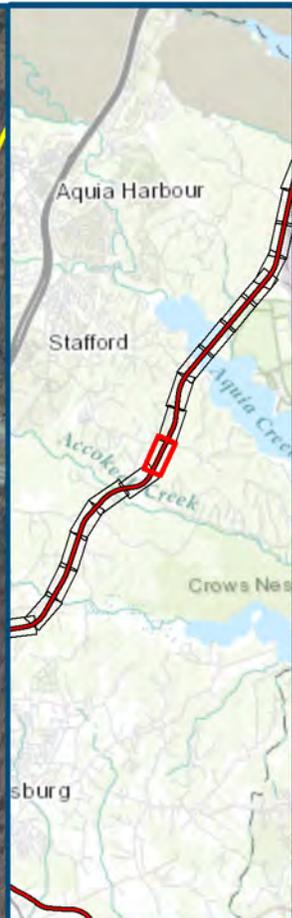
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 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 04 Lorton to Powells Creek (LOPC)

Figure 3-6
 Previously Recorded
 Resources

10/2016

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Projection: Lambert Conformal Conic
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 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 06 Arkendale to Dahlgren Junction (ARDJ)

Figure 3-7
 Previously Recorded
 Resources

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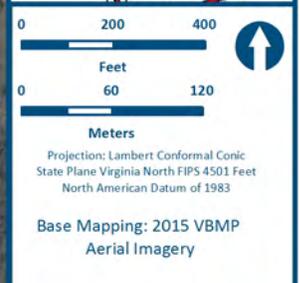
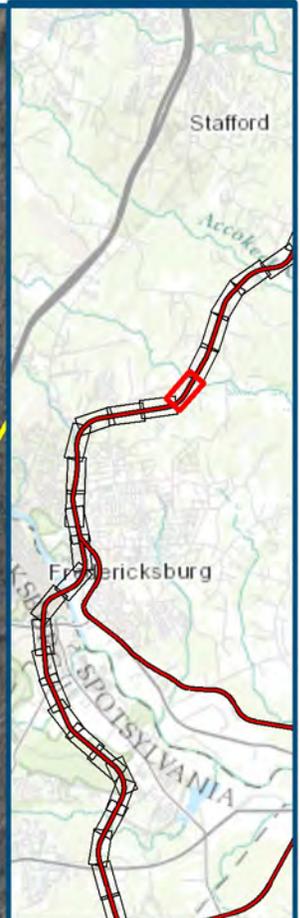
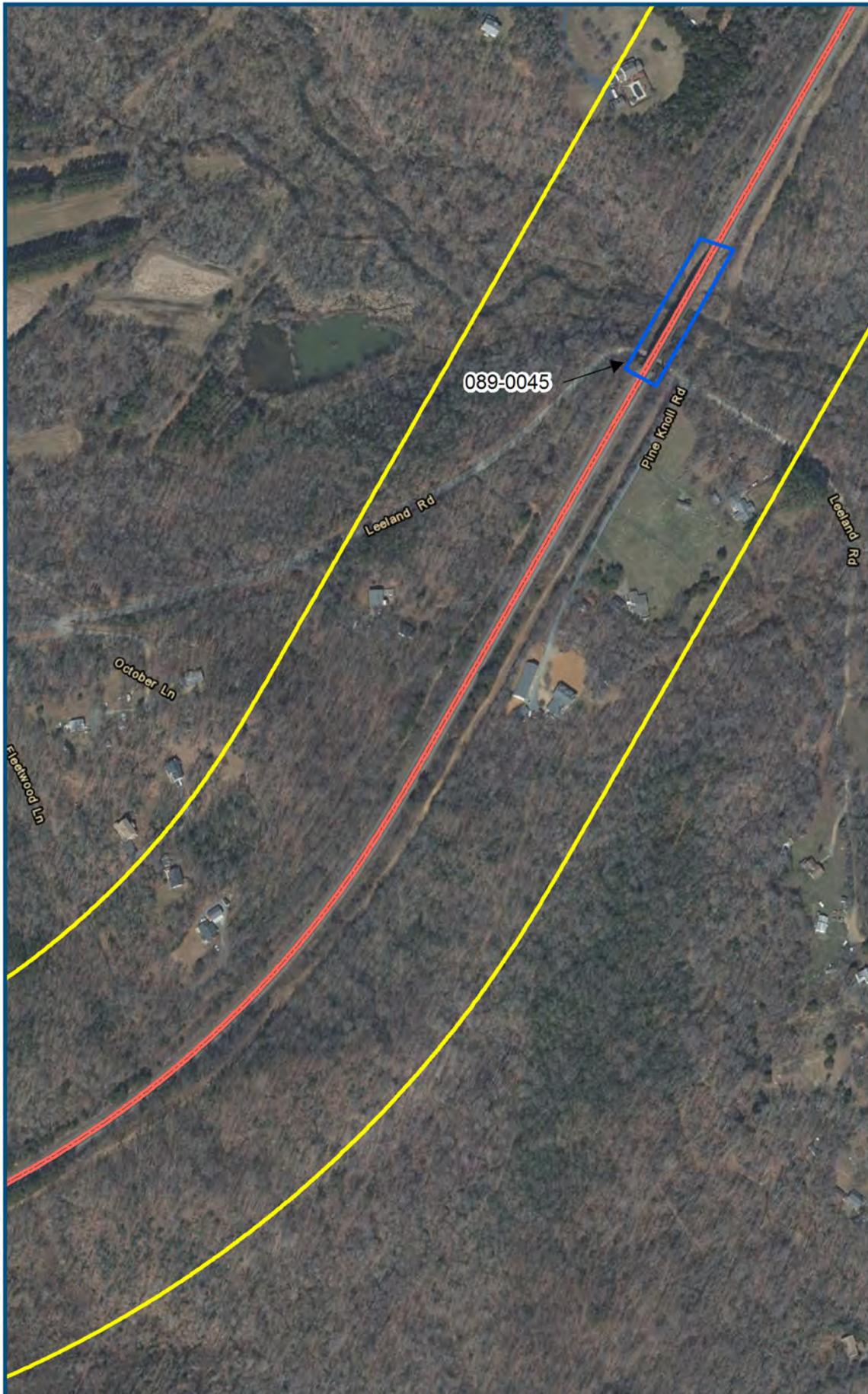
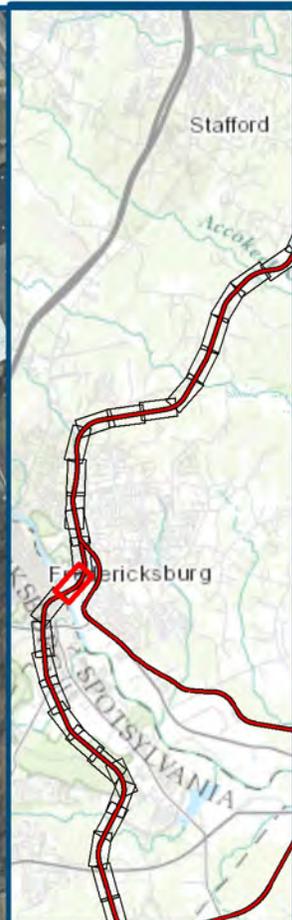


Figure 3-9
Previously Recorded Resources

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - NRHP Listed/Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 21 Fredericksburgh Bypass (FBBP)

Figure 3-10
 Previously Recorded
 Resources

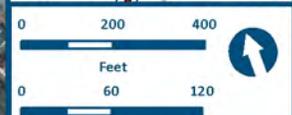
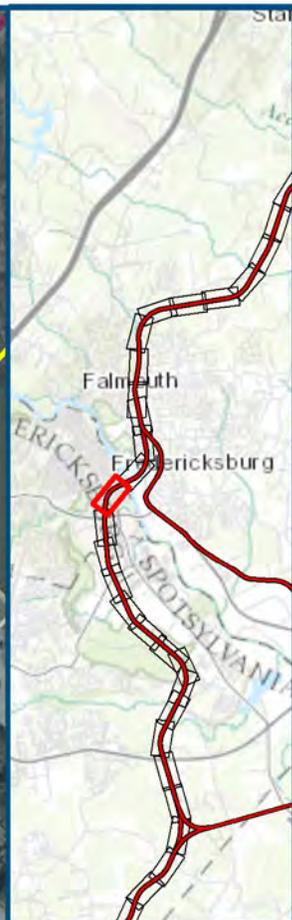
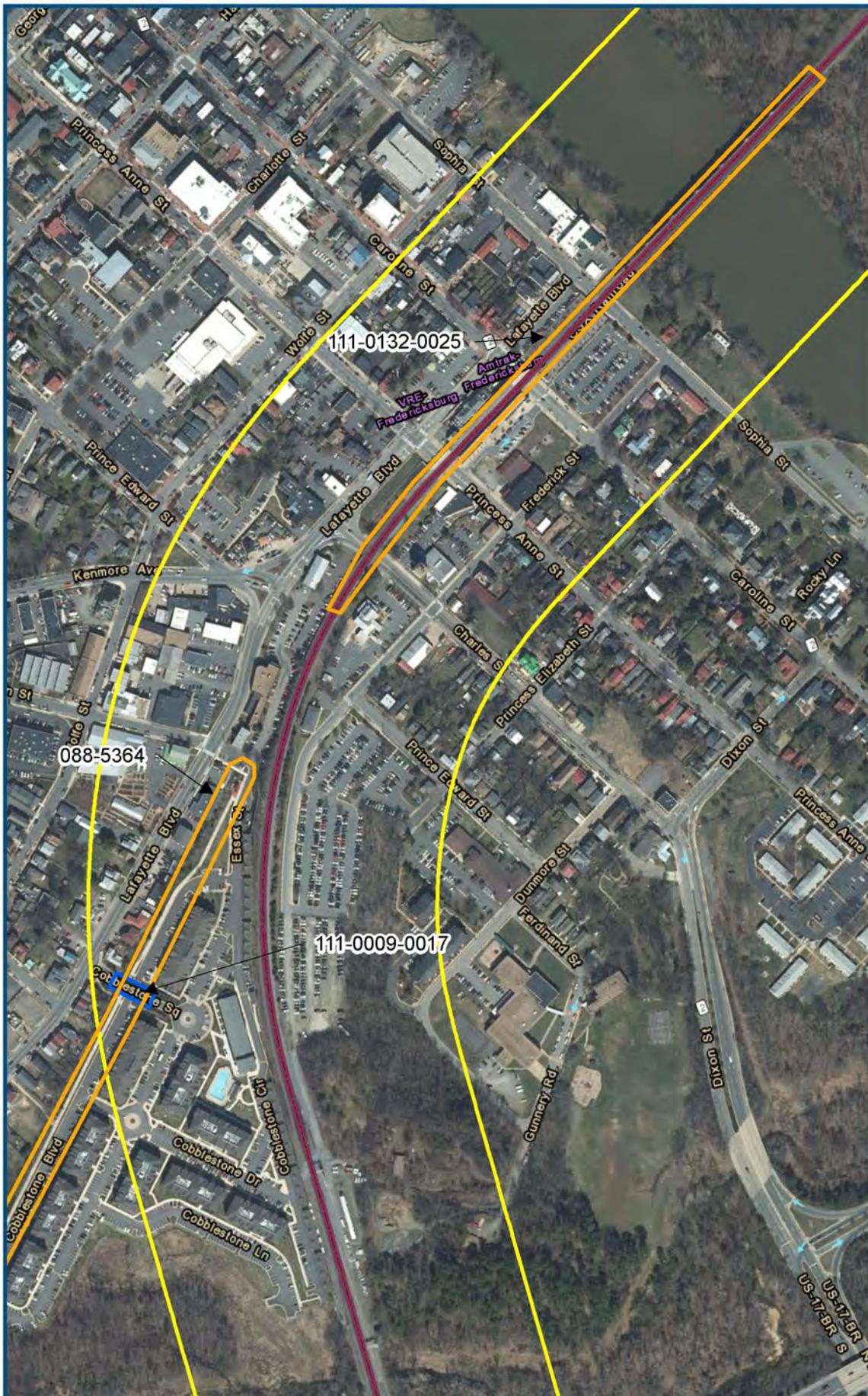
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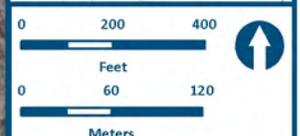
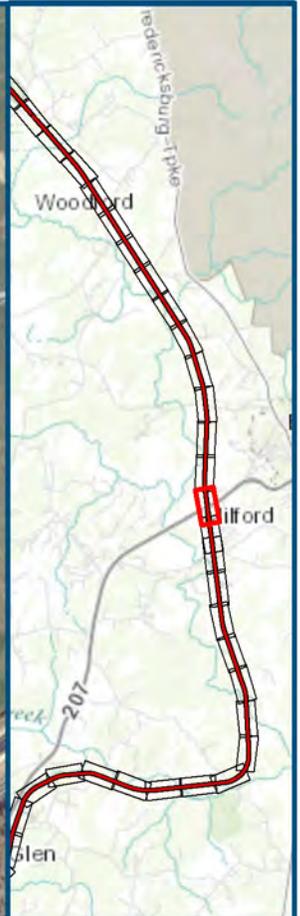


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 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - NRHP Listed/Eligible
 - Not Eligible
- DC2RVA Project Segments**
- 07 Dahlgren Junction To Fredericksburg (DJFB)

Figure 3-11
 Previously Recorded
 Resources

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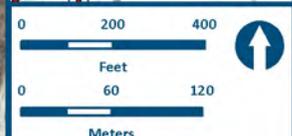
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 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 11 Guinea to Milford (GUMD)

Figure 3-12
 Previously Recorded
 Resources

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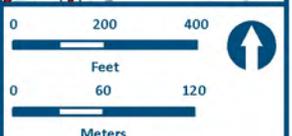
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 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 12 Milford to North Doswell (MDND)

Figure 3-13
 Previously Recorded
 Resources

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 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 12 Milford to North Doswell (MDND)

Figure 3-14
Previously Recorded
Resources

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 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 12 Milford to North Doswell (MDND)

Figure 3-15
 Previously Recorded
 Resources

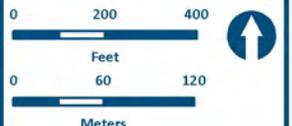
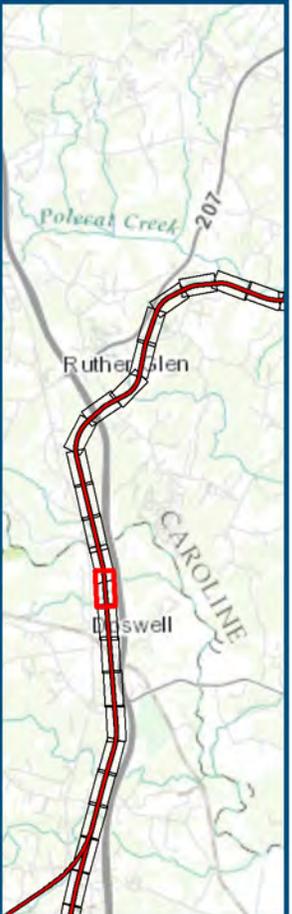
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 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - DC2RVA Project Segments
 - 13 North Doswell to Elmont (NDEL)

Figure 3-16
 Previously Recorded
 Resources

10/2016

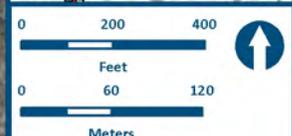
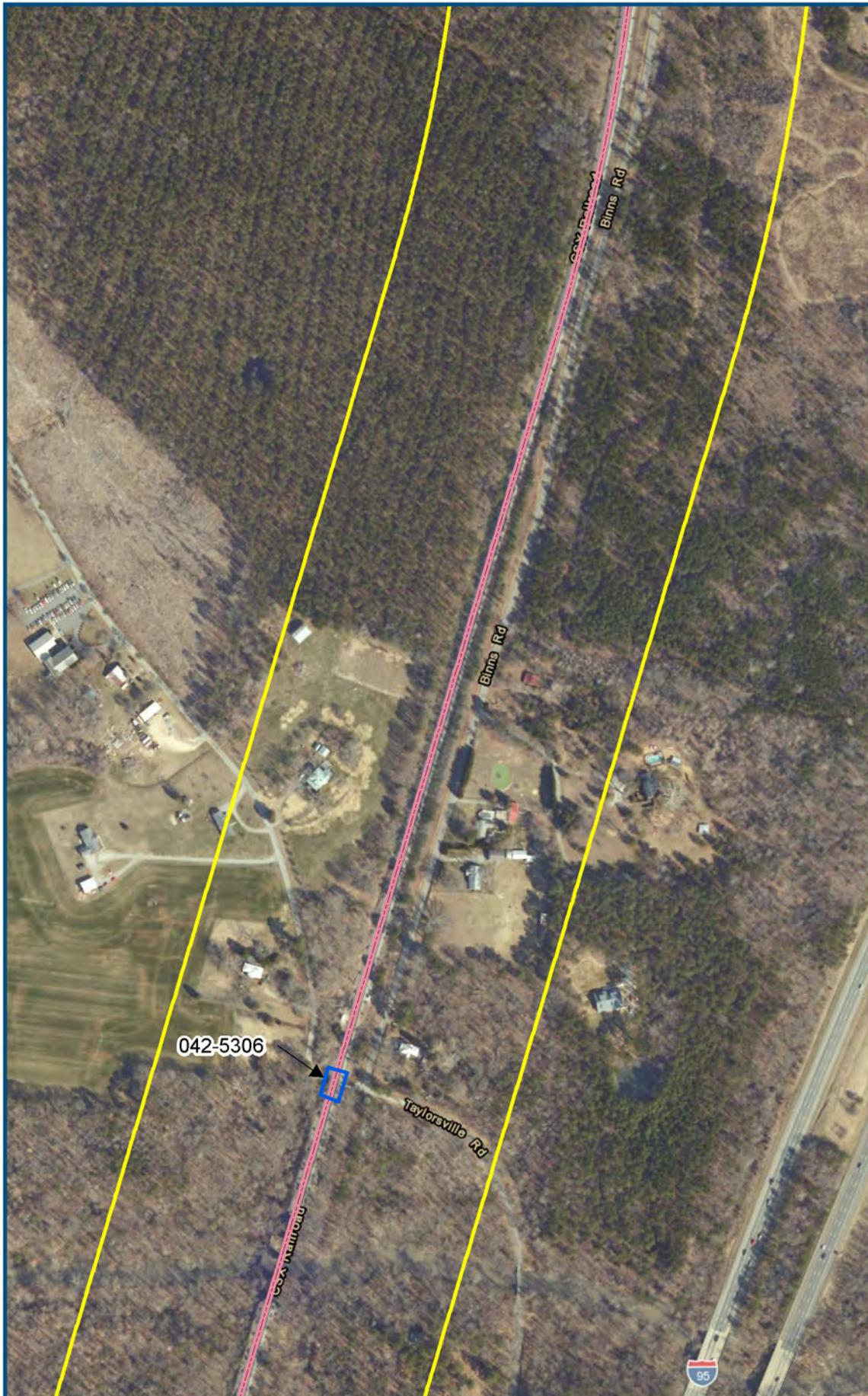
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 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 13 North Doswell to Elmton (NDEL)

Figure 3-17
 Previously Recorded
 Resources

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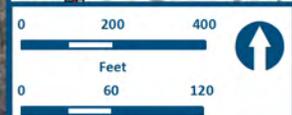
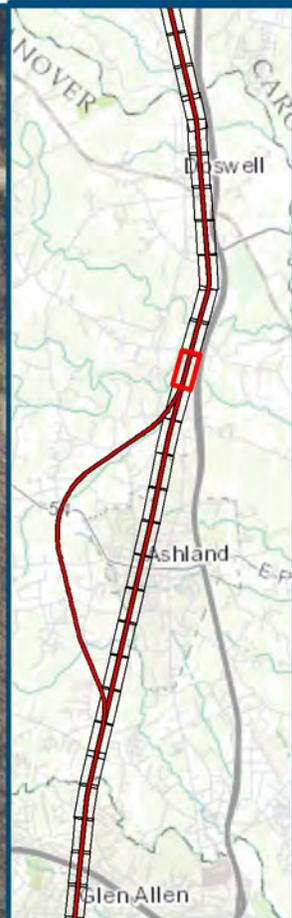
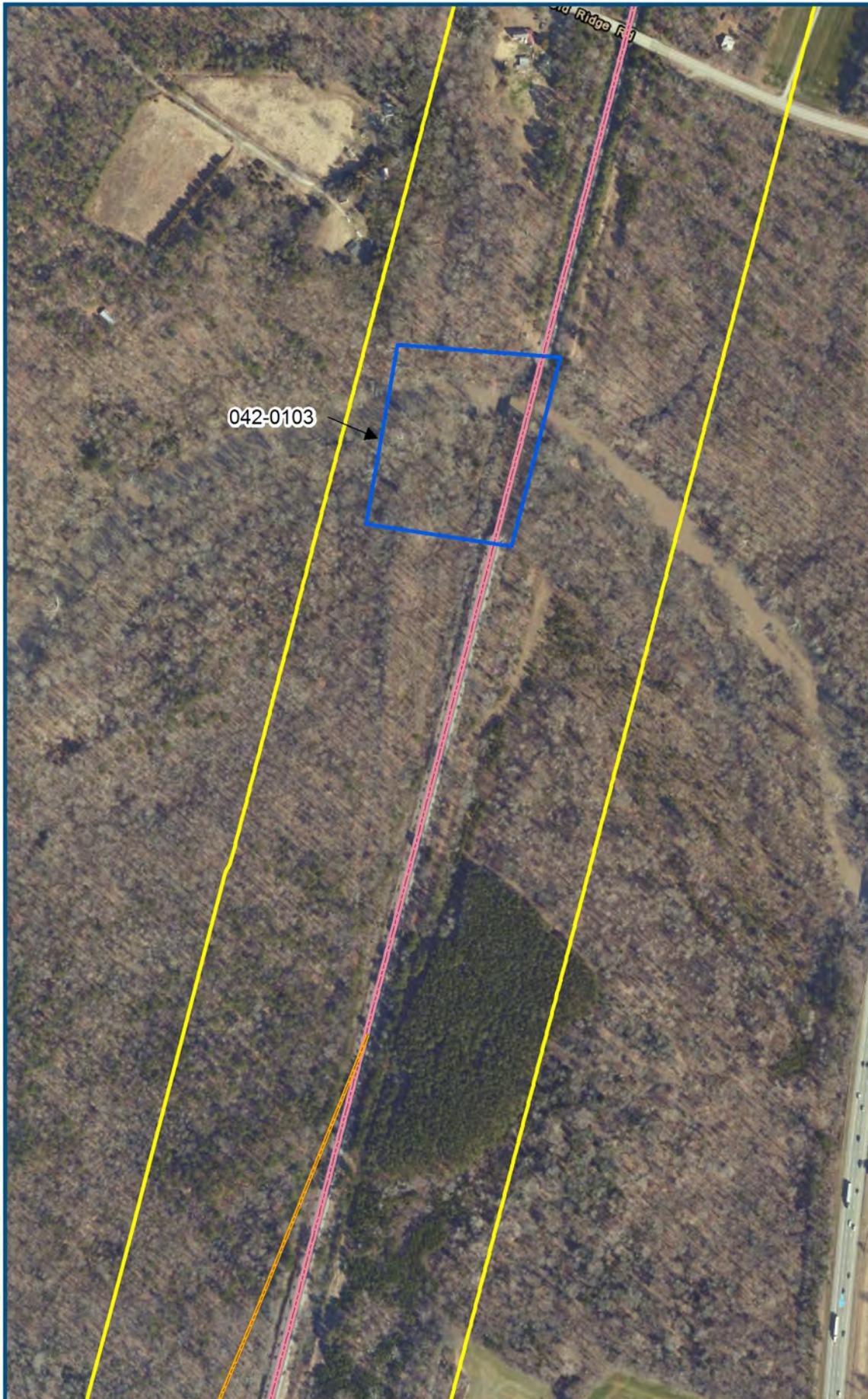
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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 13 North Doswell to Elmont (NDEL)
 - 22 Ashland Bypass (ASBP)

Figure 3-18
 Previously Recorded
 Resources

10/2016

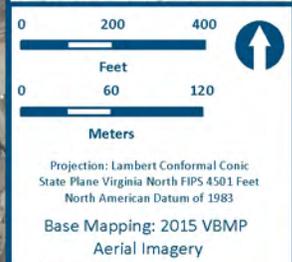
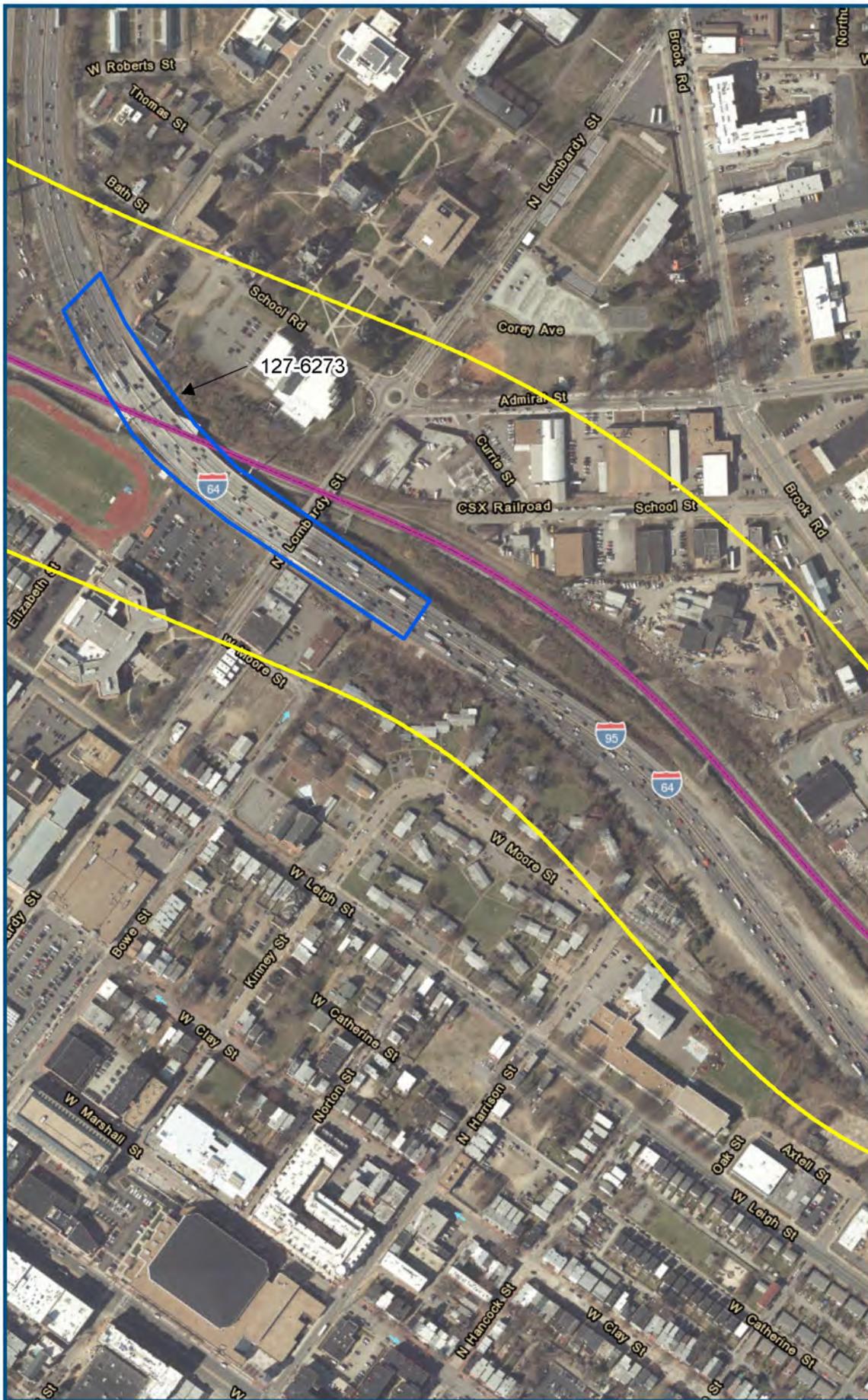
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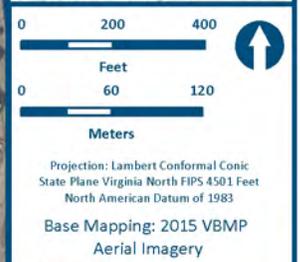
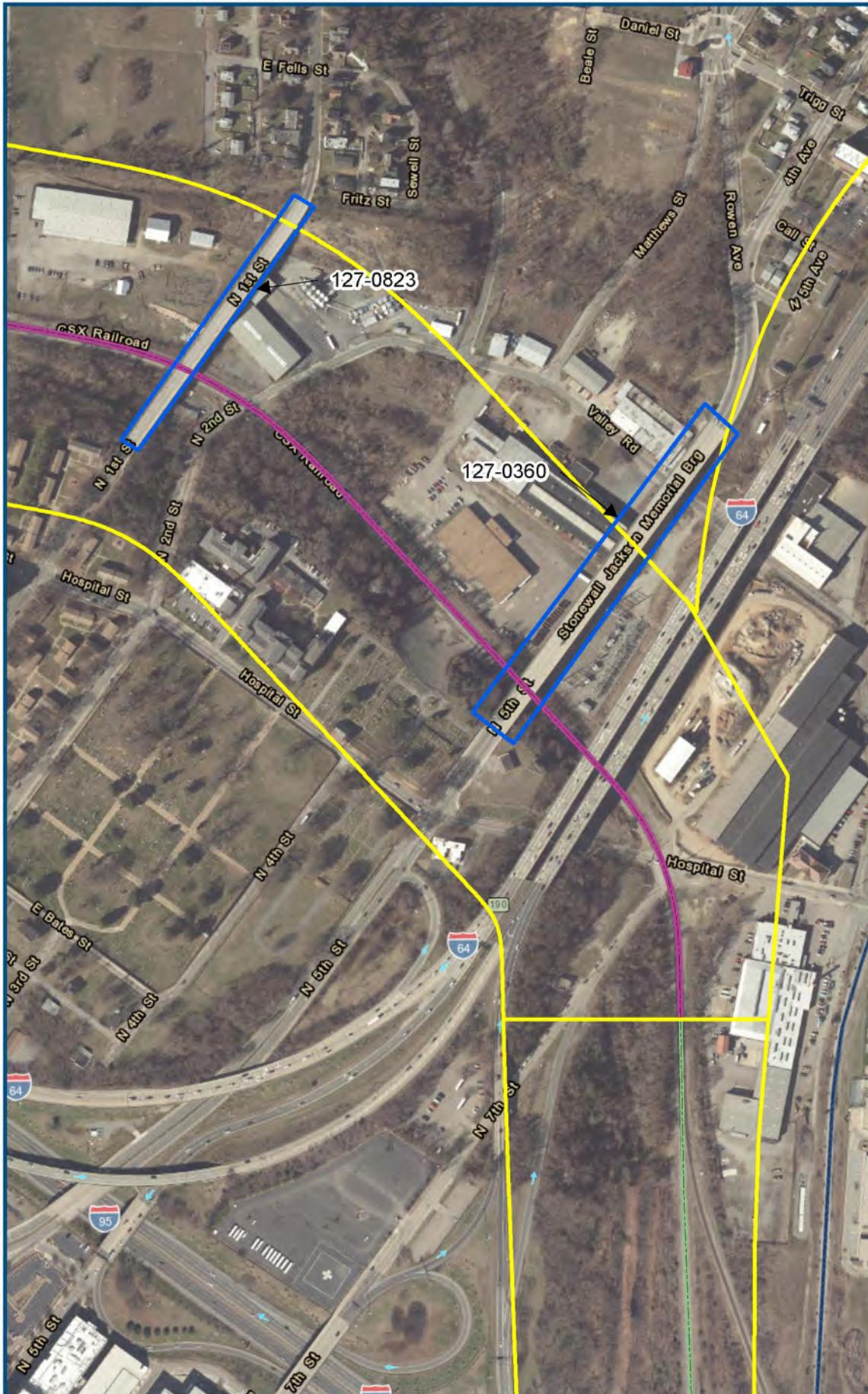


- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 16 SAY/WAY to AM Jct (Heritage Lead) (SAAM)

Figure 3-19
Previously Recorded Resources

10/2016

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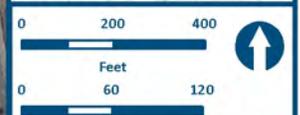
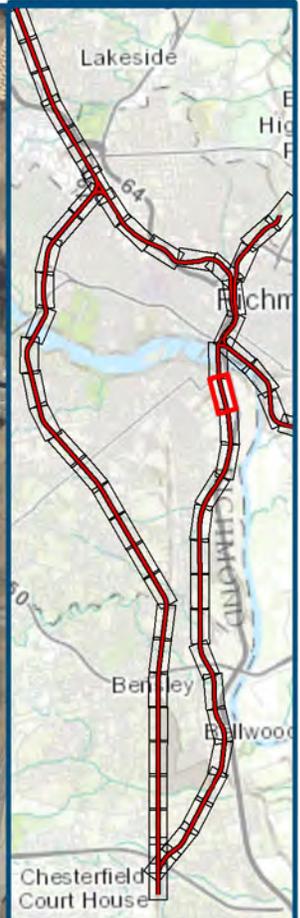


- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 20' Buckingham Branch/Hospital Wye (BBHW)

Figure 3-20
Previously Recorded Resources

10/2016

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)

Figure 3-21b
 Previously Recorded
 Resources

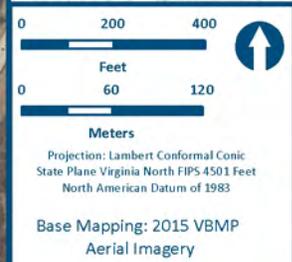
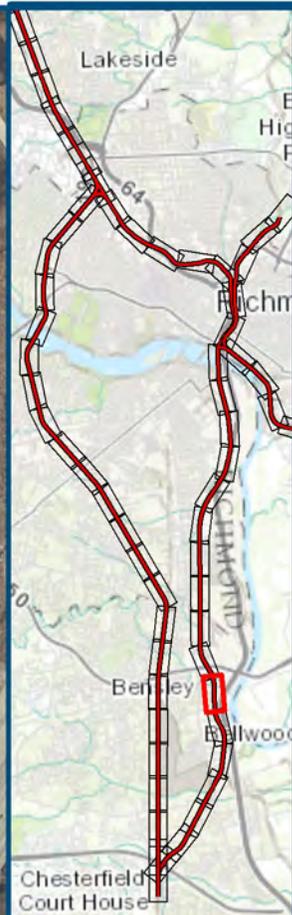
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- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)

Figure 3-21c
Previously Recorded Resources

10/2016

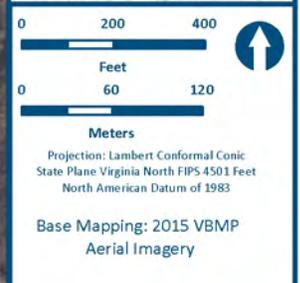
\PDS\Volume sub\14-013_RAP\GIS\A11_Map\3-18_012_011_Structures.mxd | Last Updated: 12/08/2016



U.S. Department of Transportation
Federal Railroad Administration

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- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)

Figure 3-21d
Previously Recorded Resources

10/2016

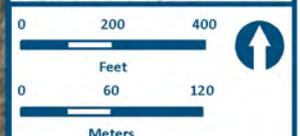
M:\DC2RVA\Area sub\LA\015\Map\05\014_Map\015_012_011_Structures.mxd | Last Updated: 12/08/2016



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Federal Railroad Administration

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 17 AM Jct to Centralia - S Line (AMCE)

Figure 3-22
Previously Recorded
Resources

10/2016

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RESULTS

The **Chesapeake & Ohio Railroad (also known as the Louisa Railroad and the Virginia Central Railroad) (007-5513)** is a linear structure beginning at its eastern terminus at the rail station at Doswell running westward across the state to the City of Covington (Figure 3-23 and Figure 3-24). Established in 1836, the rail line was a significant mode of transportation for passengers and supplies traveling across the state during the nineteenth and early-twentieth centuries. Claudius Crozet, Virginia's Chief Engineer between 1823-1832 and 1837-1843, sparked interest in the development of railroads within the state, which included the Virginia Central Railroad (later known as the Chesapeake & Ohio Railroad). Because of its importance in transporting goods across a rocky terrain of western Virginia, it was defended by the Confederate Army and destroyed by the Union Army during the Civil War. The structure was surveyed in 2015 and determined by DHR to be potentially eligible for the NRHP for its association with Transportation, Commerce, Exploration/Settlement, the Civil War and Claudius Crozet (significant person). It is **recommended that the Chesapeake & Ohio Railroad (also known as the Louisa Railroad and the Virginia Central Railroad) (007-5513) remains potentially eligible for listing in the NRHP under Criteria A and B. It is also recommended as a contributing structure to the Doswell Historic District (042-5448).**



FIGURE 3-23: CHESAPEAKE & OHIO RAILROAD, DOSWELL, LOOKING EAST FROM DOSWELL ROAD (007-5513)



FIGURE 3-24: CHESAPEAKE & OHIO RAILROAD, FACING NORTHWEST (007-5513)

The **Fort Belvoir Military Railroad Historic Corridor (029-5724)** located in Fairfax County was listed to the VLR in June 2016 (Figure 3-25), but was never formally evaluated for NRHP eligibility. The structure, constructed in 1918, operated until 1993 and was listed to the VLR for its local significance to military and transportation related to the mobility of passengers and supplies to Camp A.A. Humphrey's and Fort Belvoir during the first half of the twentieth century. The northern portion of the rail line falls within the architectural APE and appears to continue to have retained its railroad grade, ballast, and railroad-related structures like the pictured railroad bridge, despite the tracks being removed in the 1990s. Its current condition does not warrant a change to its VLR status. Therefore, it is **recommended that the Fort Belvoir Military Railroad Historic Corridor (029-5724) remains listed to the VLR under Criterion A for local transportation and military significance and is recommended as potentially eligible for listing in the NRHP under Criterion A.**



FIGURE 3-25: FORT BELVOIR MILITARY RAILROAD HISTORIC CORRIDOR, LOOKING SOUTH FROM CINDER BED ROAD (029-5724)

The **Virginia Central Railway Historic District (088-5364)** is a former railroad bed that begins in the City of Fredericksburg within the architectural APE near the Warren Truss Bridge (111-0009-0017) at Lafayette Boulevard and is located within a historic district (Fredericksburg Historic District, 111-0009) and two battle sites (Fredericksburg I and I, 111-5295 and 111-5296) (Figure 3-26 and Figure 3-27). The rail bed, converted to a pedestrian/bike path in the Fredericksburg and Spotsylvania vicinity, runs westward for 38 miles, paralleling Lafayette Boulevard and Hazen Run, crossing through Fredericksburg, and Orange and Spotsylvania counties. Established after 1853, the railway provided access to western Virginia and was used in the Civil War specifically with the Battles of Fredericksburg, Chancellorsville, and Wilderness. The railway was surveyed in 2010 and in 2015 and DHR determined that it was NRHP eligible in 2011. The rail bed within the architectural APE has not been altered since the previous survey. Therefore, it is **recommended that the Virginia Central Railway Historic District (088-5364) retains integrity and significance and continues to be NRHP eligible under Criterion A (Commerce, Industry, Military, and Transportation). It is also recommended as a contributing resource to the Fredericksburg Historic District (111-0009), the Battle of Fredericksburg I (111-5295) and the Battle of Fredericksburg II (111-5296).**



FIGURE 3-26: VIRGINIA CENTRAL RAILWAY HISTORIC DISTRICT, LOOKING SOUTHWEST FROM COBBLESTONE BOULEVARD (088-5364)



FIGURE 3-27: VIRGINIA CENTRAL RAILWAY HISTORIC DISTRICT, LOOKING NORTHEAST (088-5364)

The Rappahannock River Railroad Bridge (111-0132-0025) spans the Rappahannock River and includes single and double-spans in downtown Fredericksburg (Figure 3-28 and Figure 3-29). The railroad bridge is located within multiple previously recorded historic districts: the Fredericksburg Historic District (111-0132), Bank's Ford (088-5181), the Battle of Fredericksburg I (111-5295), the Battle of Fredericksburg II (111-5296), and the RF&P Railroad (500-0001). Constructed in 1927, the bridge is an excellent and rare example of a multiple-span, open spandrel, concrete-arch bridge with four 1927 concrete slab approach spans servicing the raised track to the Fredericksburg Station. Approximately 28 open-spandrel, arch bridges are located in Virginia, mostly located in the southern and western regions of the state. Therefore, it is **recommended potentially eligible for listing in the NRHP under Criterion C. It is also recommended as a contributing structure to the NRHP- and VLR- listed Fredericksburg Historic District (111-0132) and the RF&P Railroad (500-0001) having been constructed within the period of significance of these districts and having retained its integrity. Since it was constructed in 1927, it is recommended that the bridge is a noncontributing structure to the Civil War-related Bank's Ford (088-5181), the Battle of Fredericksburg I (111-5295) and the Battle of Fredericksburg II (111-5296).**



FIGURE 3-28: RAPPAHANNOCK RIVER RAILROAD BRIDGE, LOOKING NORTH FROM CITY DOCK (111-0132-0025)



FIGURE 3-29: RAPPAHANNOCK RIVER RAILROAD BRIDGE, SOUTH FROM LAFAYETTE BOULEVARD (111-0132-0025)

The Mayo Bridge, northern segment of 14th Street Bridge (127-5809), carries 14th Street across the James River in the NRHP-listed Manchester Warehouse and Industrial Historic District (127-0457) in the City of Richmond (Figure 3-30 and Figure 3-31). The vehicular bridge was constructed circa 1910 in the Beaux Arts style and is the northern segment of the larger Mayo Bridge with the southern segment (127-5808) spanning from Mayo Island to the southern bank of the James River. A bridge has existed at this location since 1788 and the current bridge is the oldest that spans the James River in the City of Richmond. DHR determined the bridge potentially eligible for the NRHP in 2015 under Criteria A and C (Transportation and Architecture). **It is recommended that the Mayo Bridge, northern segment of 14th Street Bridge (127-5809) continues to be potentially eligible for listing in the NRHP and be considered a contributing structure to the Manchester Warehouse and Industrial Historic District (127-0457).**

The **Southern Railway (127-6792)** is a railroad along the embankments of the James River beginning in the Shockoe Bottom area of the City of Richmond. The railway intersects with Bridge #2835 (127-5149) running westward on the north embankment and then runs south across the James River and then westward along the southern embankment of the river (Figure 3-32). Constructed circa 1850, it serviced the city's transportation needs in the nineteenth century. DHR determined that the railway is potentially NRHP eligible in 2015 under Criterion A (Transportation). **It is recommended that the Southern Railway continue to be potentially eligible to the NRHP under Criterion A (Transportation).**



FIGURE 3-30: MAYO BRIDGE, NORTHERN SEGMENT OF 14TH STREET BRIDGE, LOOKING SOUTH (127-5809)



FIGURE 3-31: MAYO BRIDGE, NORTHERN SEGMENT OF 14TH STREET BRIDGE, DETAIL (127-5809)



FIGURE 3-32: SOUTHERN RAILWAY, LOOKING SOUTH FROM VIRGINIA STREET (127-6792)

The Chesapeake & Ohio Railroad (127-6793) is a railroad structure that begins in the Shockoe Valley area of the City of Richmond approximately 1,000 feet east of Interstate 95 and runs westward along the north embankment of the James River to the Powhite Parkway (Figure 3-33). The rail line, formerly known as the Virginia Central Railroad, was established circa 1851 and provided access from the state’s capitol to central and western Virginia in the nineteenth century where previous travel was dominated by horse or water-related transportation. The railroad was surveyed in 2015 and determined by DHR to be potentially eligible for listing in the NRHP. **It is recommended that the Chesapeake & Ohio Railroad (127-6793) retain its status as potentially eligible for listing in the NRHP under Criterion A related to transportation.**



FIGURE 3-33: CHESAPEAKE & OHIO RAILROAD, RICHMOND (127-6793)

RESULTS

Two resources were previously determined eligible for the NRHP by DHR staff in 1990: the Fifth Street Bridge (127-0360) and the First Street Viaduct (127-0823). The seven previously recorded structures that were determined by DHR to be potentially eligible/eligible for listing in the NRHP include four railroad segments (007-5513, 088-5364, 127-6792, and 127-6793) and three vehicular bridges (127-0360, 127-0823, and 127-5809). When they were revisited during the current survey, the DC2RVA team determined that these resources underwent significant repairs in 1996 and 2000, respectively, to their superstructures and substructures. These alterations negatively affected the historic integrity and architectural significance of these resources. As such, it is **recommended that they are now not eligible for the NRHP.**

The seven previously recorded structures that were determined by DHR to be not eligible for listing in the NRHP include vehicular bridges. Four vehicular bridges that crossed railroads have been replaced since DHR's NRHP determination (016-0331, 016-5087, 020-0096, and 089-5010) and one was removed (076-5206). The other two vehicular bridges are common steel beam bridge types constructed in 1958 (127-5149 and 127-6273). Dovetail **recommends that these resources continue to be not eligible for the NRHP.**

The remaining 16 previously recorded structures have no outstanding architectural merit and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing in the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural structures, these properties were not evaluated under Criterion D. In sum, these 16 previously recorded structures are **recommended not individually eligible for the NRHP under Criteria A-C.** However, the DC2RVA Team recommends that 10 of the structures determined to be not eligible for the NRHP should be considered contributing to one or more of the historic districts in which they are situated (see Table 3-2).

3.3 NEWLY RECORDED RESOURCES (STRUCTURES)

Of the 126 structures recorded in the architectural APE of the DC2RVA during the current project, the Project Team documented 94 newly recorded structures (Table 3-3; Figures 3-34 through 3-99). Of the newly recorded structures, 13 structures were not easily accessible due to No Trespassing and safety concerns, but were evaluated based on mapping and engineering documentation.

The newly recorded structures along the architectural APE consist of railroad-related and vehicular bridges, culverts, signal towers, and rail line. There are 35 vehicular bridges and 33 railroad bridges. Vehicular bridges, although of similar materials and construction, are designed to carry different weight loads than railroad-related bridges. Twenty-three culverts were found within the architectural APE and are another common structure that allow vehicular and railroad traffic to cross over a water source or an alternate travel route. Two interlocking or signal towers were surveyed as part of this report, although additional towers exist within the architectural APE and were previously recorded within past DC2RVA reports. They have the potential to be considered contributing structures to the RF&P Railroad (500-0001), which was newly surveyed from the Potomac River to Richmond.

Two newly recorded structures are recommended as potentially eligible for listing in the NRHP and three of these are located within a larger historic district; one of which is recommended as a

RESULTS

contributing resource to the RF&P Railroad Historic District (500-0001). Two of the structures are recommended as contributing structures to a larger historic district. The majority of the newly recorded structures (n=92, 97.8 percent) have no outstanding architectural merit and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing in the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural structures, these properties were not evaluated under Criterion D. In sum, these 92 newly recorded structures are **recommended not individually eligible for the NRHP under Criteria A-C**. However, 74 of these structures that are recommended not eligible are located within one or more historic districts. Despite their lack of individual eligibility, the DC2RVA Team recommends that 45 of those 74 structures be considered contributing structures to larger historic districts.

TABLE 3-3: NEWLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-9805	Bridge, Airport Access Road over Route I & CSX Tracks	Arlington County	1968, 2003	Not Eligible; Noncontributing to RF&P HD
016-5172	Culvert, Penola Road over stream	Caroline County	ca. 1940	Not Eligible; Noncontributing to Penola HD
016-5173	Culvert, Colonial Road over Mattaponi Creek	Caroline County	ca. 1940	Not Eligible; Contributing to Milford HD
016-5174	Bridge, North I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2000	Not Eligible; Noncontributing to RF&P HD
016-5175	Bridge, South I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2001	Not Eligible; Noncontributing to RF&P HD
020-5780	Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive	Chesterfield County	ca. 1940	Not Individually Eligible; Contributing to Atlantic Coast Line (ACL) RR HD
020-5781	Bridge, CSX Tracks over Falling Creek and Cogbill Road	Chesterfield County	1905	Not Individually Eligible; Contributing to ACL RR HD
020-5782	Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road	Chesterfield County	1951, 1961	Not Individually Eligible; Contributing to ACL RR HD and Bellwood-Richmond Quartermaster Depot HD
029-0218-0001	Bridge, GWMP exit ramp over Mount Vernon Trail	Arlington County	ca. 1930	Not Individually Eligible; Contributing to GWMP
029-0218-0002	Bridge, Aviation Circle over GWMP	Arlington County	ca. 1965	Not Eligible; Noncontributing to GWMP
029-0218-0003	Bridge, GWMP over Four Mile Run	Arlington County	ca. 1932	Not Eligible; Noncontributing to GWMP
029-6172	Bridge, I-95 over Eisenhower Avenue Connector	Fairfax County	1963, 1977	Not Eligible

TABLE 3-3: NEWLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5767	Bridge, Ellets Crossing over CSX Tracks	Hanover County	1925	Not Individually Eligible; Contributing to RF&P HD
042-5768	Bridge, Route 1 over CSX Tracks	Hanover County	1968	Not Eligible; Noncontributing to RF&P HD
043-5844	Bridge, Purcell Road over Hungary Creek	Henrico County	ca. 1960	Not Eligible
043-5845	Culvert, Staples Mill Road over Upham Brook	Henrico County	1966	Not Eligible
043-5846	Bridge, Byrd Hill Road over Upham Brook	Henrico County	1962	Not Eligible
043-5847	Bridge, East Parham Road over CSX Tracks	Henrico County	1967	Not Eligible; Noncontributing to RF&P HD
043-5848	Bridge, Dumbarton Road over CSX Tracks	Henrico County	1966	Not Eligible; Noncontributing to RF&P HD
043-5849	Bridge, West I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5850	Bridge, East I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5851	Bridge, I-195/ over CSX Tracks	Henrico County	ca. 1970	Not Eligible; Noncontributing to RF&P HD
089-5602	Bridge, Thompson Avenue over Claiborne Run	Fredericksburg (Ind. City)	ca. 1970	Not Eligible; Noncontributing to Battle of Fredericksburg I
089-5603	Bridge, Leeland Road over CSX Tracks	Stafford County	1967	Not Eligible; Noncontributing to RF&P HD
100-5338	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible
127-0457-0086	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0457-0087	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952,	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-6251-0008	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	ca. 1990	Not Individually Eligible; Contributing to ACL RR HD
127-6251-0008	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1946	Not Individually Eligible; Contributing to ACL RR HD
127-6251-0009	Bridge, CSX Tracks over Kingsland Creek	Chesterfield County	1902, 1926	Not Individually Eligible; Contributing to ACL RR HD
127-6271-0014	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1967	Not Individually Eligible; Contributing to SAL RR HD

TABLE 3-3: NEWLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7047	Bridge, Lombardy Street over CSX Tracks	Richmond (Ind. City)	1932	Not Eligible
127-7048	Bridge, South Belvidere Street - Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958	Not Eligible
127-7049	Bridge, North Belvidere Street-Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958, 2004	Not Eligible
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7052	Bridge, East Broad Street over I-95 North exit ramp	Richmond (Ind. City)	1958, 1977	Not Eligible
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)	Richmond (Ind. City)	1958	Not Eligible
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)	Richmond (Ind. City)	ca. 1958	Not Eligible
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street	Richmond (Ind. City)	1958	Not Eligible
127-7056	Bridge, Commerce Road over Goode Creek	Richmond (Ind. City)	1940	Not Eligible
127-7057	Culvert, Ruffin Road	Richmond (Ind. City)	ca. 1940	Not Eligible
127-7058	Bridge, CSX Tracks over Platinum Road	Richmond (Ind. City)	unknown	Not Eligible; Noncontributing to ACL RR HD
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek	Richmond (Ind. City)	1960, 1991	Not Eligible
127-7060	Bridge, Hopkins Road over stream	Richmond (Ind. City)	1912	Not Eligible
127-7061	Bridge, Midlothian Turnpike over CSX Tracks	Richmond (Ind. City)	1953	Not Eligible; Noncontributing to ACL RR HD
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard	Richmond (Ind. City)	1953	Not Eligible
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks	Richmond (Ind. City)	1962, CSX 1966	Not Eligible; Noncontributing to RF&P HD
127-7064	Bridge, North Boulevard over CSX Tracks	Richmond (Ind. City)	1943	Not Eligible; Noncontributing to RF&P HD

TABLE 3-3: NEWLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001	RF&P Railroad Historic District, Potomac River to Broad Street Station	multiple	ca. 1837–1943	Potentially Eligible
500-0001-0001	Bridge, CSX Tracks over White Oak Road	Fredericksburg (Ind. City)	ca. 1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg II
500-0001-0002	Bridge, CSX Tracks over Little River	Hanover County	1923	Not Individually Eligible; Contributing to RF&P HD and Taylorsville Road HD
500-0001-0004	Bridge, CSX Tracks over Commonwealth Avenue	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0005	Bridge, CSX Tracks over King Street	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0008	Culvert, CSX Tracks over Hazel Run	Fredericksburg (Ind. City)	1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg I and Fredericksburg and Spotsylvania Battlefields National Military Park
500-0001-0012	Culvert, CSX Tracks, south of Doswell station	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD and Doswell HD; Noncontributing to North Anna Battlefield
500-0001-0013	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible; Noncontributing to RF&P HD
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue	Alexandria (Ind. City)	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road	Fairfax County	ca. 1960	Not Eligible; Noncontributing to RF&P HD
500-0001-0016	Bridge, CSX Tracks over Newington Road	Fairfax County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0017	Bridge, CSX Tracks over Accotink Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0018	Bridge, CSX Tracks over Pohick Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0019	Culvert, CSX Tracks over stream, west of Lorton Market Street	Fairfax County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD

TABLE 3-3: NEWLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0020	Culvert, CSX Tracks over Giles Run	Fairfax County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0021	Bridge, CSX Tracks over Route 1	Fairfax County	1943	Not Eligible; Noncontributing to RF&P HD
500-0001-0022	Bridge, CSX Tracks over Occoquan River	Fairfax County	1915	Potentially Eligible; Contributing to RF&P HD
500-0001-0023	Culvert, CSX Tracks, west of Dabney Road	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0024	Culvert, CSX Tracks over Marumsc Creek	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0025	Culvert, CSX Tracks over Marumsc Acres Lake	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0026	Culvert, CSX Tracks over Farm Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0027	Bridge, CSX Tracks over Neabsco Creek	Prince William County	1964	Not Individually Eligible; Contributing to RF&P HD
500-0001-0028	Bridge, CSX Tracks over Powells Creek & Daniel K. Ludwig Drive	Prince William County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0029	Bridge, CSX Tracks over Aquia Creek	Stafford County	1945	Not Individually Eligible; Contributing to RF&P HD
500-0001-0030	Culvert, CSX Tracks over Accokeek Creek	Stafford County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0031	Culvert, CSX Tracks over stream, west of Bexley Lane	Stafford County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0032	Culvert, CSX Tracks over Claiborne Run	Stafford County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0033	RF&P Fredericksburg Interlocking Tower	Fredericksburg (Ind. City)	ca. 1910	Not Individually Eligible; Contributing to RF&P HD
500-0001-0034	Culvert, CSX Tracks, north of Woodford Road	Caroline County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0035	Culvert, CSX Tracks, south of Kings Dominion Boulevard	Hanover County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0036	Culvert, CSX Tracks, south of Gwathemy Church Road	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0037	Bridge, CSX Tracks over Chickahominy River	Hanover County	1911, 1929	Not Individually Eligible; Contributing to RF&P HD
500-0001-0038	Culvert, CSX Tracks over North Run	Henrico County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD

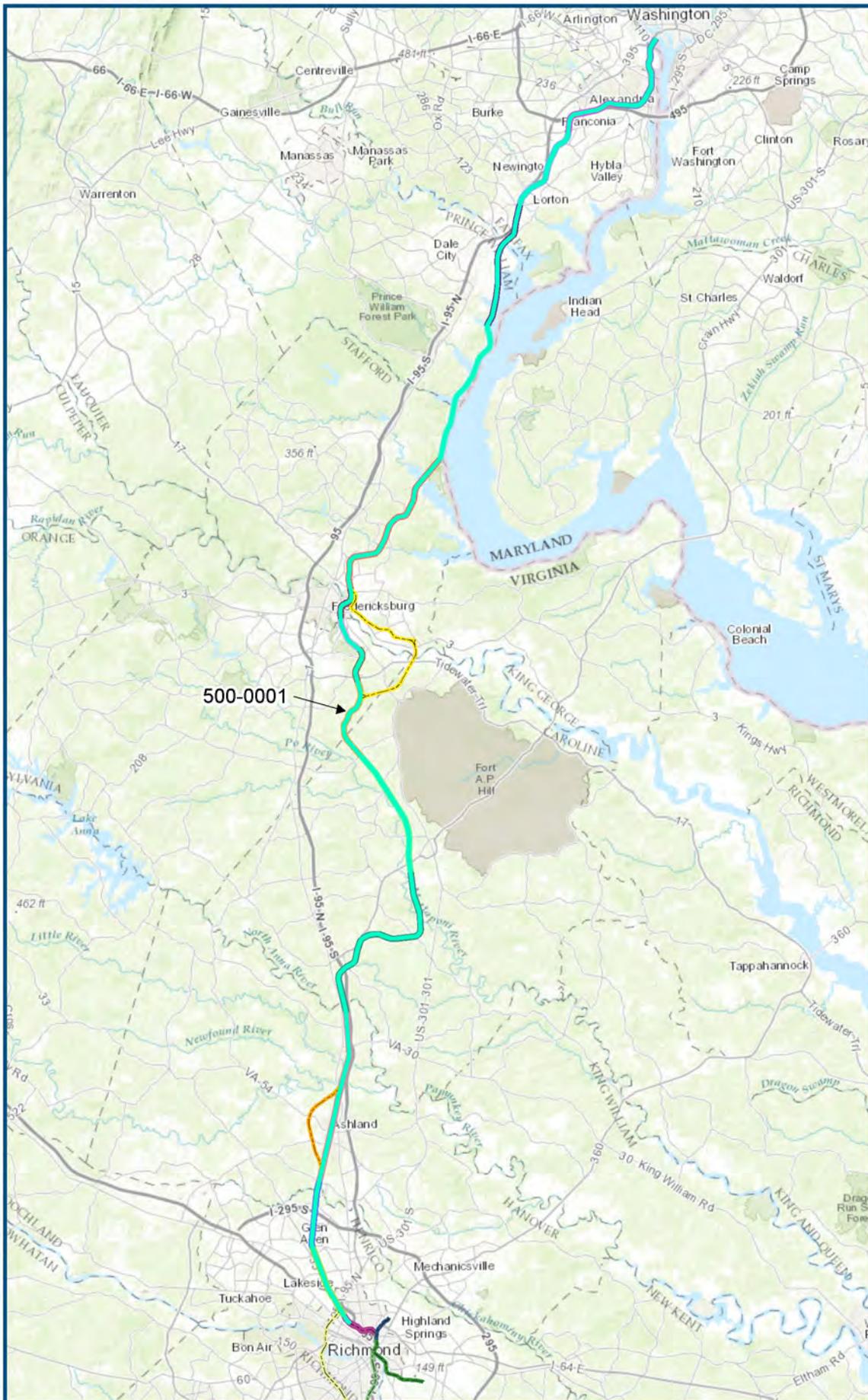
RESULTS

TABLE 3-3: NEWLY RECORDED STRUCTURES IDENTIFIED DURING THE CURRENT SURVEY

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0039	Culvert, CSX Tracks over Hungary Creek	Henrico County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0040	RF&P Greendale Interlocking Tower, east of Compton Road	Henrico County	ca. 1945	Not Eligible; Noncontributing to RF&P HD
500-0001-0041	Bridge, CSX Tracks over GWMP	Arlington County	1930	Not Individually Eligible; Contributing to GWMP
500-0001-0049	Bridge, CSX Tracks over Norfolk Southern Railroad	Alexandria	1947	Not Eligible; Noncontributing to RF&P HD
500-0001-0050	Bridge, CSX Tracks over Farm Creek	Prince William County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0051	Bridge, CSX Tracks over Deep Run	Spotsylvania County	1943	Not Individually Eligible; Contributing to RF&P HD
500-0001-0052	Railroad Bridge, East of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0053	Railroad Bridge, South of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0054	Railroad Bridge, East of Mont Trail	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0055	Railroad Bridge, North of Claiborne Crossing Road	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0056	Railroad Bridge, North of Stonewall Jackson Shrine	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0057	Bridge, CSX Tracks/Mattaponi River	Caroline County	1903	Not Individually Eligible; Contributing to RF&P HD

Source: Dovetail, 2016.

Table Notes: I. Cells highlighted in blue denote structures recommended potentially eligible as a part of the current survey.



0 5 10
Miles

0 8 16
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 World Topo

Legend

- Architectural Resources**
- Potentially Eligible
- DC2RVA Project Segments**
- 01 Roslyn to Alexandria (ROAF)
 - 02 Alexandria to Franconia (AFFR)
 - 03 Franconia to Lorton (FRLO)
 - 04 Lorton to Powells Creek (LOPC)
 - 05 Powells Creek to Arkendale (PCAR)
 - 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)
 - 13 North Doswell to Elmont (NDEL)
 - 14 Elmont to Greendale (ELGN)
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)
 - 19' AM Jct to Fulton Yard (AMFY)
 - 20' Buckingham Branch/ Hospital Wye (BBHW)
 - 21 Fredericksburh Bypass (FBBP)
 - 22 Ashland Bypass (ASBP)

500-0001

Figure 3-34
Newly Recorded
Resources
RF&P Railroad (500-0001)

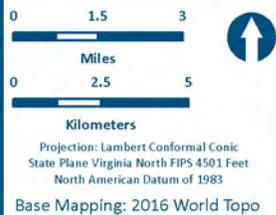
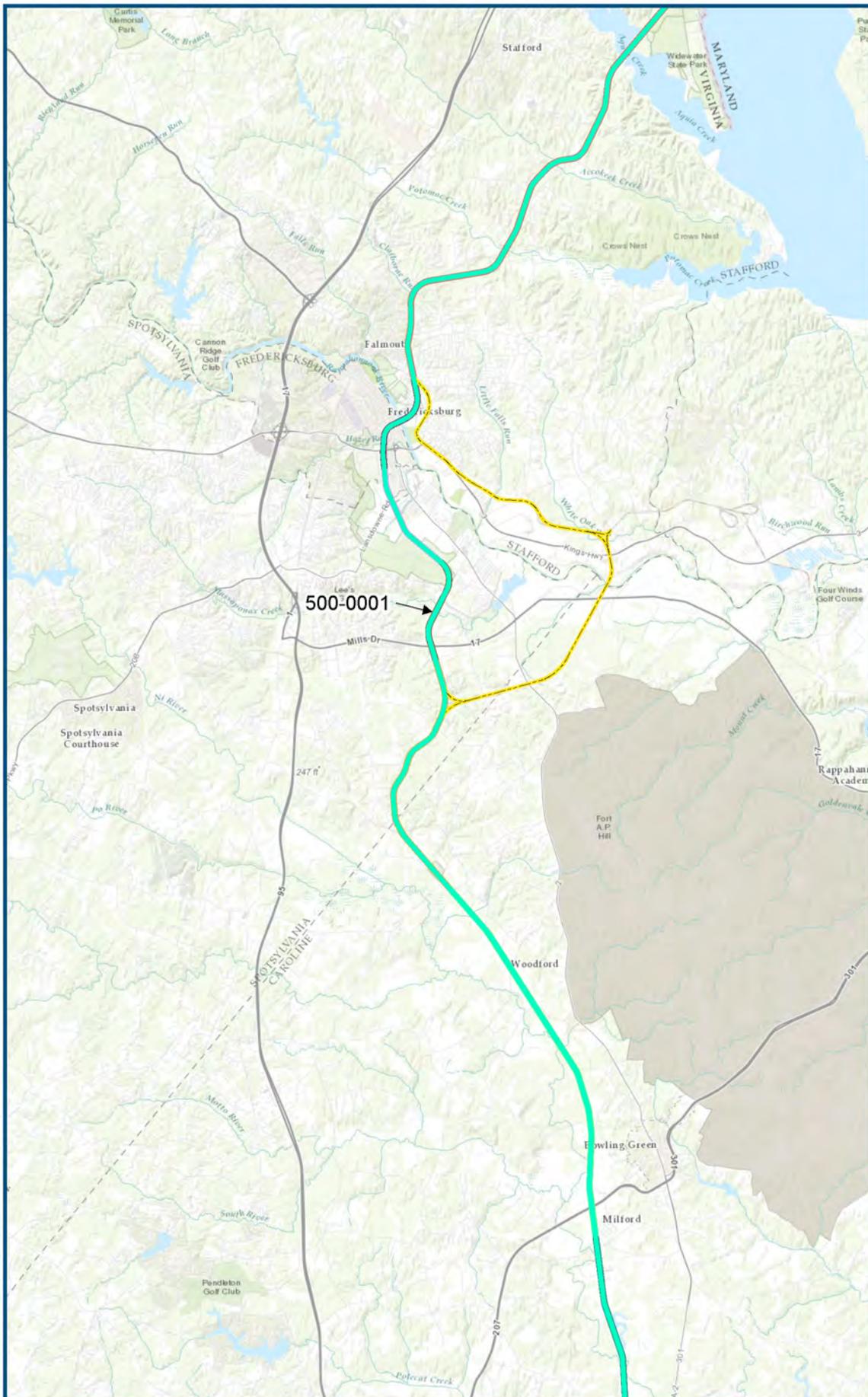
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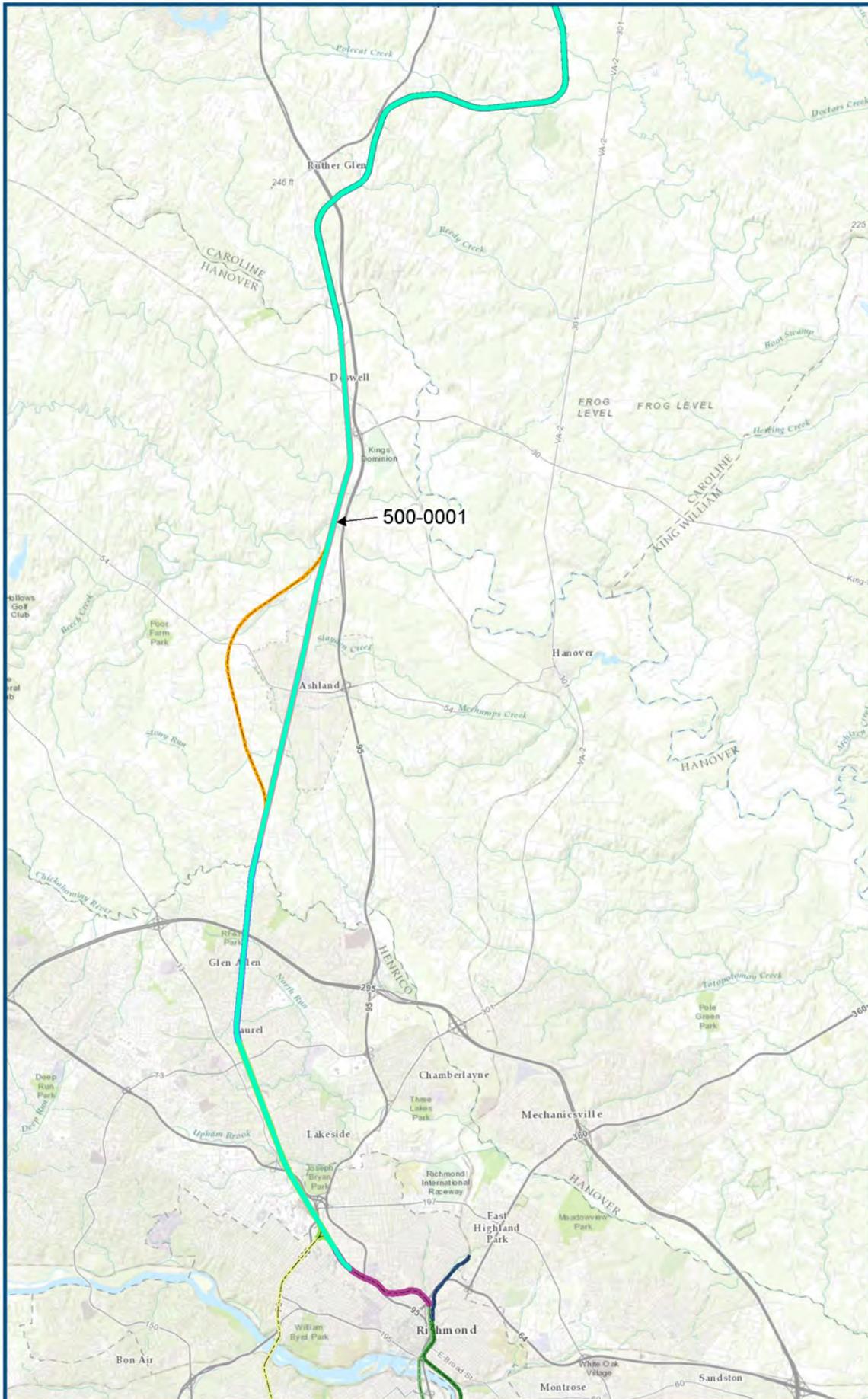
Legend

- Architectural Resources**
- Potentially Eligible
- DC2RVA Project Segments**
- 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 08 Fredericksburg to Hamilton (FBHA)
 - 09 Hamilton to Crossroads (HAXR)
 - 10 Crossroads to Guinea (XRGU)
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)
 - 21 Fredericksburgh Bypass (FBBP)

Figure 3-36
Newly Recorded
Resources
RF&P Railroad (500-0001)
Central Detail

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0 1.5 3
Miles

0 2.5 5
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 World Topo

- ### Legend
- Architectural Resources**
- Potentially Eligible
- DC2RVA Project Segments**
- 12 Milford to North Doswell (MDND)
 - 13 North Doswell to Elmont (NDEL)
 - 14 Elmont to Greendale (ELGN)
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)
 - 19' AM Jct to Fulton Yard (AMFY)
 - 20' Buckingham Branch/Hospital Wye (BBHW)
 - 22 Ashland Bypass (ASBP)

Figure 3-37
Newly Recorded Resources
RF&P Railroad (500-0001)
Southern Detail

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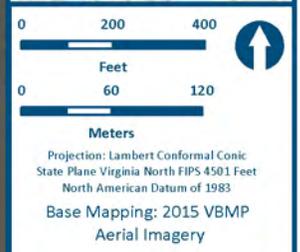


Figure 3-38
Newly Recorded Resources

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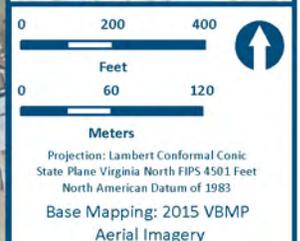
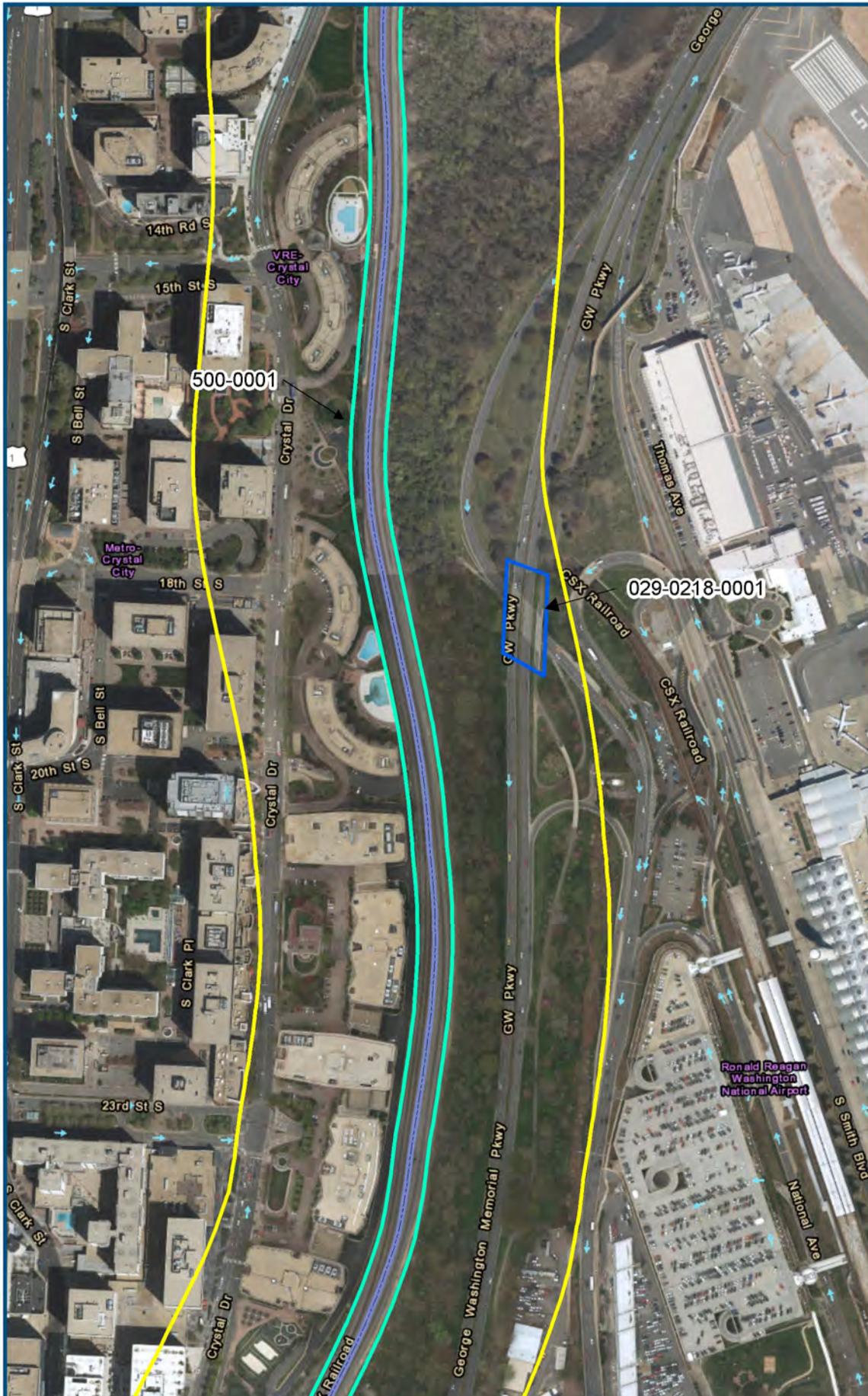


Figure 3-39
Newly Recorded Resources

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments
 - 01 Roslyn to Alexandria (ROAF)

Figure 3-40
 Newly Recorded
 Resources

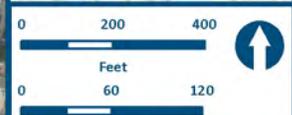
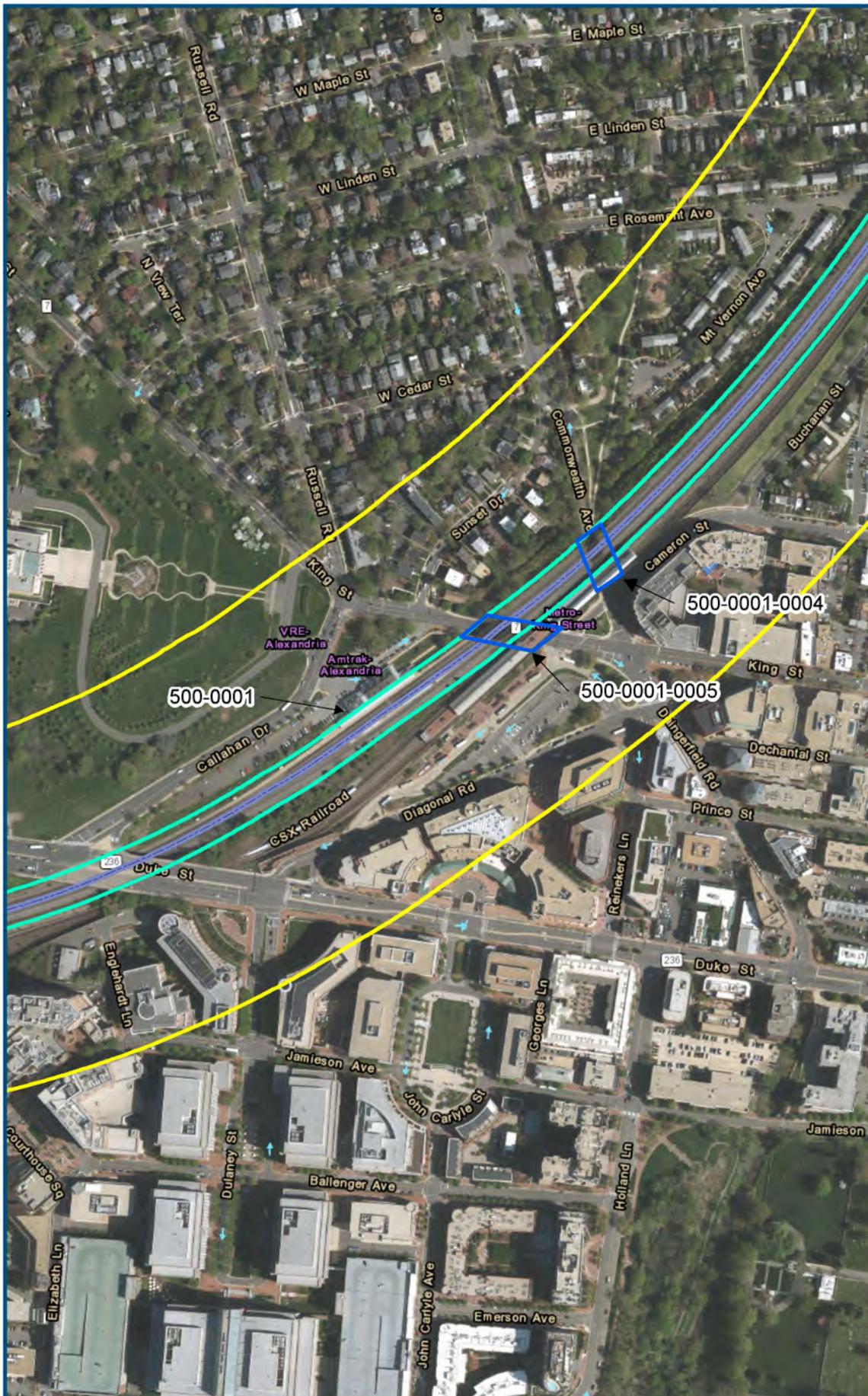
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Meters
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- ▬ Architectural APE
 - ▬ Architectural Resources
 - ▬ Potentially Eligible
 - ▭ Not Eligible
 - ▬ DC2RVA Project Segments
 - ▬ 01 Roslyn to Alexandria (ROAF)

Figure 3-41
 Newly Recorded
 Resources

10/2016

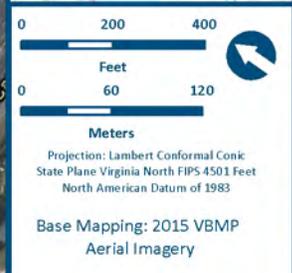
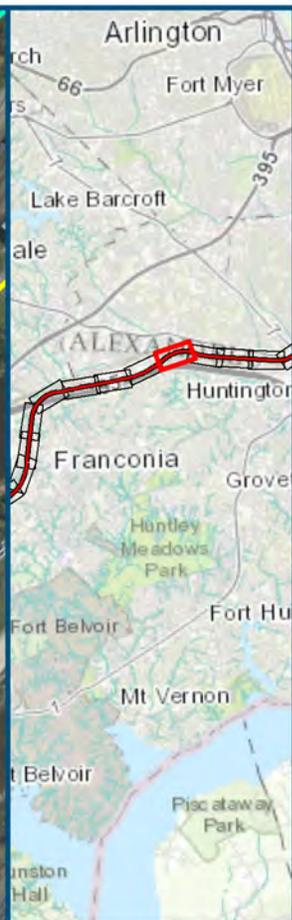
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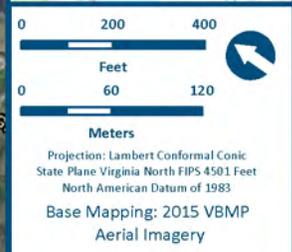
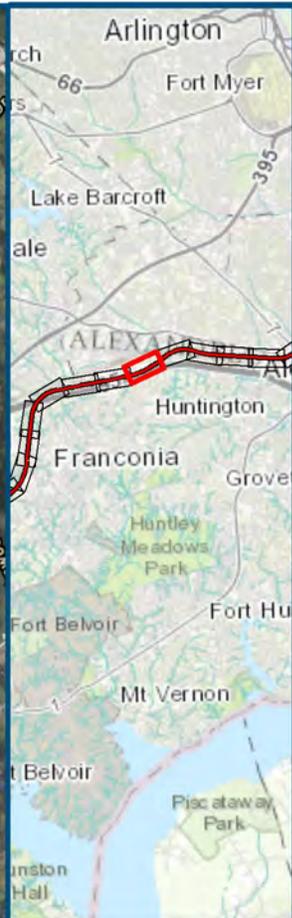
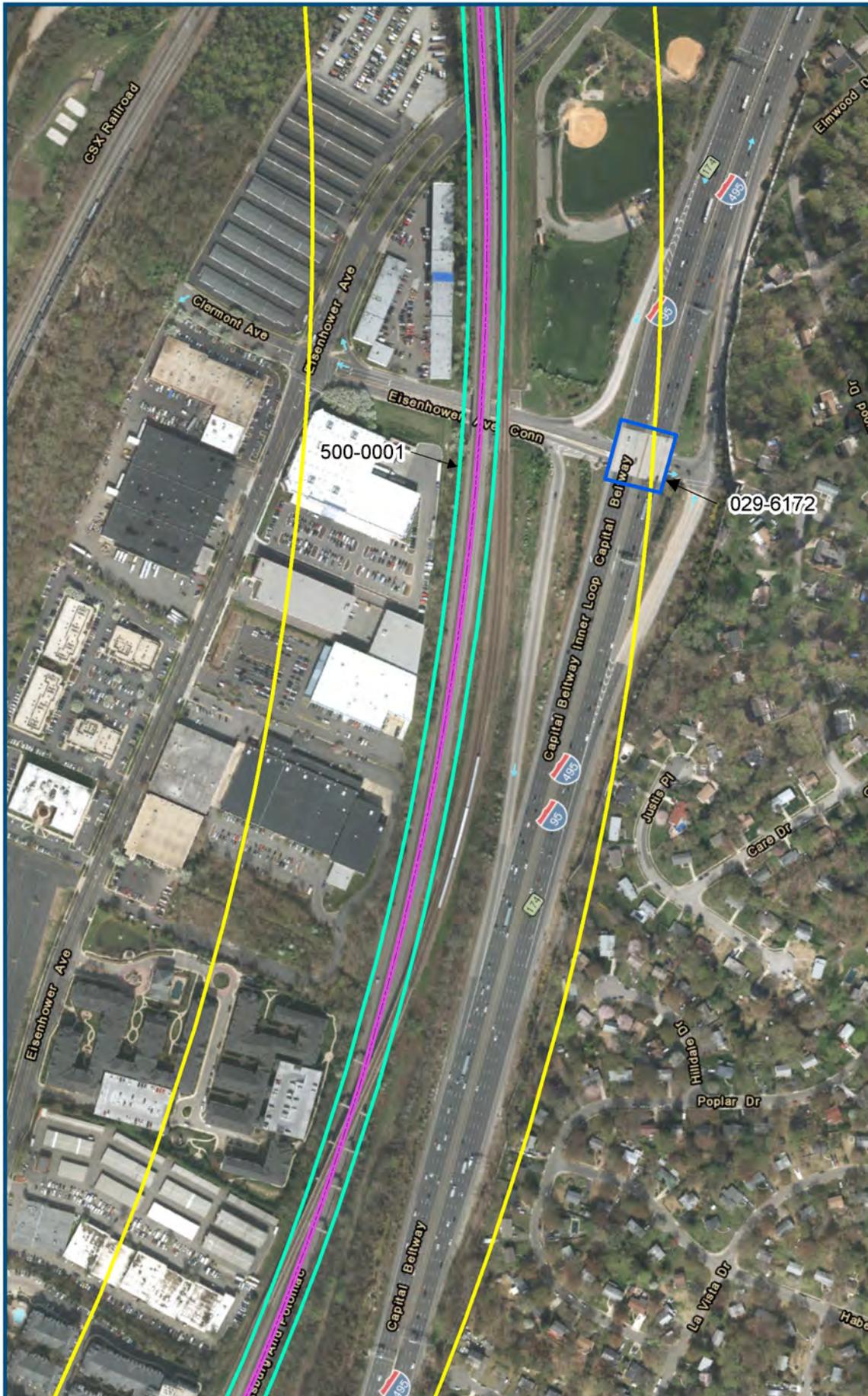


- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 02 Alexandria to Franconia (AFFR)

**Figure 3-42
Newly Recorded
Resources**

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- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments
 - 02 Alexandria to Franconia (AFFR)

**Figure 3-43
Newly Recorded
Resources**

10/2016

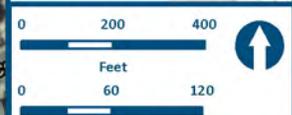
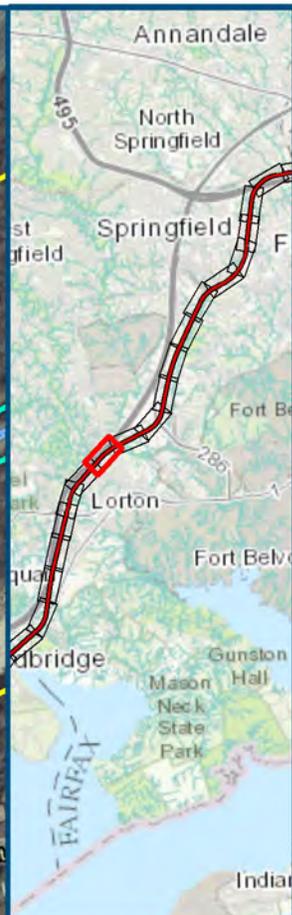
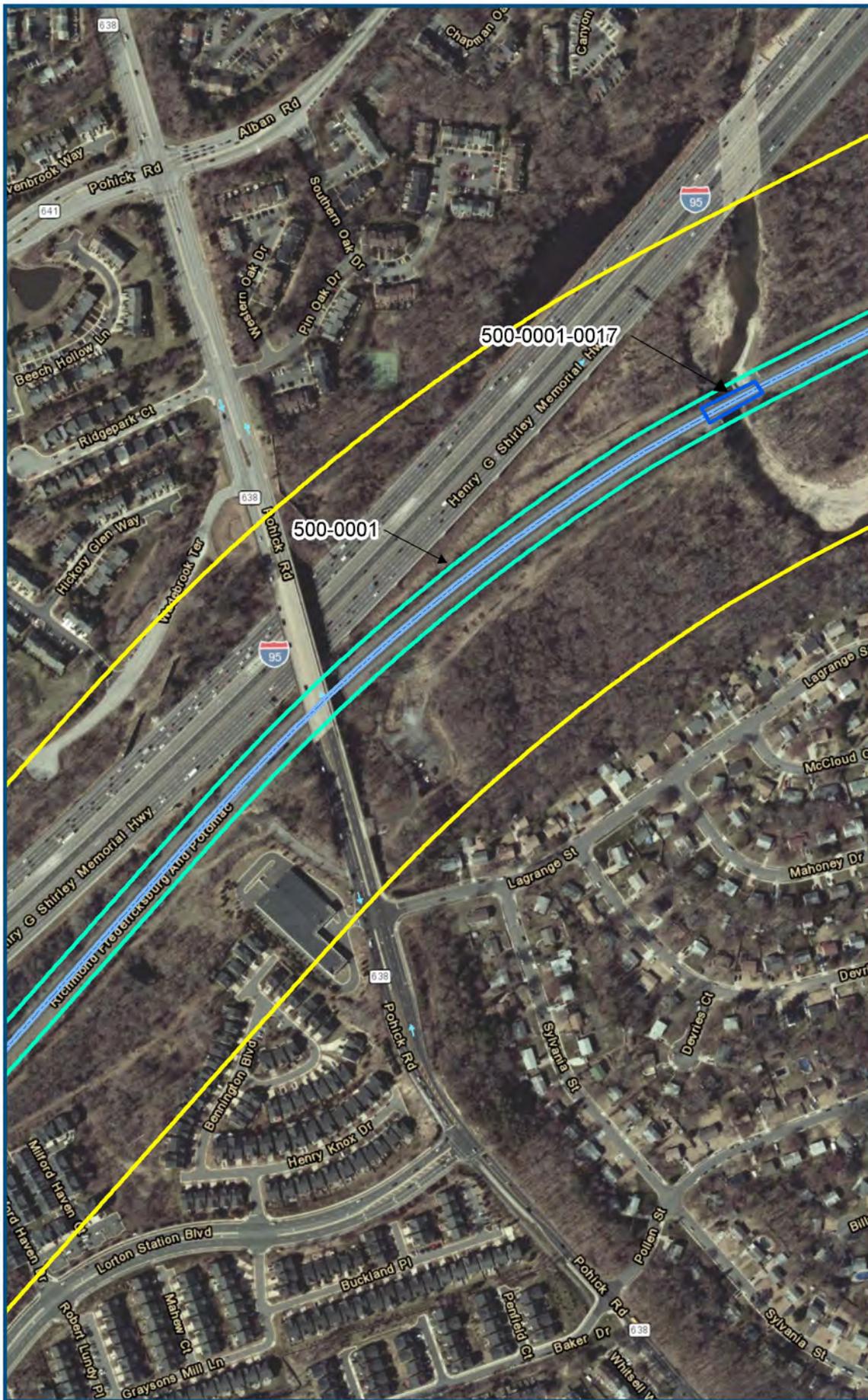
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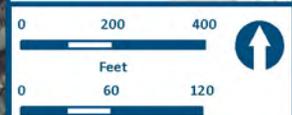
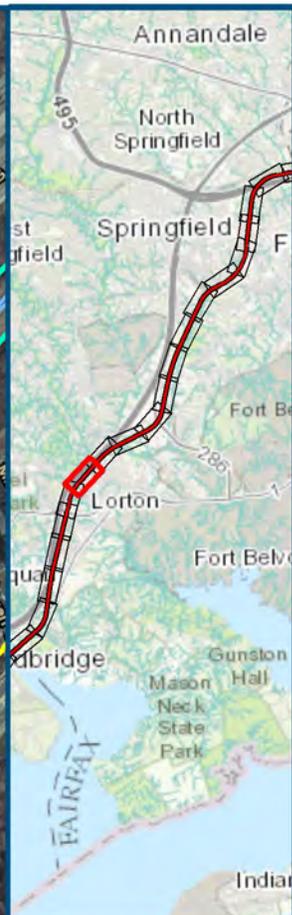
Meters
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments
 - 03 Franconia to Lorton (FRLO)

Figure 3-45
 Newly Recorded
 Resources

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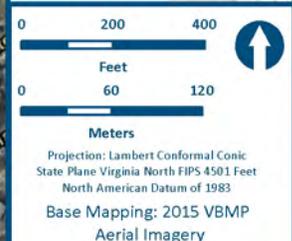
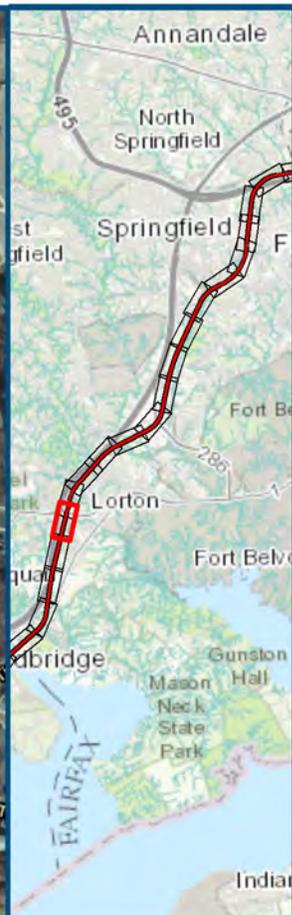
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 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- ▬ Architectural APE
 - Architectural Resources**
 - ▬ Potentially Eligible
 - ▬ Not Eligible
 - DC2RVA Project Segments**
 - ▬ 03 Franconia to Lorton (FRLO)

Figure 3-46
 Newly Recorded
 Resources

10/2016

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- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 03 Franconia to Lorton (FRLO)
 - 04 Lorton to Powells Creek (LOPC)

Figure 3-47
Newly Recorded Resources

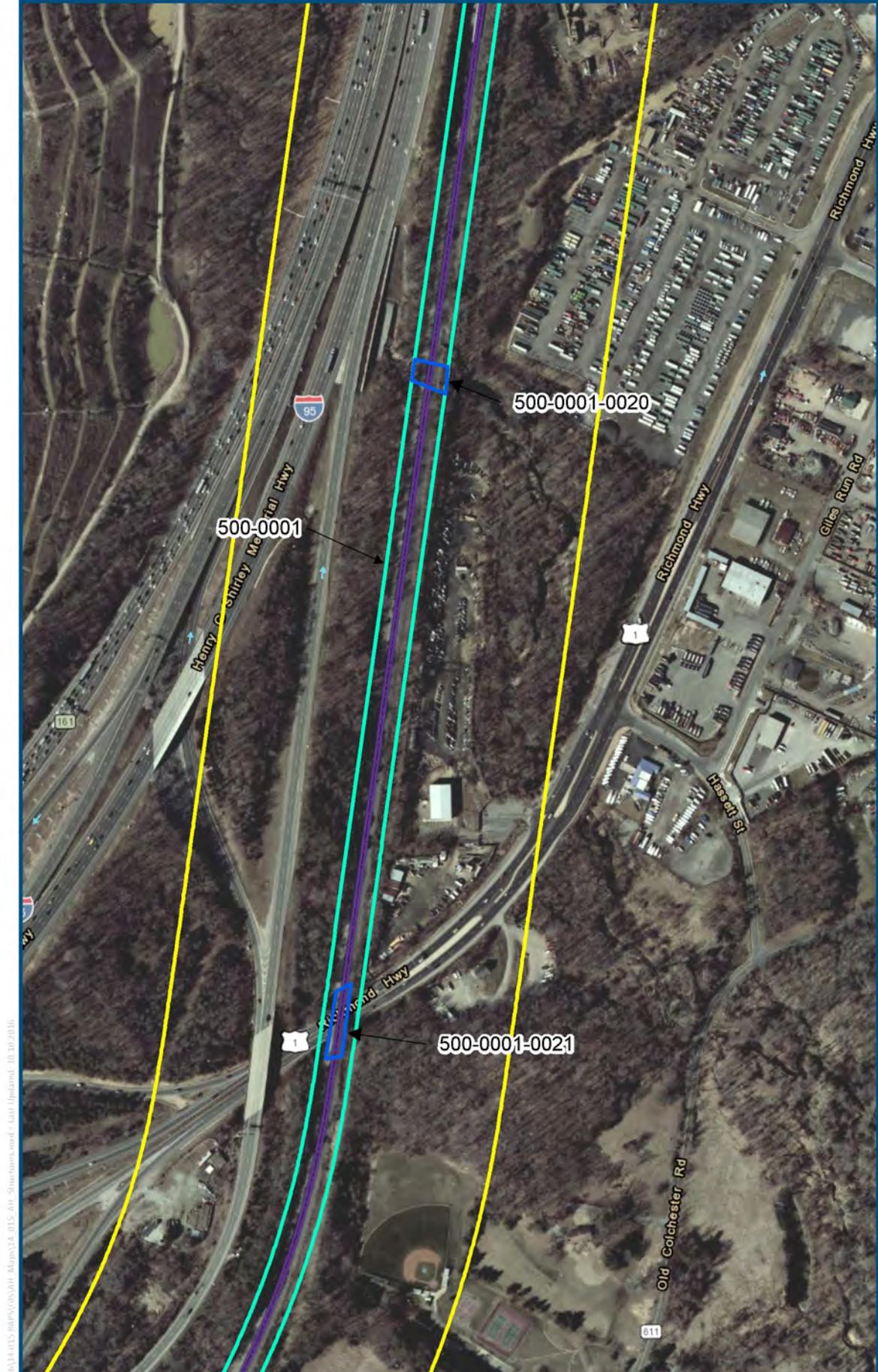
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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- ▭ Architectural APE
 - Architectural Resources**
 - ▭ Potentially Eligible
 - ▭ Not Eligible
 - DC2RVA Project Segments**
 - ▭ 04 Lorton to Powells Creek (LOPC)

Figure 3-48
 Newly Recorded
 Resources

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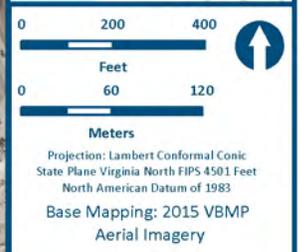
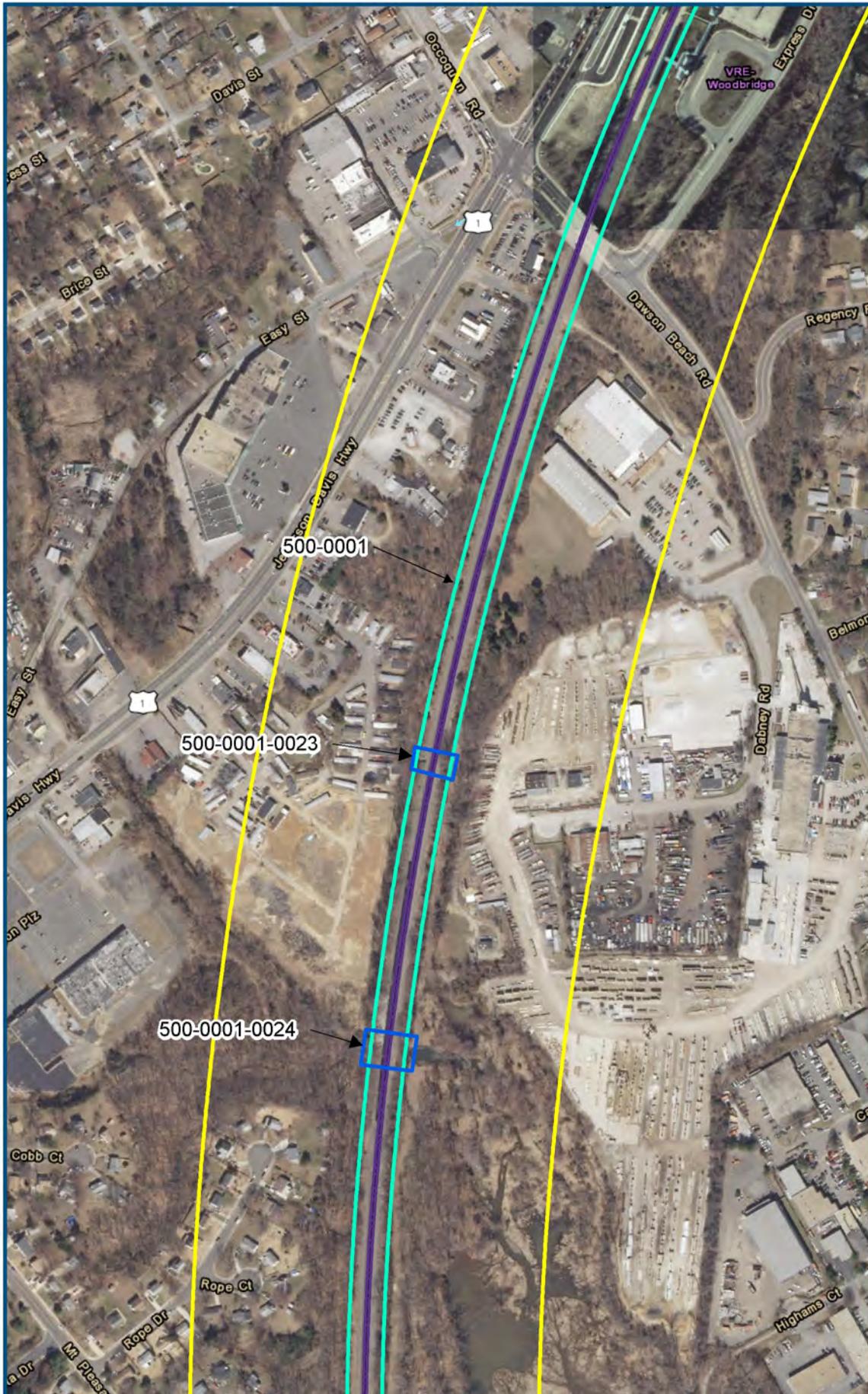
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**Figure 3-50
Newly Recorded
Resources**

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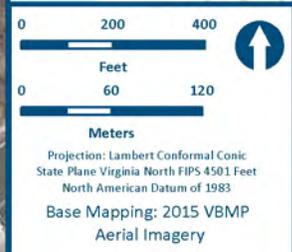
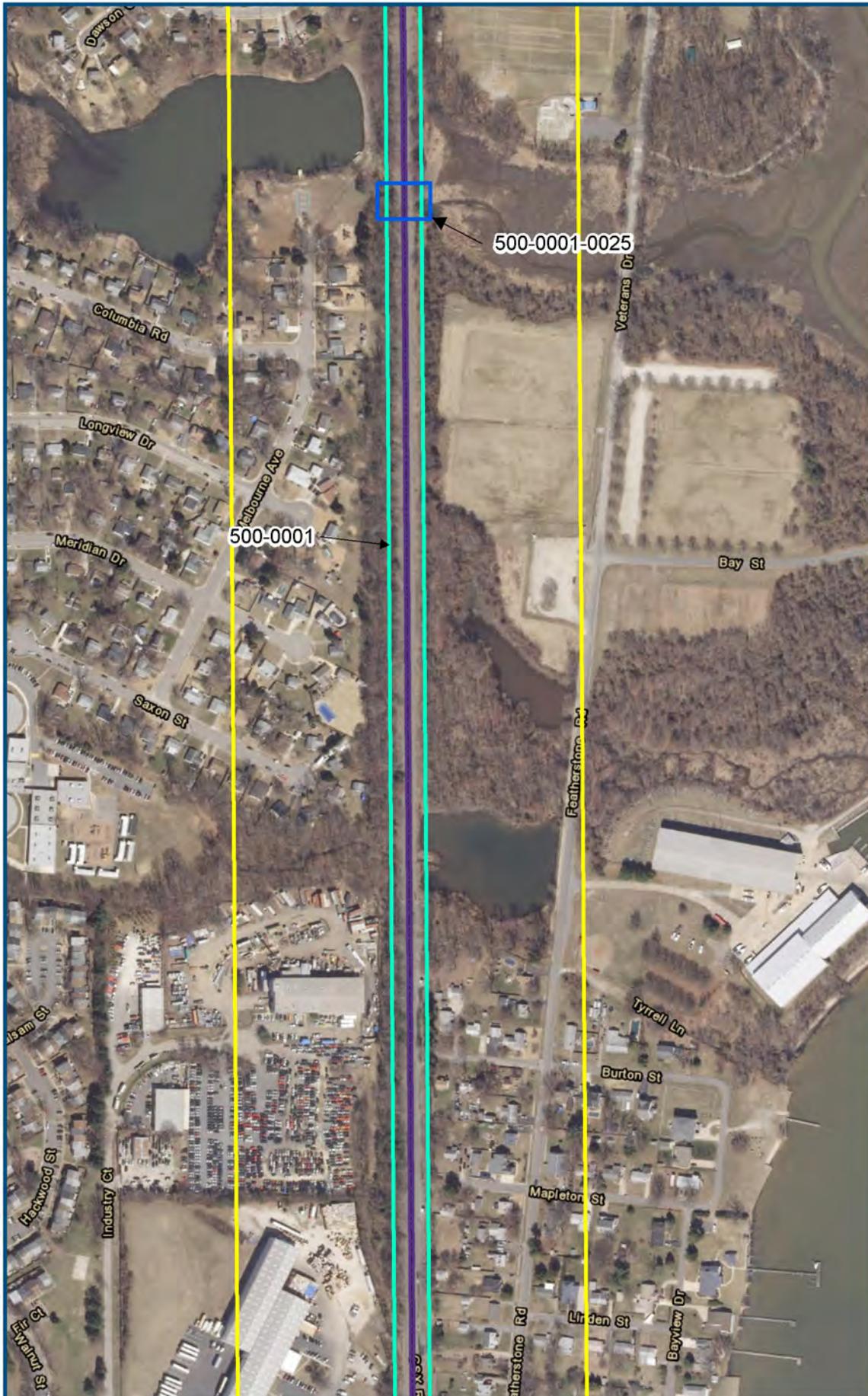
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**Figure 3-51
Newly Recorded
Resources**

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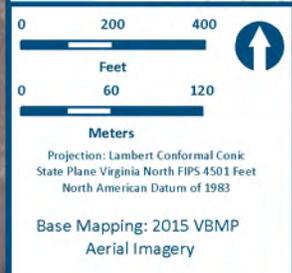
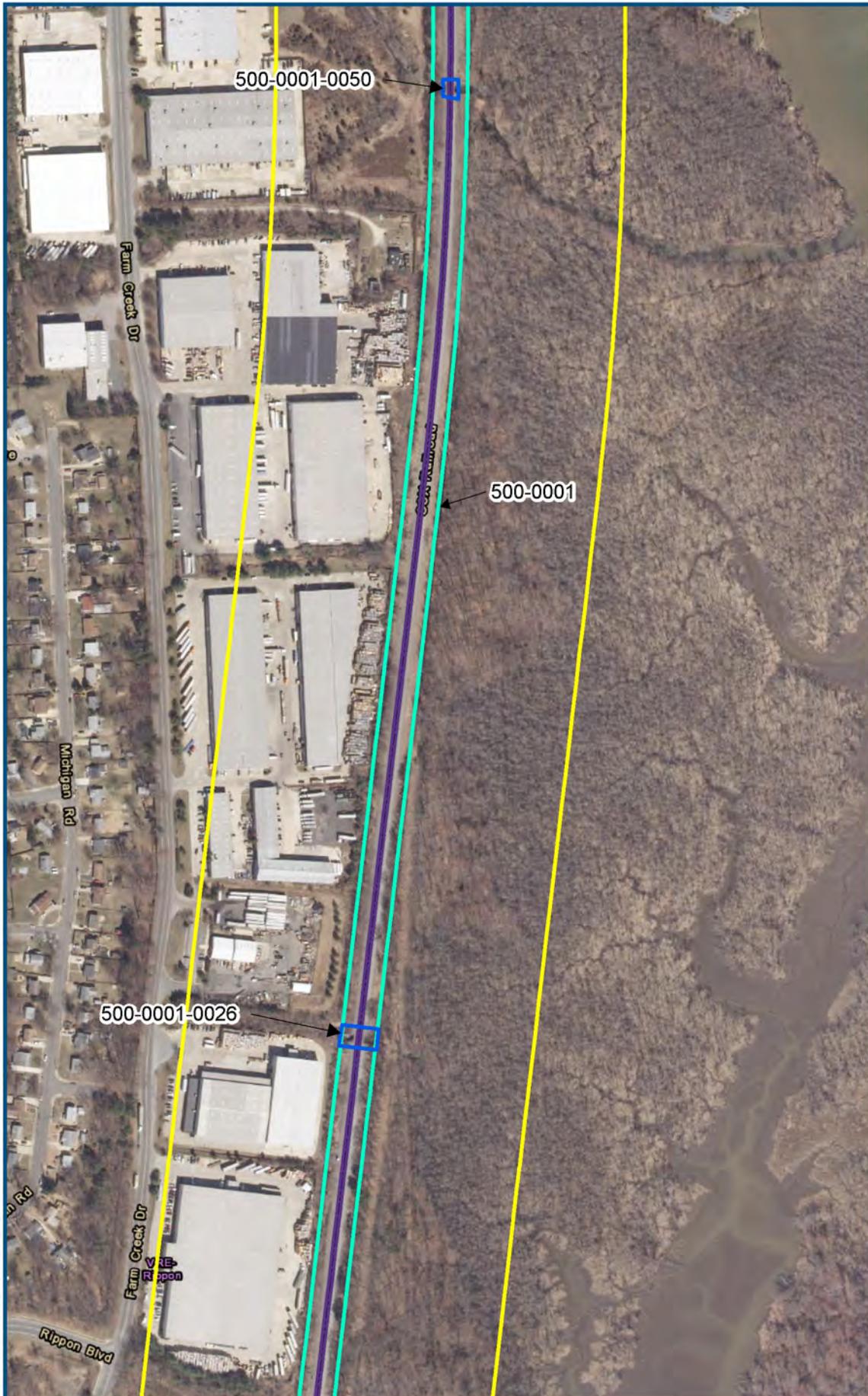


Figure 3-52
Newly Recorded Resources

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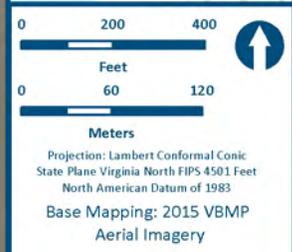
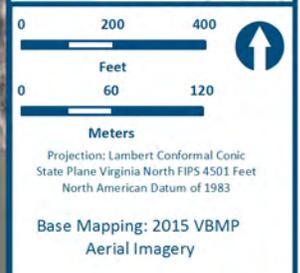
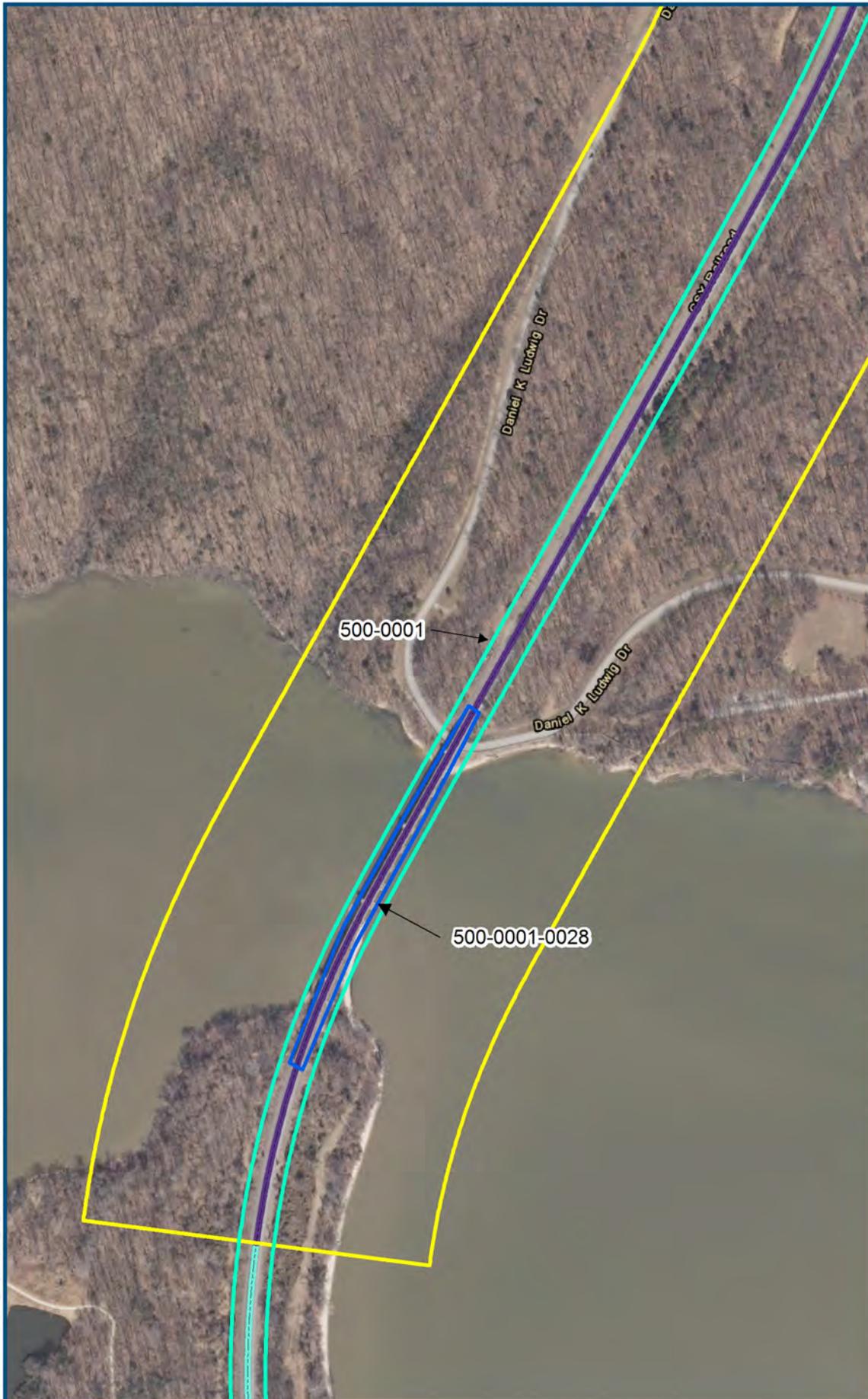


Figure 3-53
Newly Recorded Resources

10/2016

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- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 04 Lorton to Powells Creek (LOPC)
 - 05 Powells Creek to Arkendale (PCAR)

Figure 3-54
Newly Recorded
Resources

10/2016

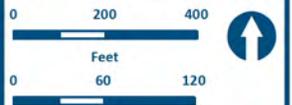
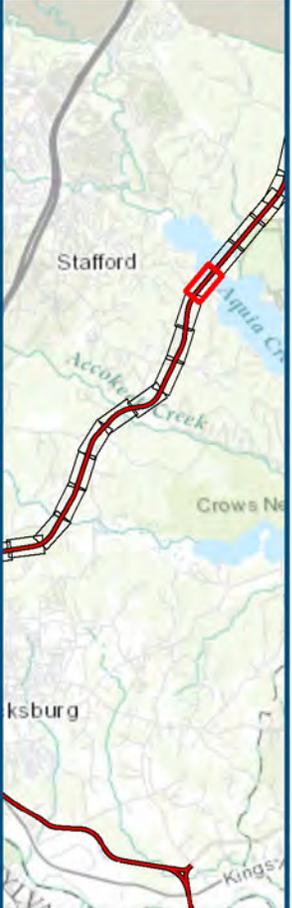
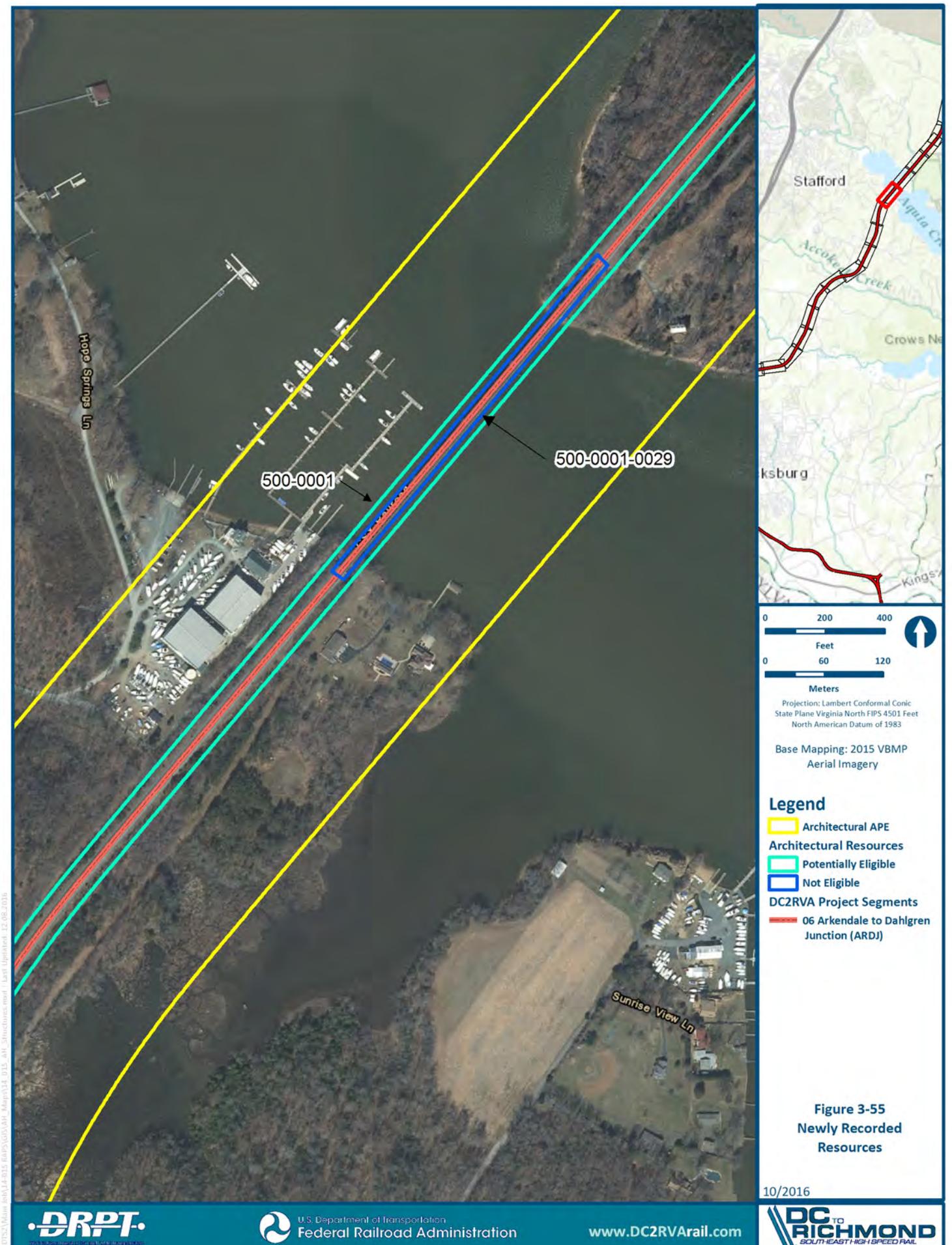
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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 06 Arkendale to Dahlgren Junction (ARDJ)

Figure 3-55
 Newly Recorded
 Resources

10/2016

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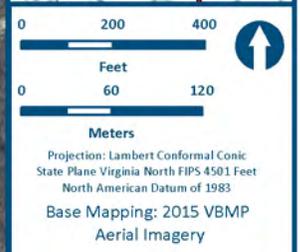
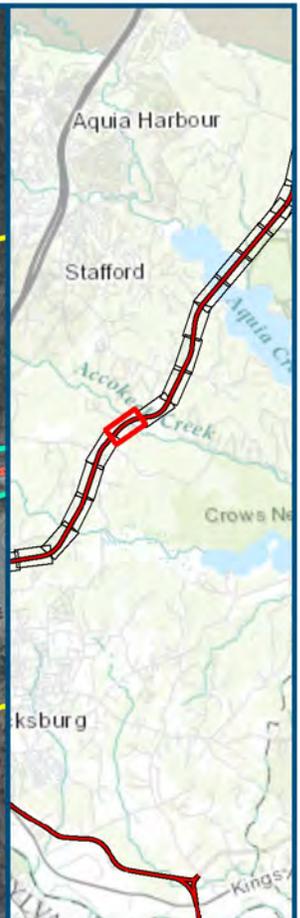
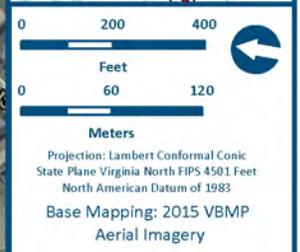
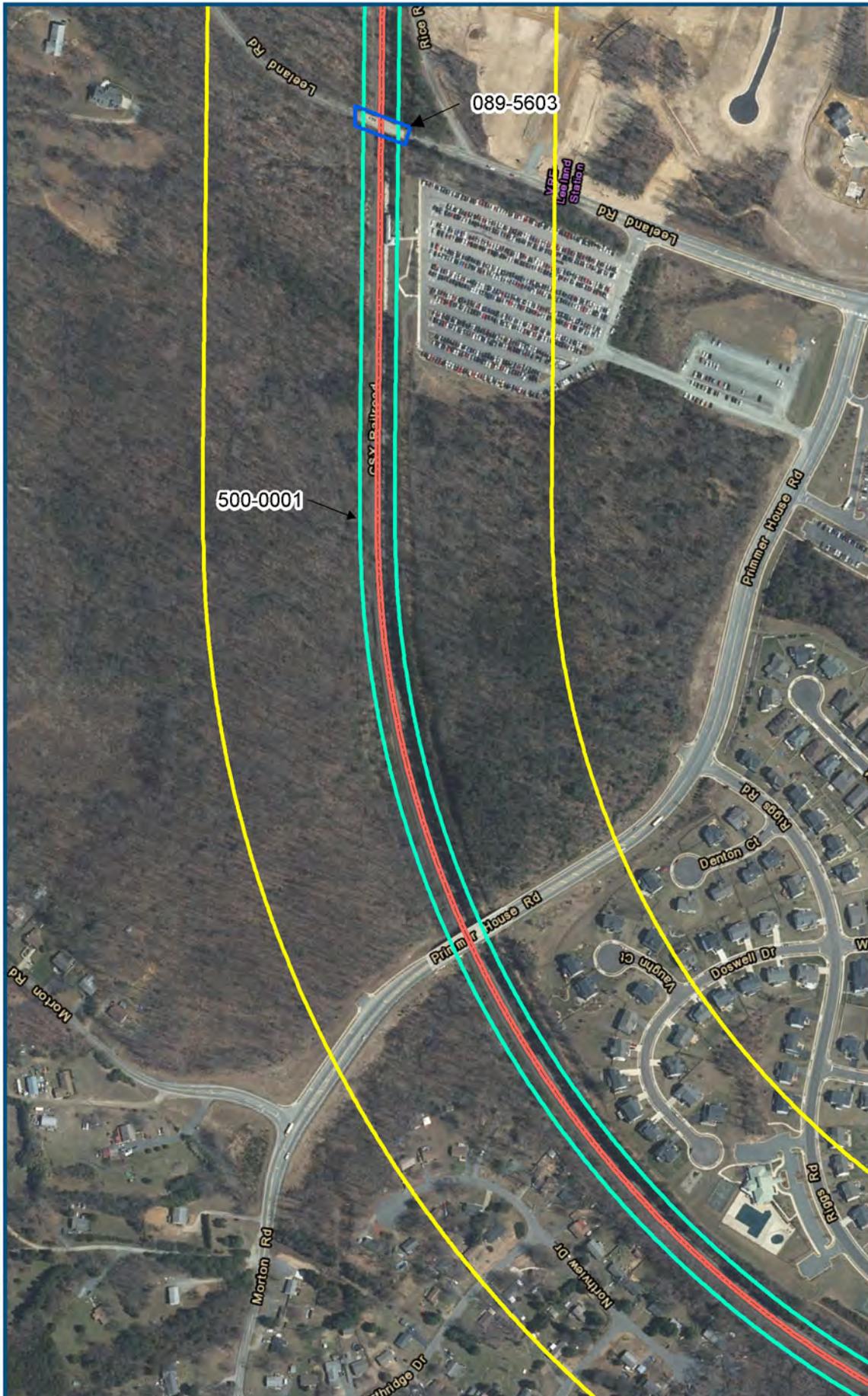


Figure 3-56
Newly Recorded Resources

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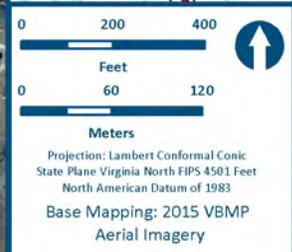
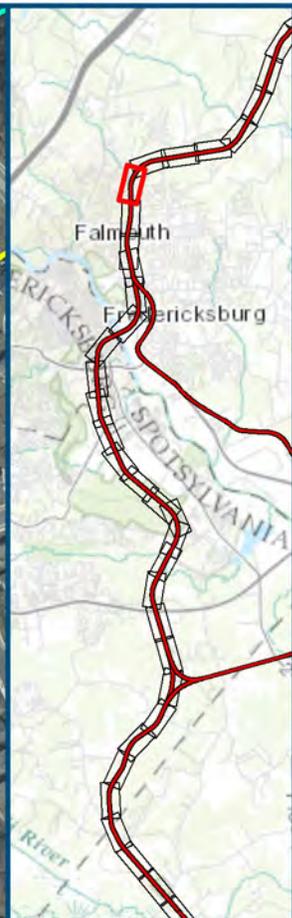
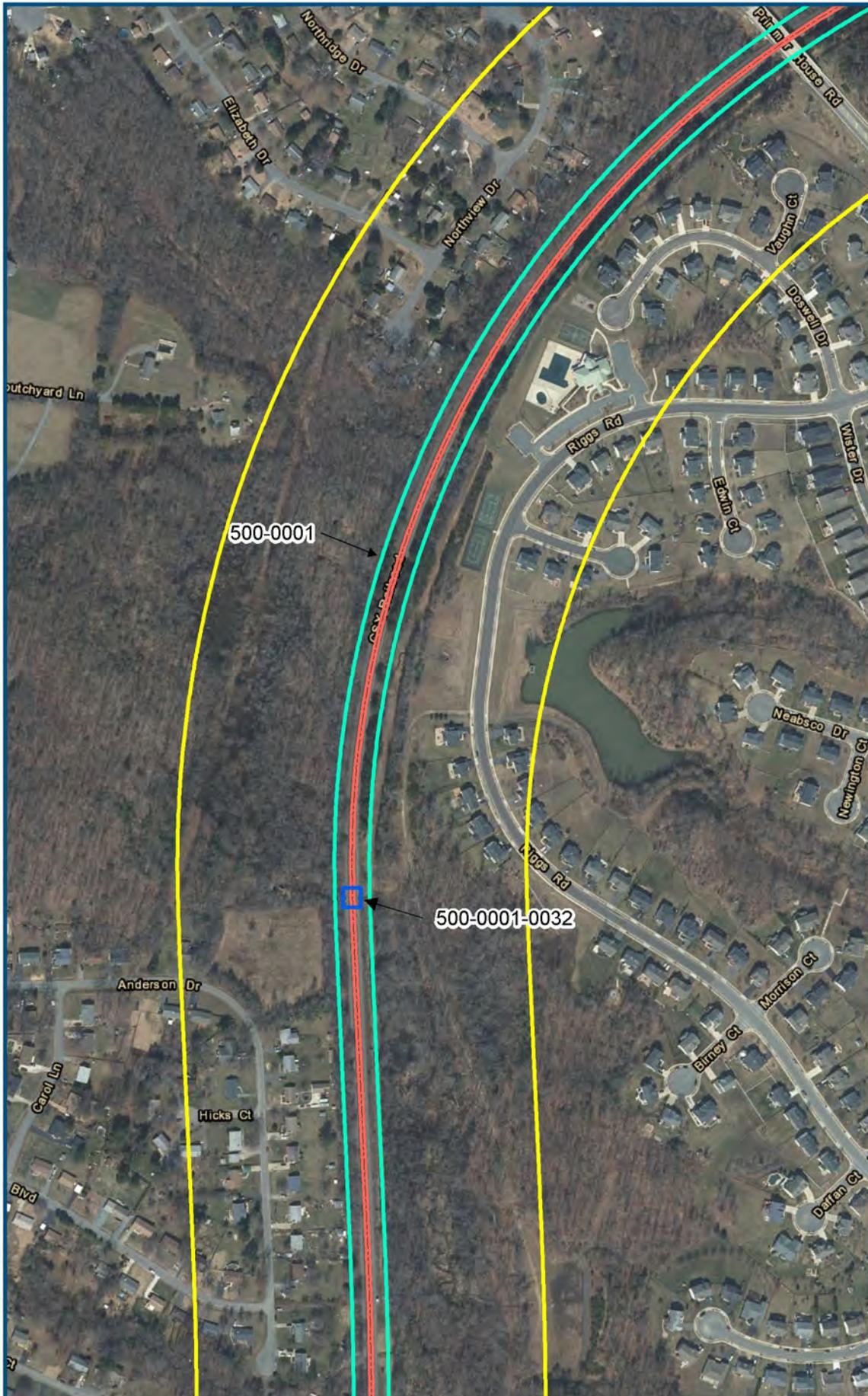


- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2VA Project Segments**
 - 06 Arkendale to Dahlgren Junction (ARDJ)

**Figure 3-58
Newly Recorded
Resources**

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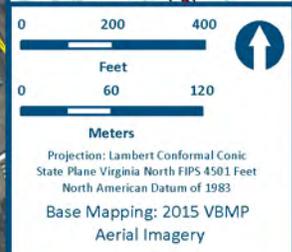
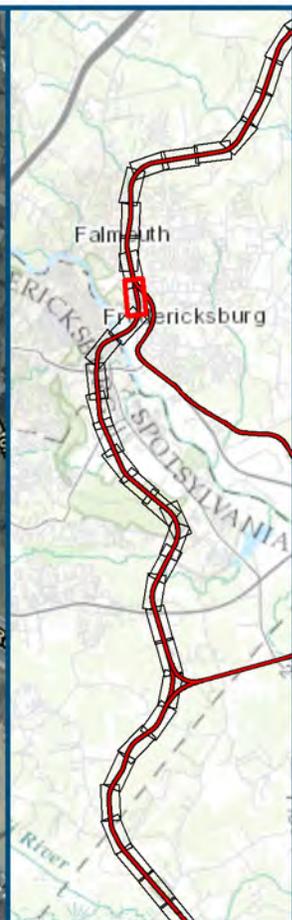
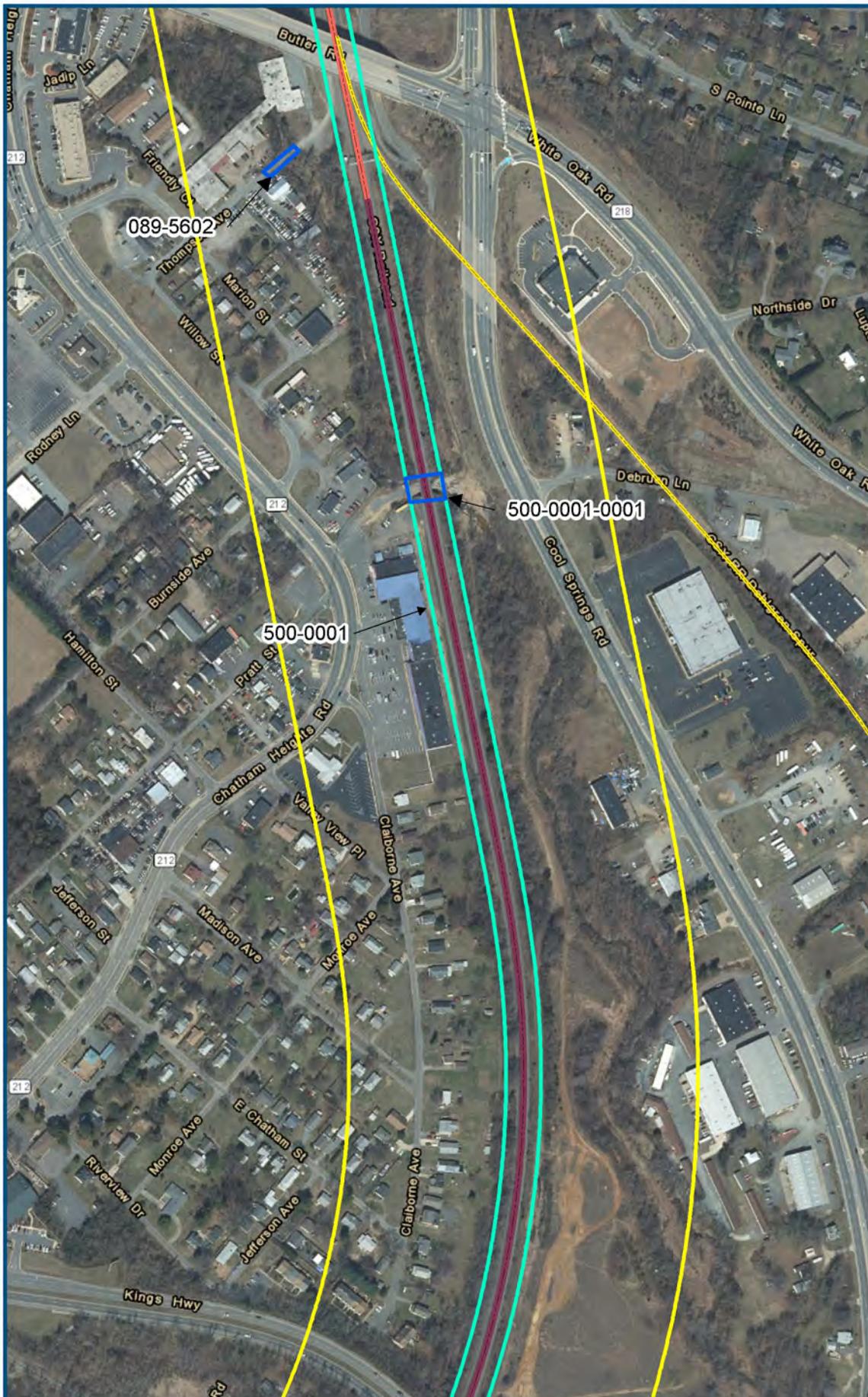


- Legend**
- Architectural APE
 - Architectural Resources
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments
 - 06 Arkendale to Dahlgren Junction (ARDJ)

Figure 3-59
Newly Recorded Resources

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- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 06 Arkendale to Dahlgren Junction (ARDJ)
 - 07 Dahlgren Junction To Fredericksburg (DJFB)
 - 21 Fredericksburg Bypass (FBBP)

**Figure 3-60
Newly Recorded
Resources**

10/2016

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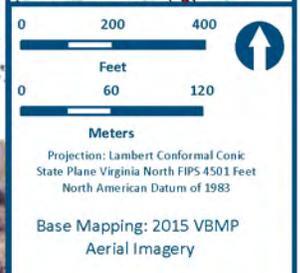
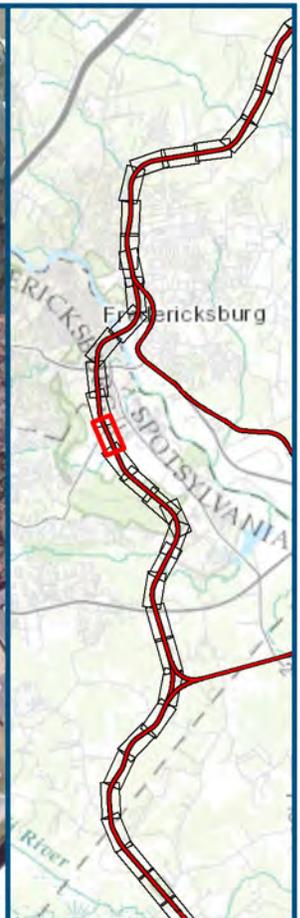
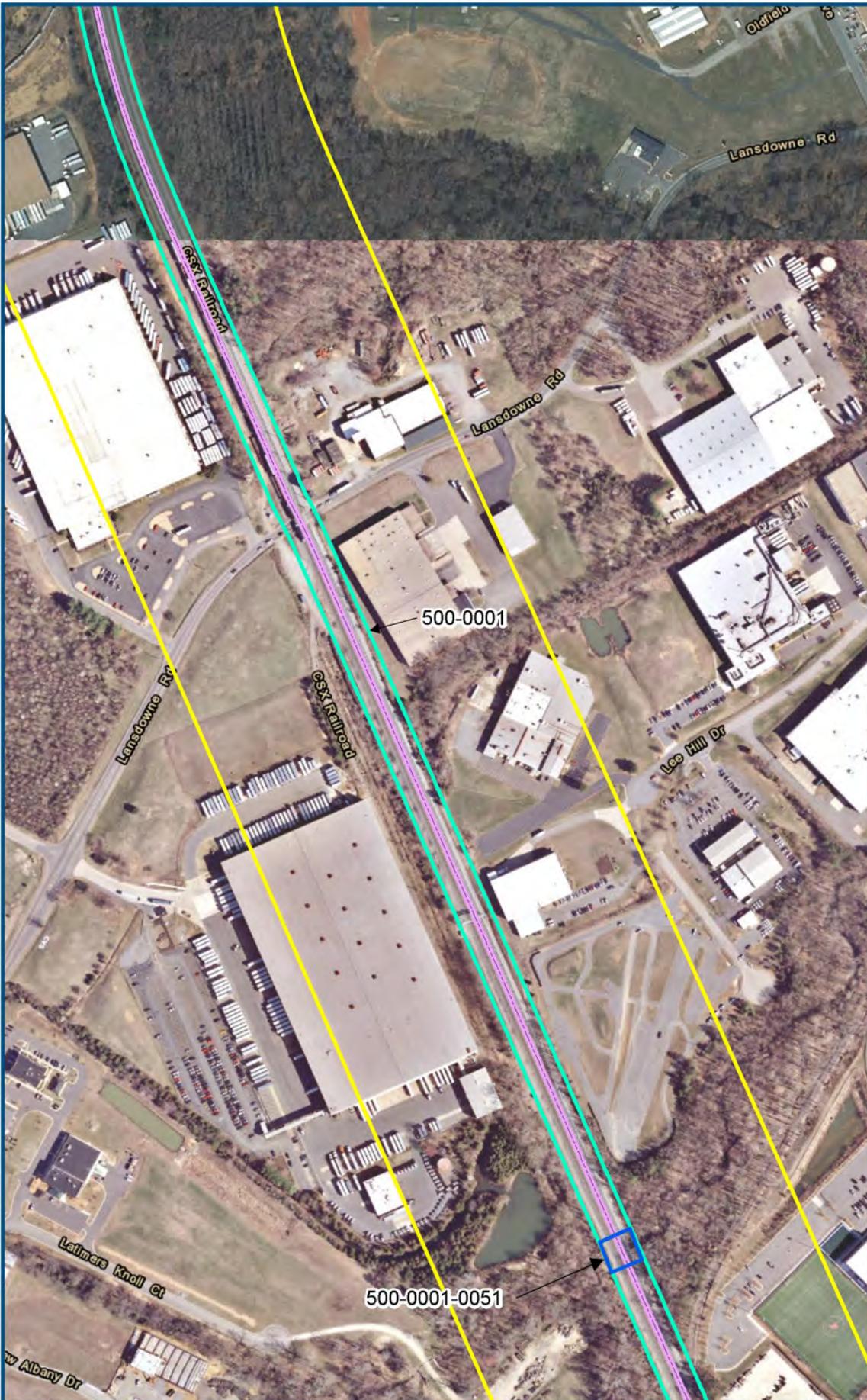
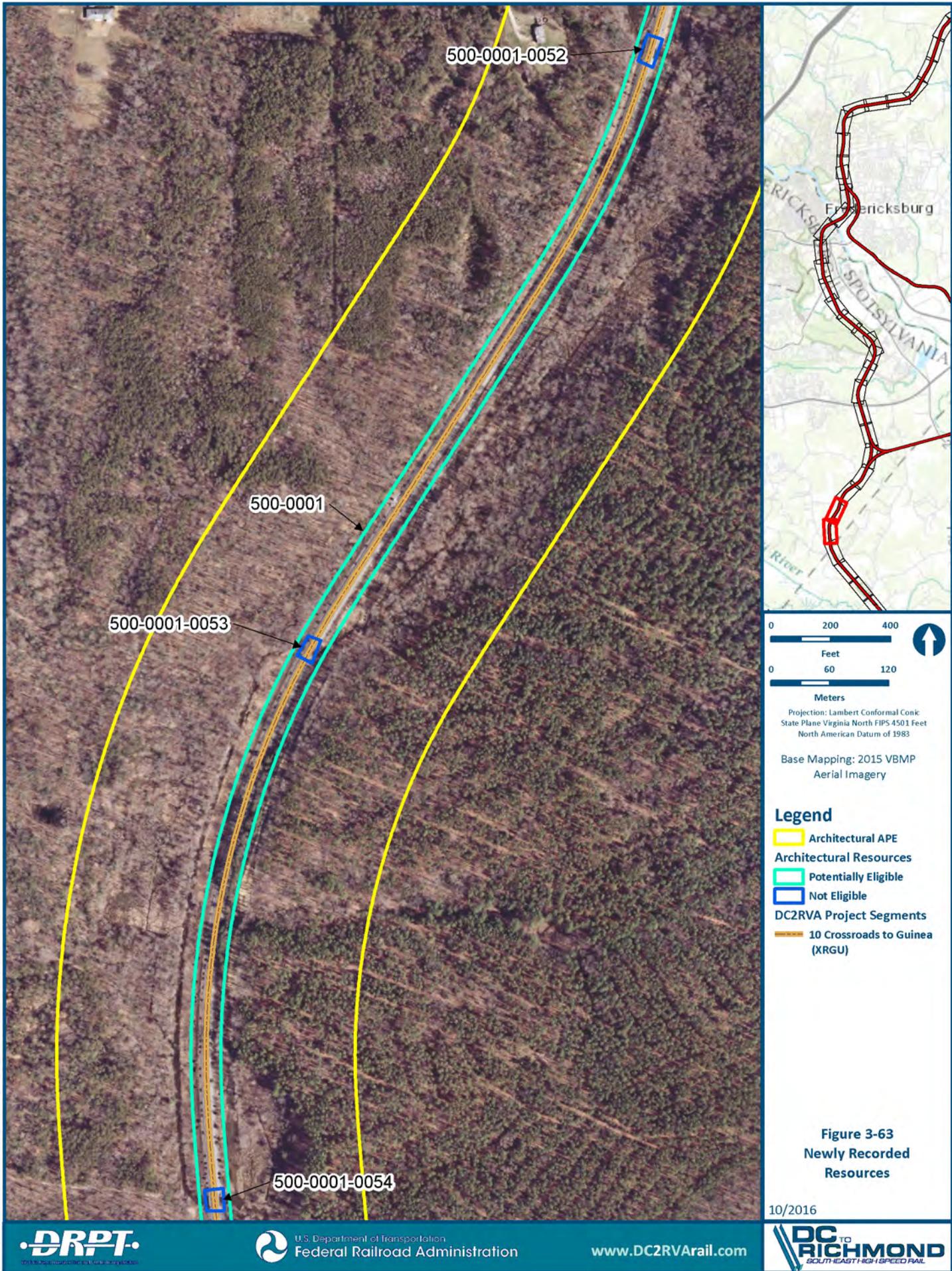
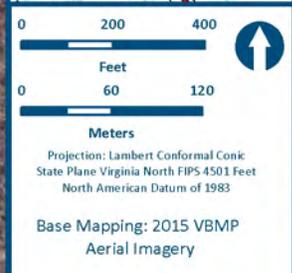
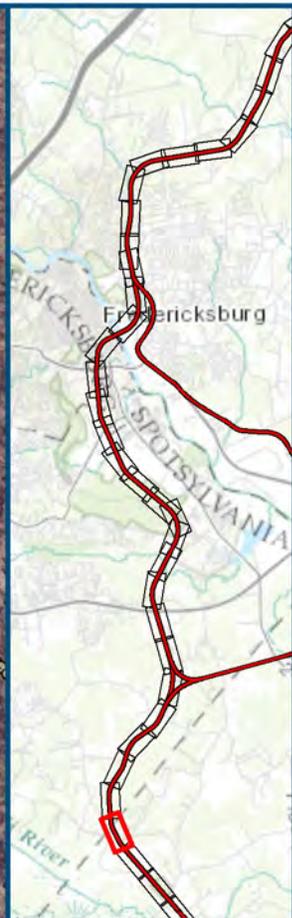
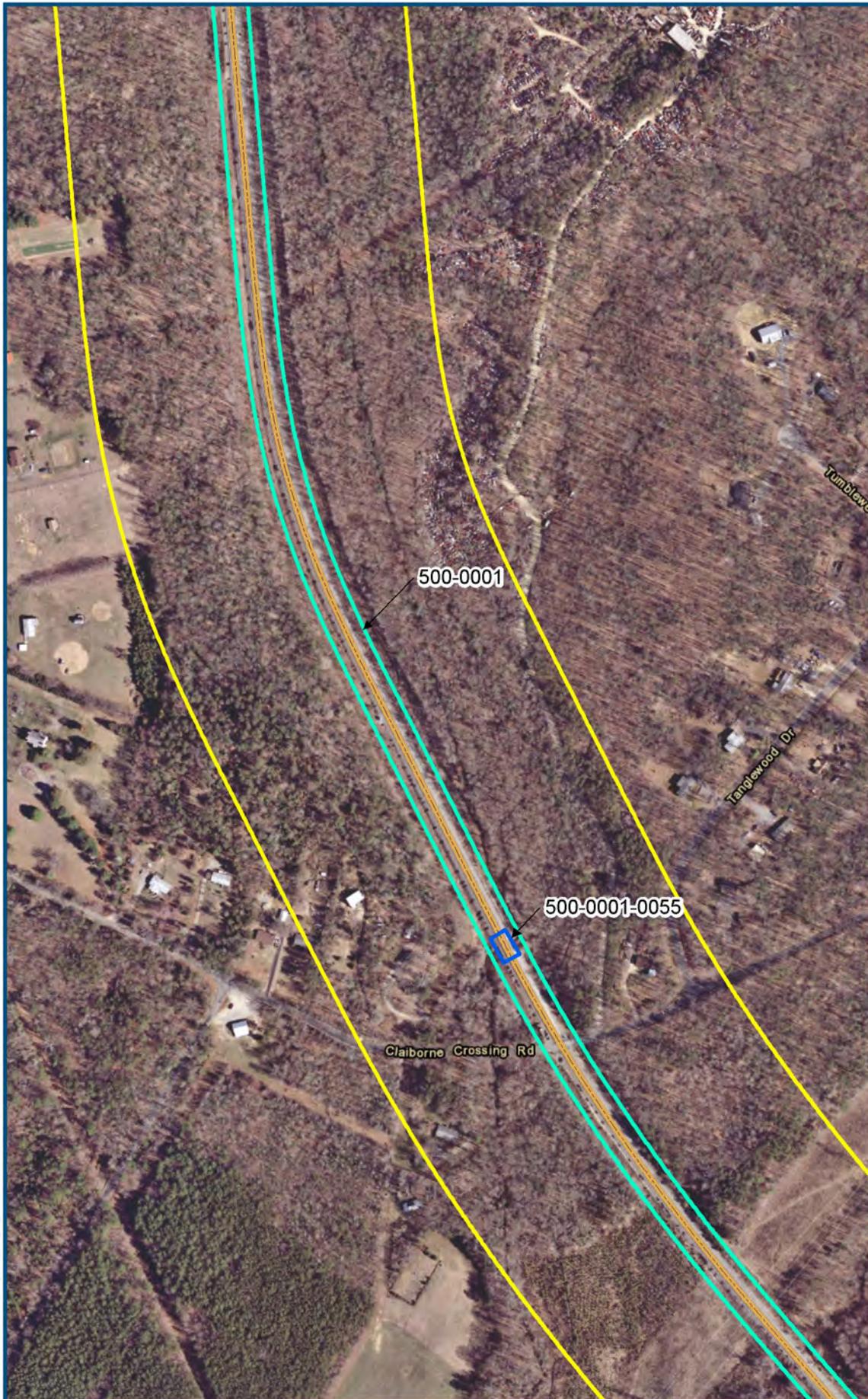


Figure 3-62
Newly Recorded Resources

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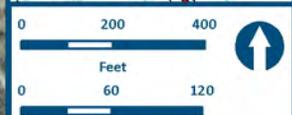
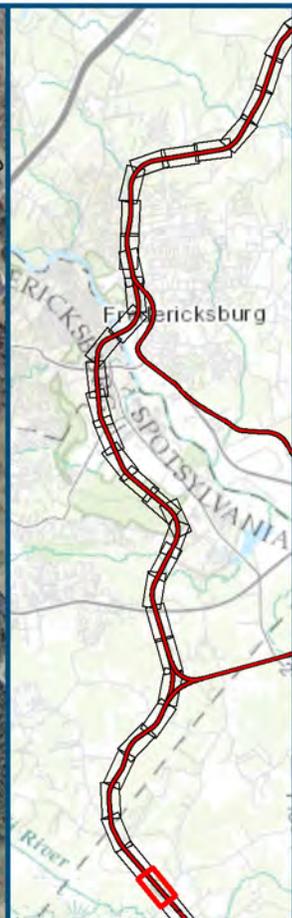
- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 10 Crossroads to Guinea (XRGU)

Figure 3-64
Newly Recorded Resources

10/2016

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- ▬ Architectural APE
 - Architectural Resources**
 - ▬ Potentially Eligible
 - ▭ Not Eligible
 - DC2RVA Project Segments**
 - ▬ 10 Crossroads to Guinea (XRGU)

Figure 3-65
 Newly Recorded
 Resources

\MDS\Volume sub\14-015 RAPP\05\01 Map\VE 015_RR_Structures.mxd | Last Updated: 11-21-2016

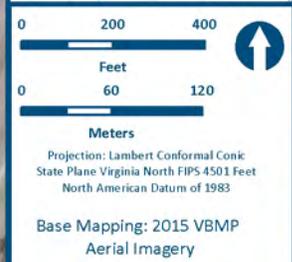
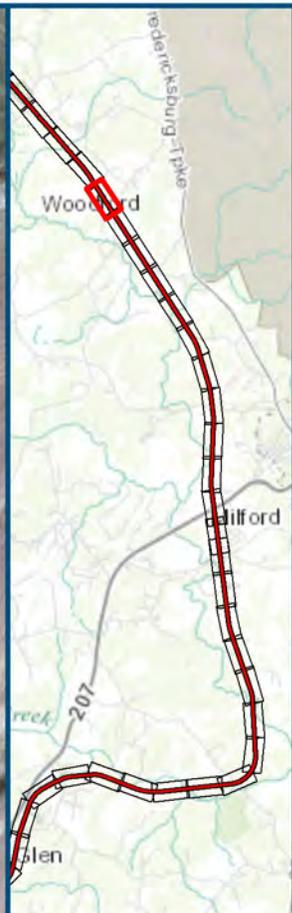
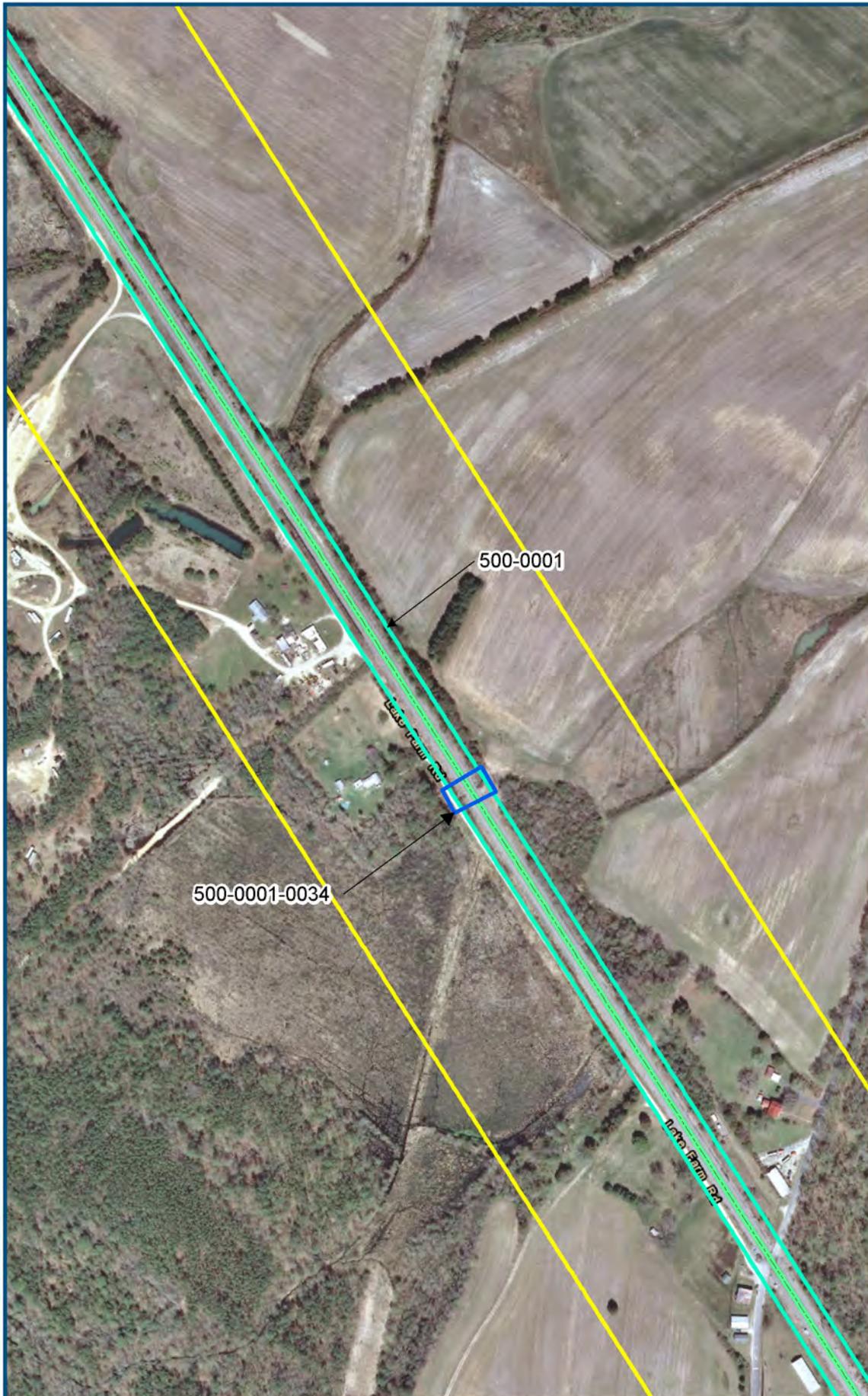
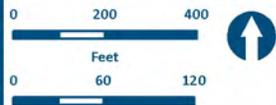
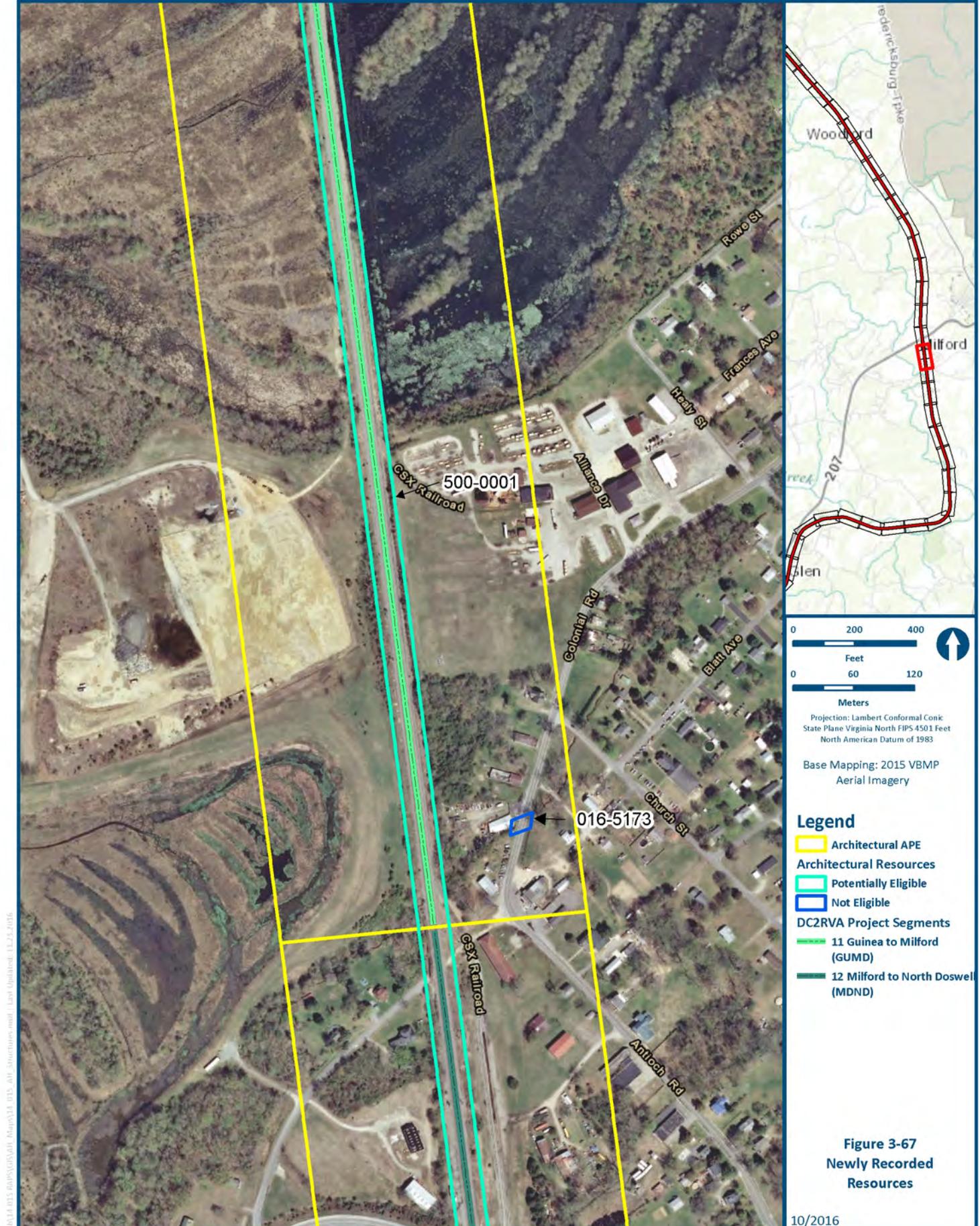


Figure 3-66
Newly Recorded Resources

10/2016

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 11 Guinea to Milford (GUMD)
 - 12 Milford to North Doswell (MDND)

Figure 3-67
 Newly Recorded
 Resources

10/2016

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0 200 400
 Feet
 0 60 120
 Meters

Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

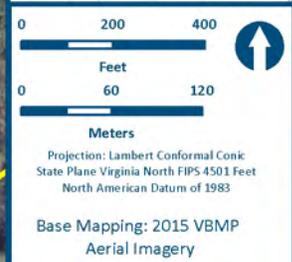
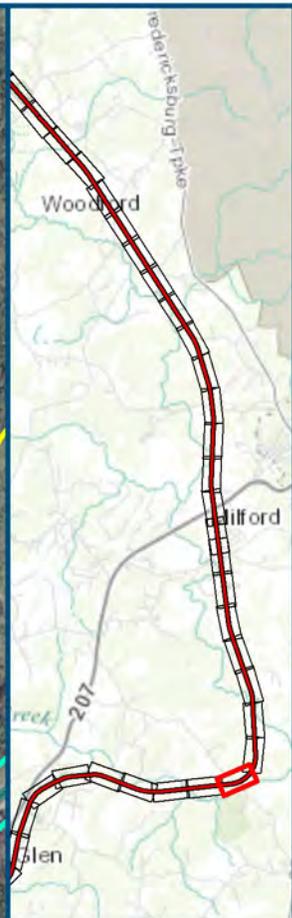
Base Mapping: 2015 VBMP
 Aerial Imagery

Legend

- Architectural APE
- Architectural Resources**
- Potentially Eligible
- Not Eligible
- DC2RVA Project Segments**
- 12 Milford to North Doswell (MDND)

Figure 3-68
Newly Recorded Resources

10/2016



- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 12 Milford to North Doswell (MDND)

Figure 3-69
Newly Recorded
Resources

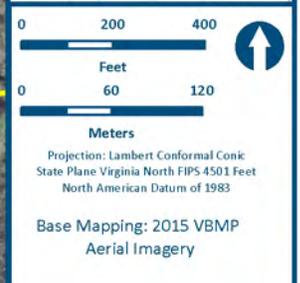
10/2016

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- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 12 Milford to North Doswell (MDND)

Figure 3-70
Newly Recorded Resources

10/2016

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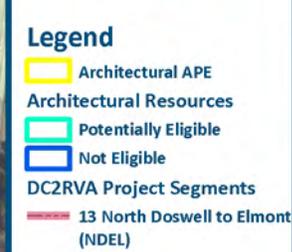
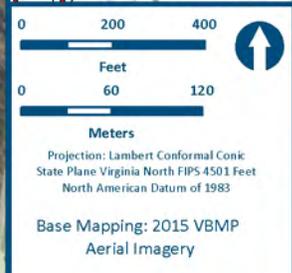
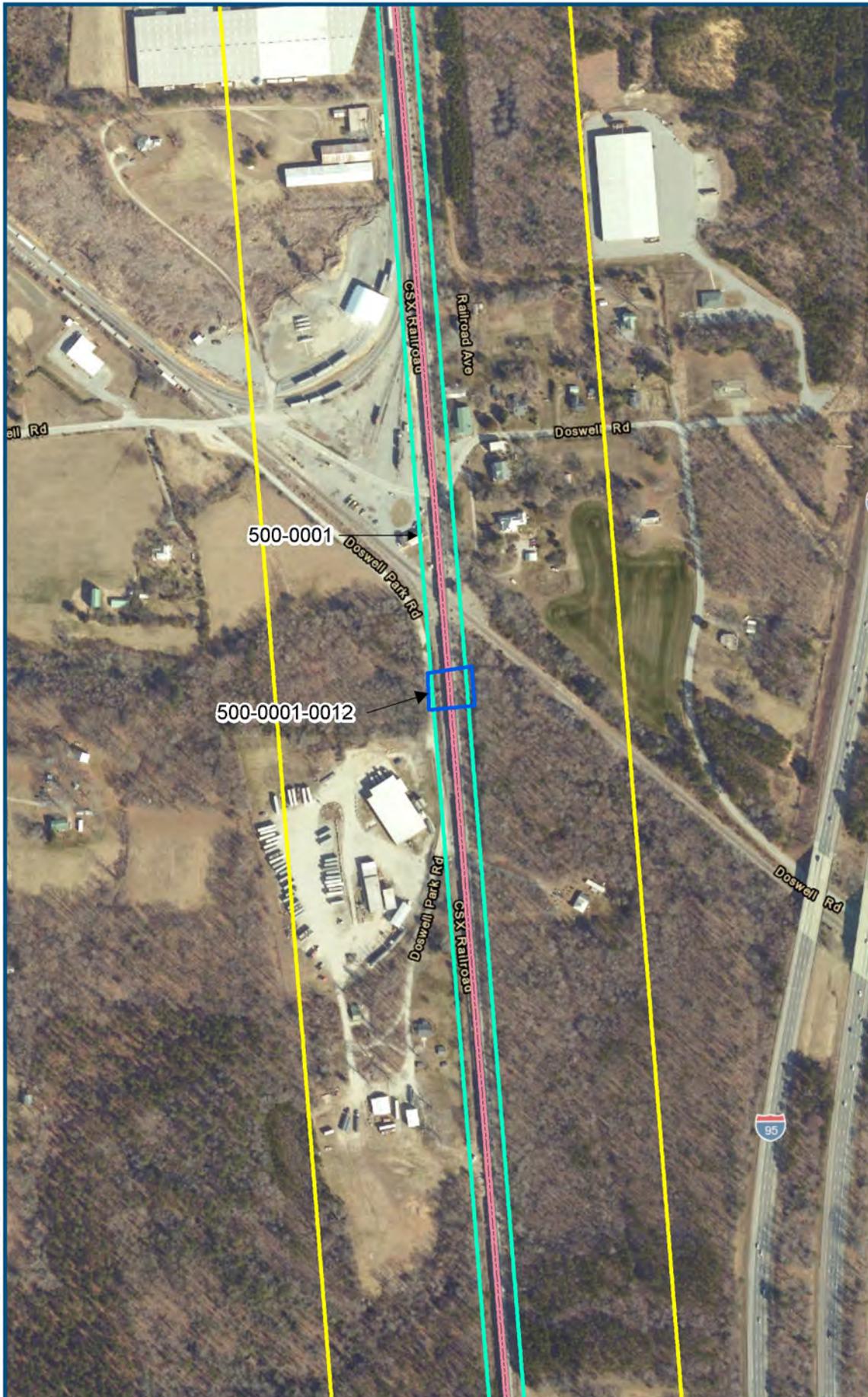


Figure 3-72
Newly Recorded Resources

10/2016

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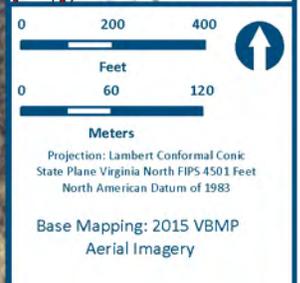
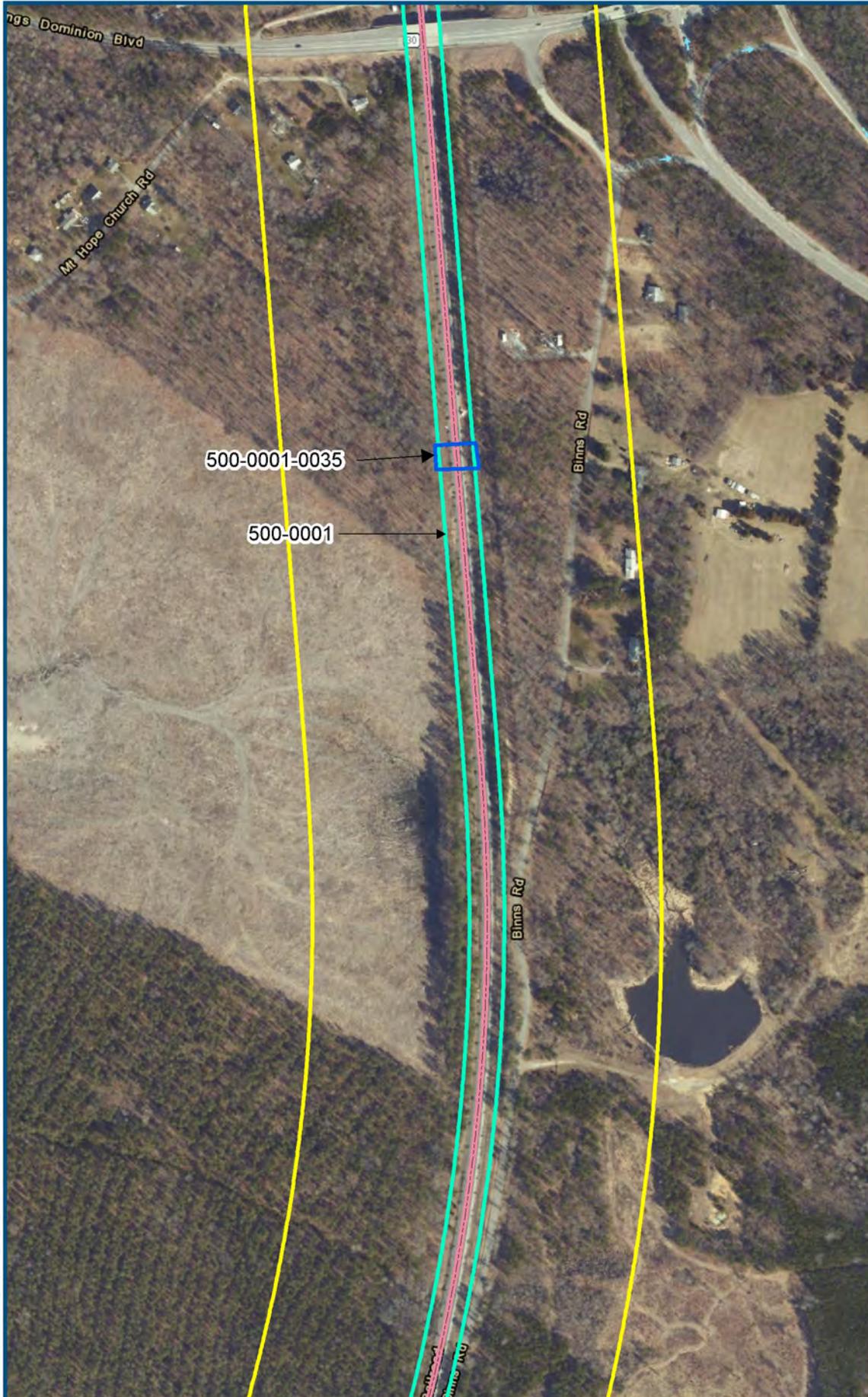


Figure 3-73
Newly Recorded
Resources

10/2016

\PDS\Volume sub\14-013_RAP\GIS\A11_Map\A11_012_RH_Structures.mxd | Last Updated: 11/21/2016



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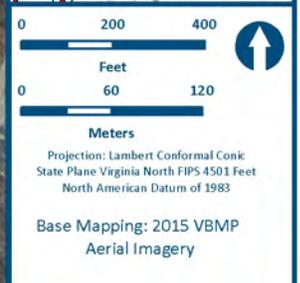
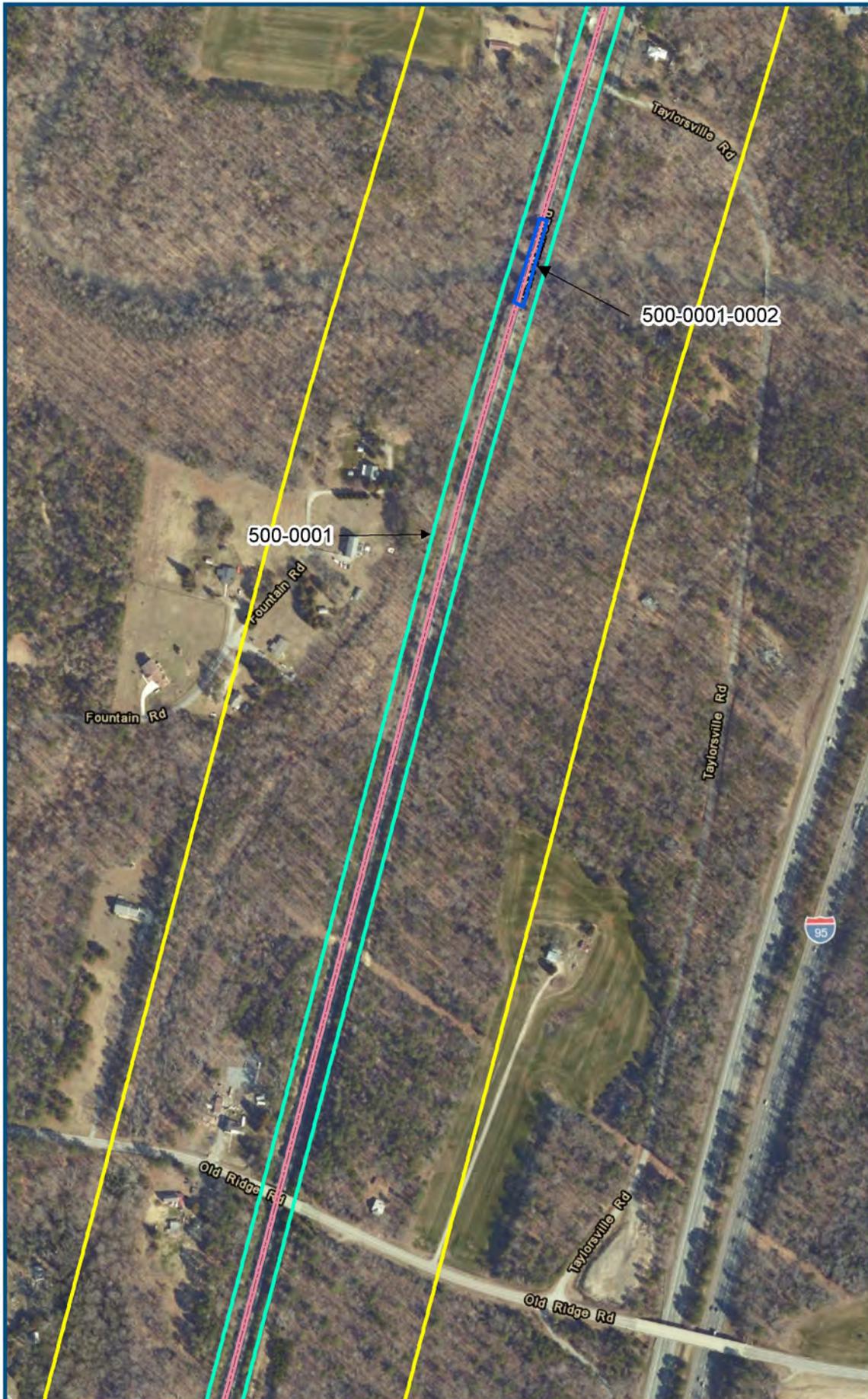
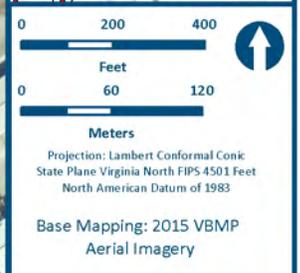
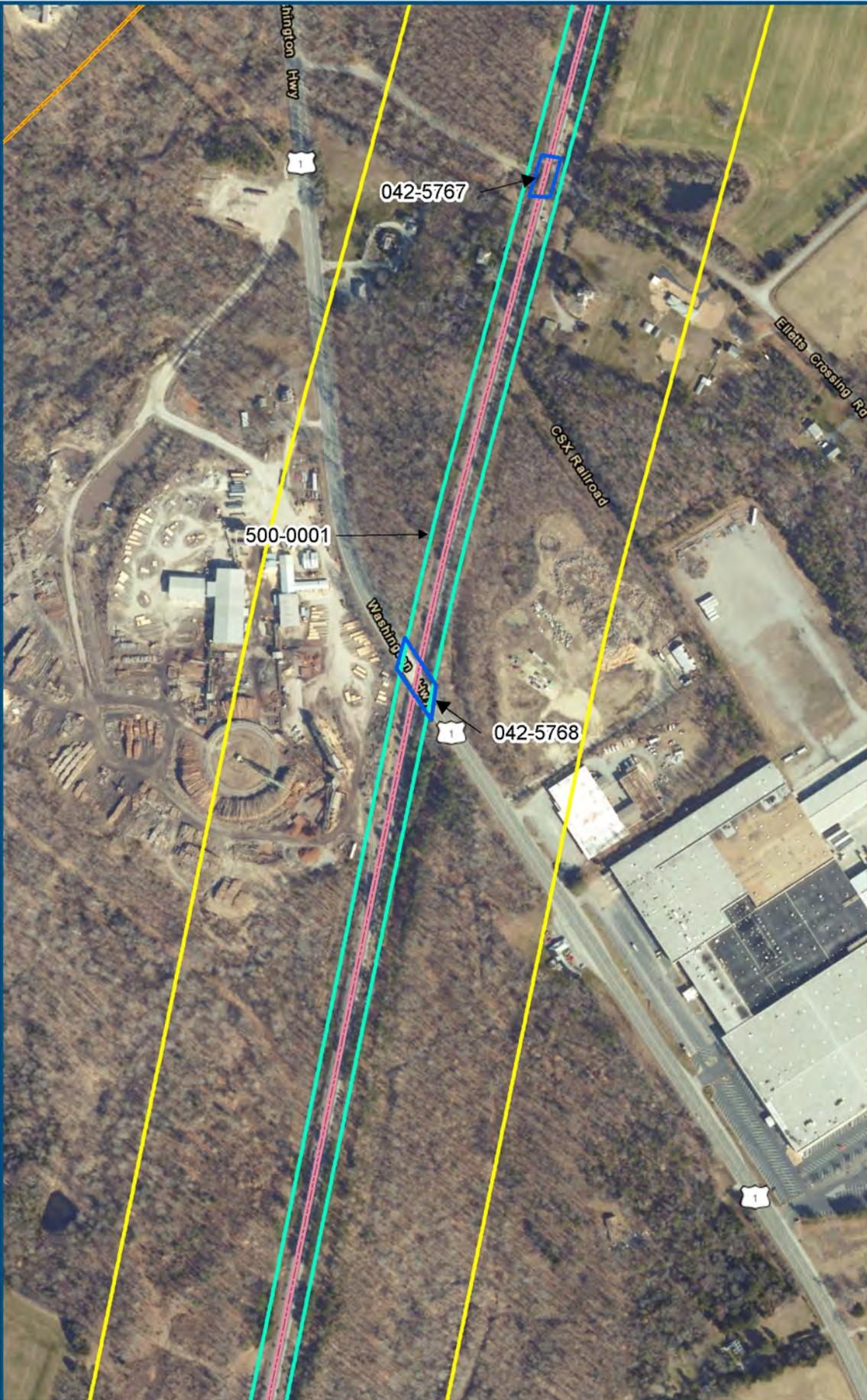


Figure 3-74
Newly Recorded Resources

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**Figure 3-75
Newly Recorded
Resources**

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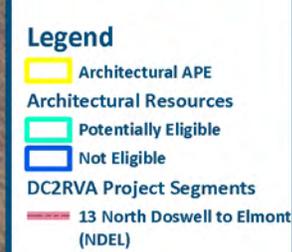
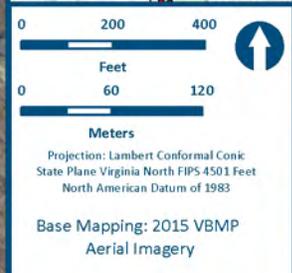
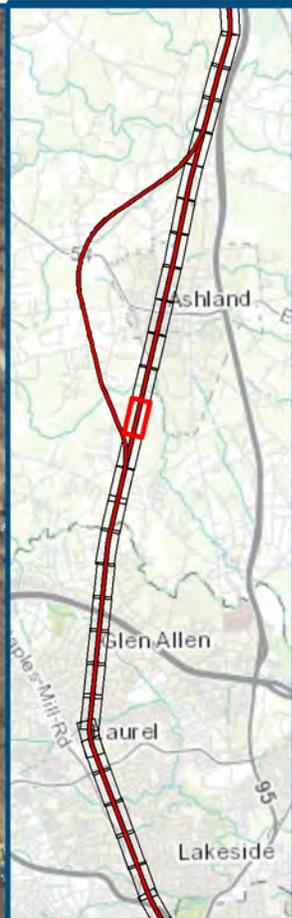
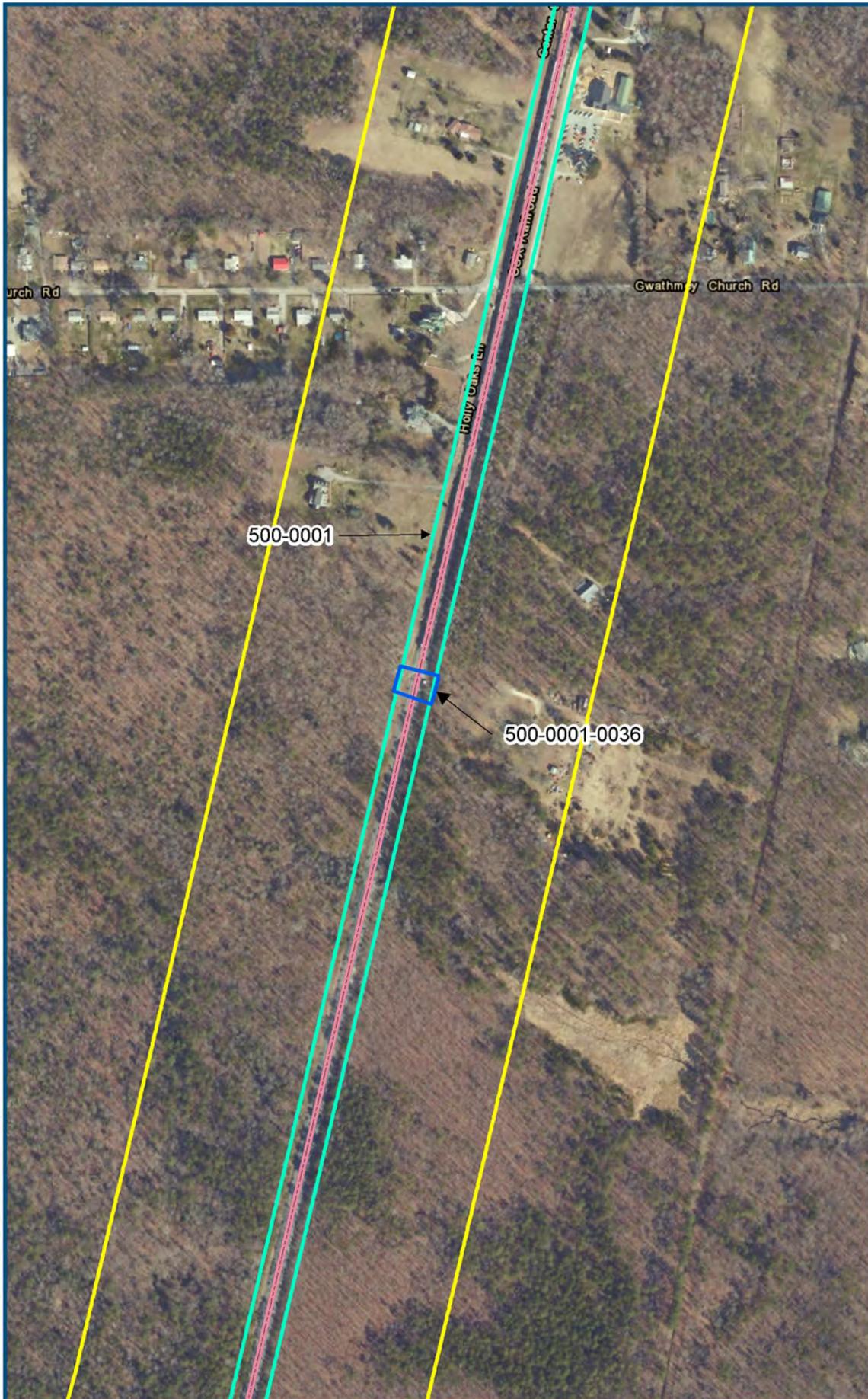


Figure 3-76
Newly Recorded Resources

\PDS\Volume sub\14-013\BMP\GIS\A11_Map\A11_012_RR_Structures.mxd | Last Updated: 11.23.2016

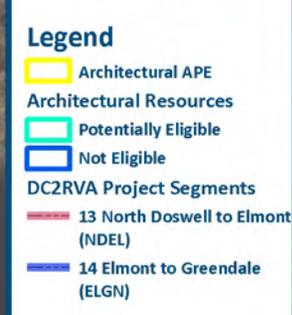
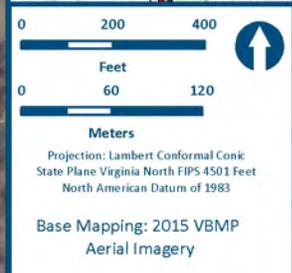
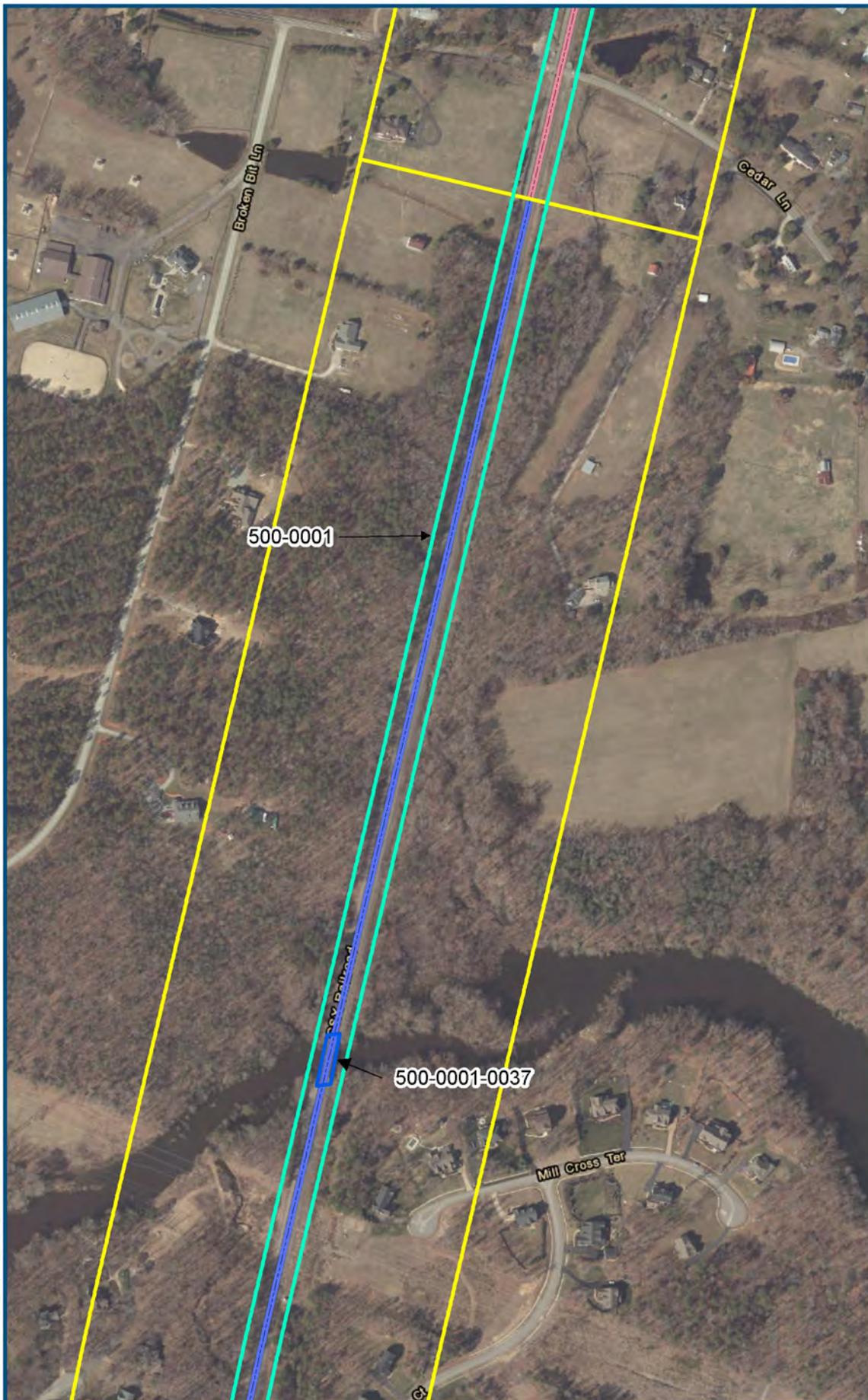


Figure 3-77
Newly Recorded Resources

10/2016

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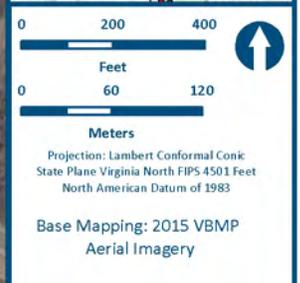
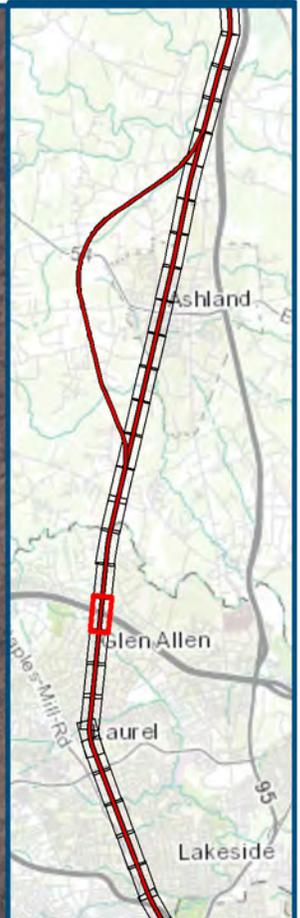
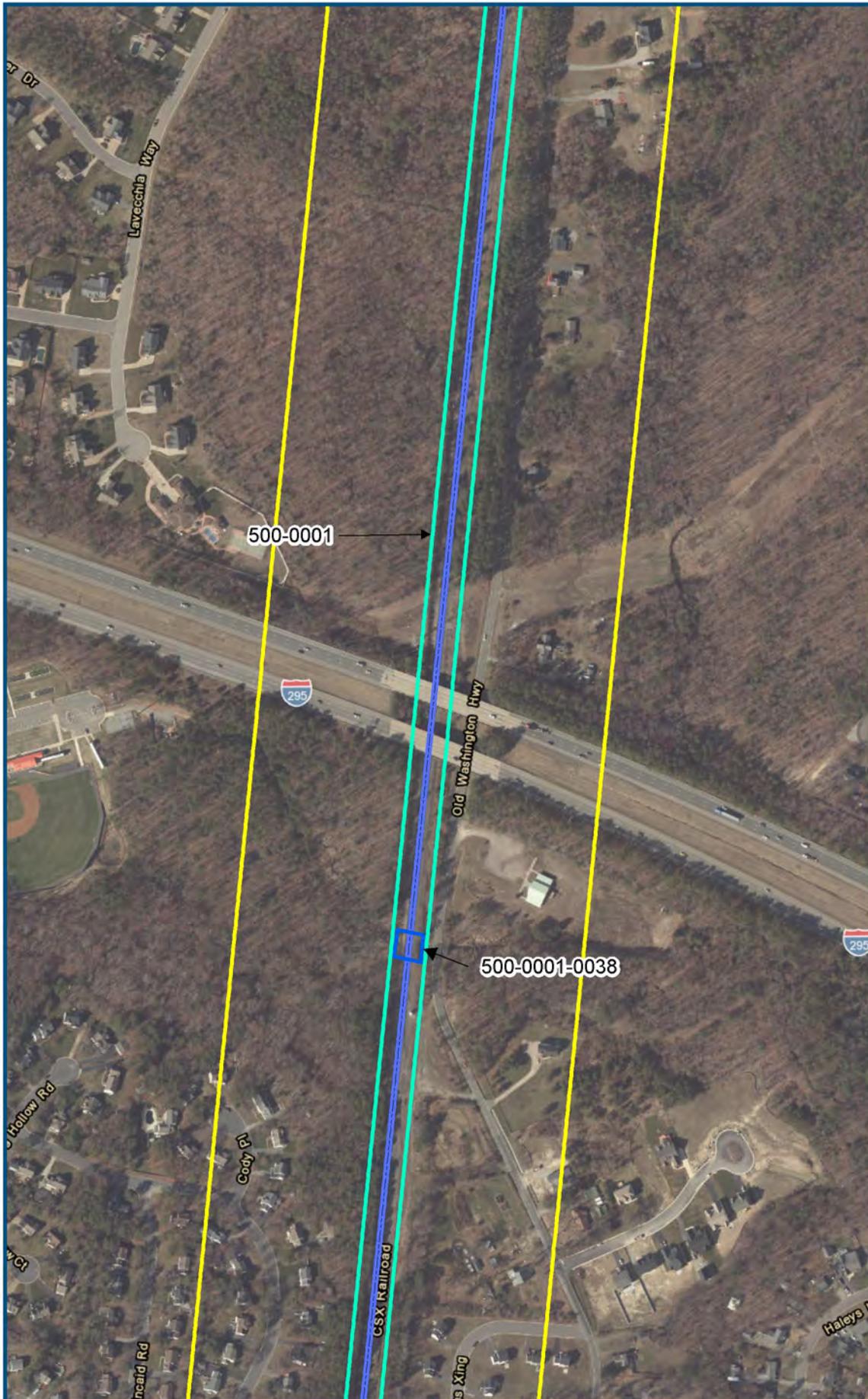
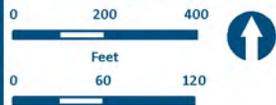
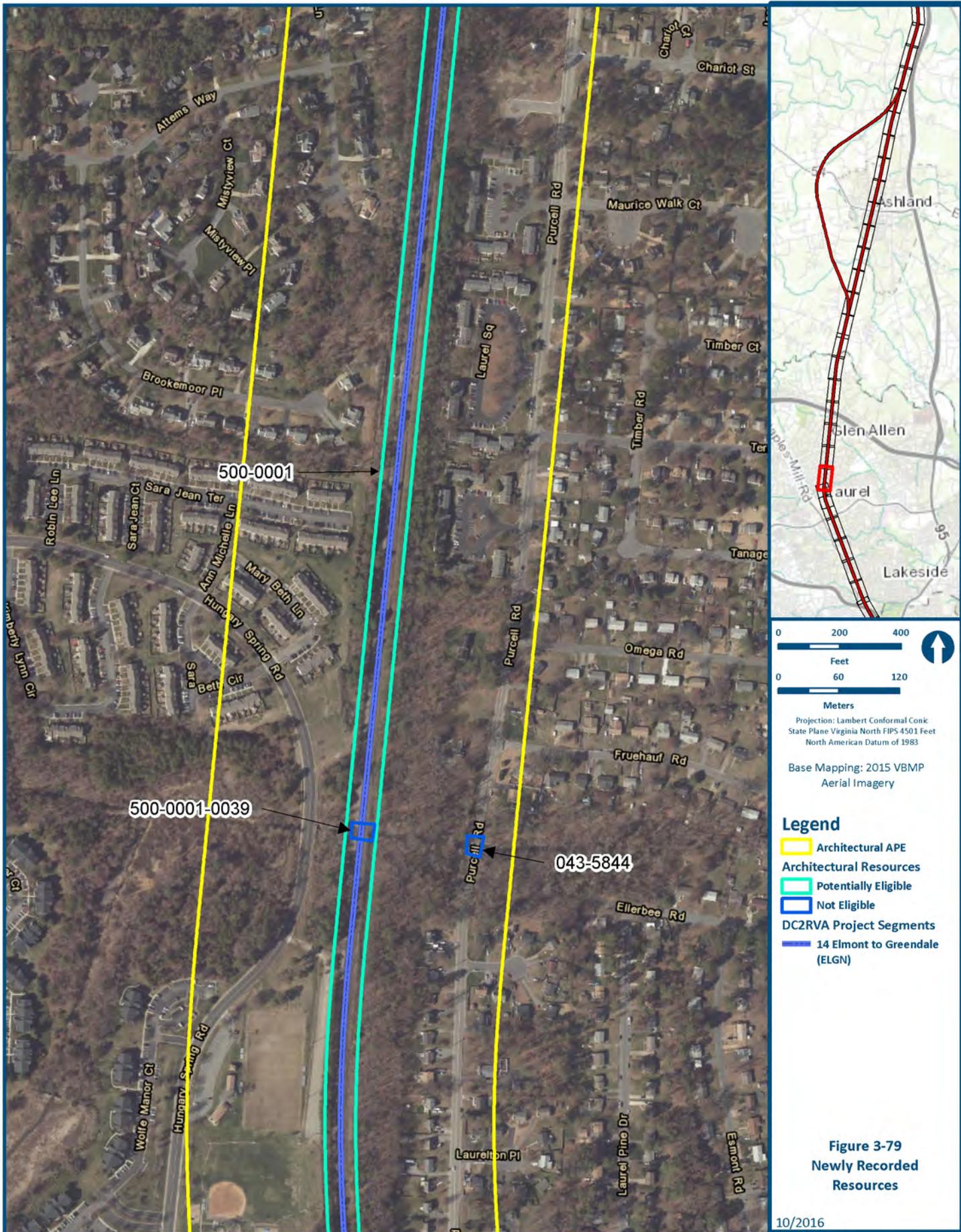


Figure 3-78
Newly Recorded Resources

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 14 Elmont to Greendale (ELGN)

Figure 3-79
 Newly Recorded
 Resources

10/2016

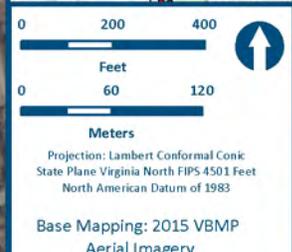
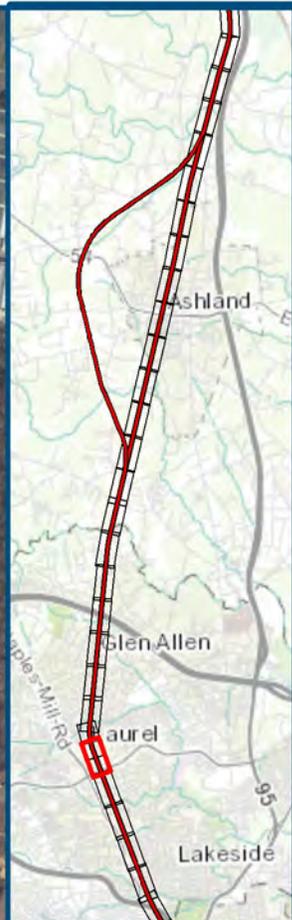
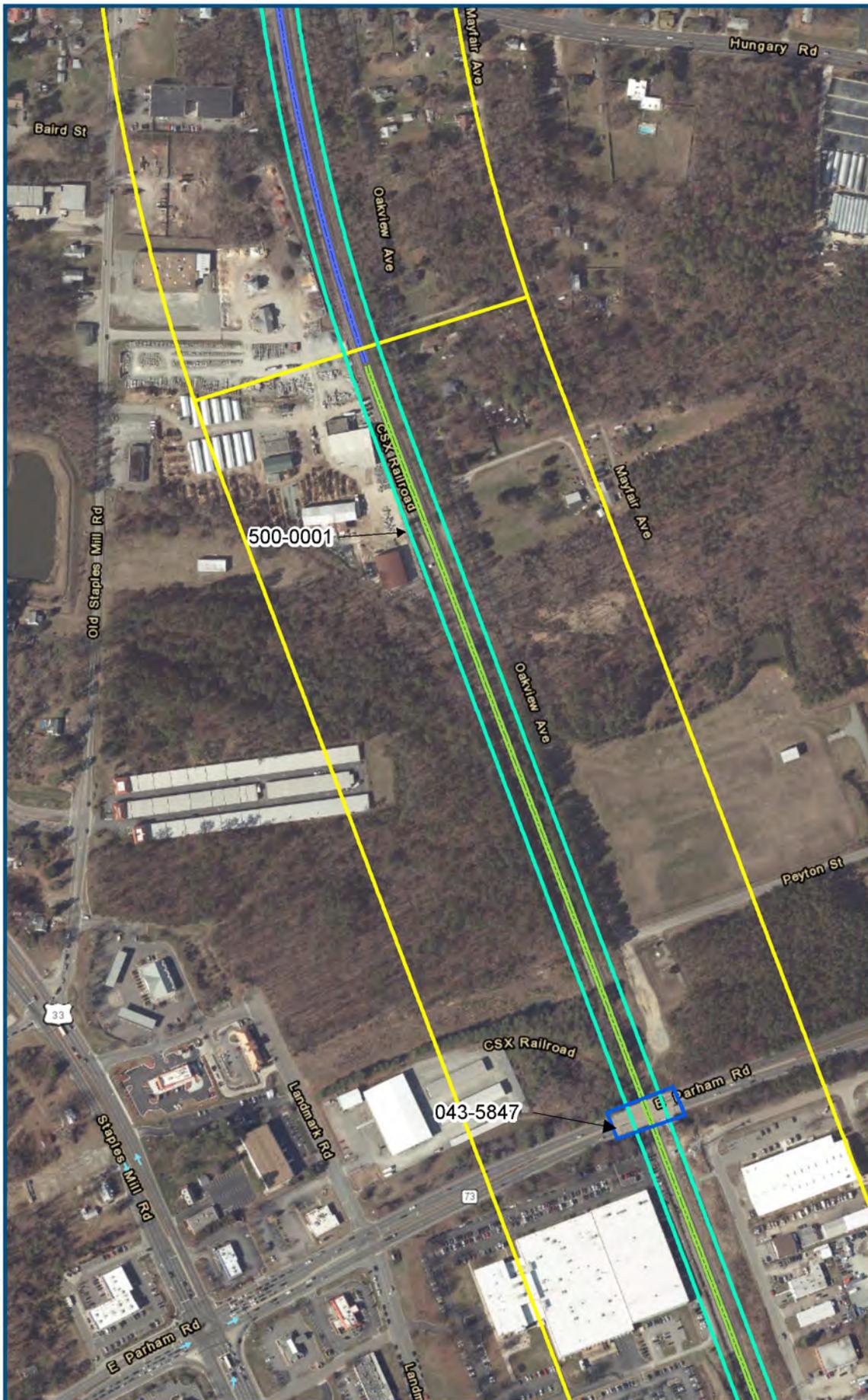
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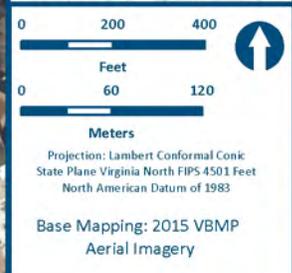
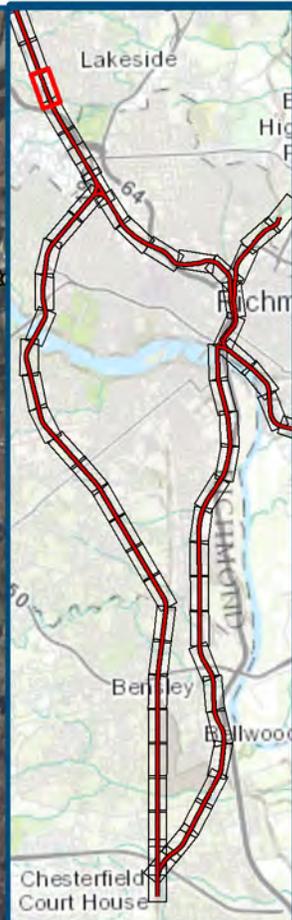
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- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 14 Elmont to Greendale (ELGN)
 - 15 Greendale to SAY/WAY (GNSA)

Figure 3-80
Newly Recorded Resources

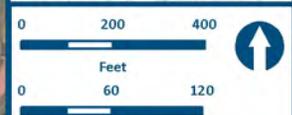
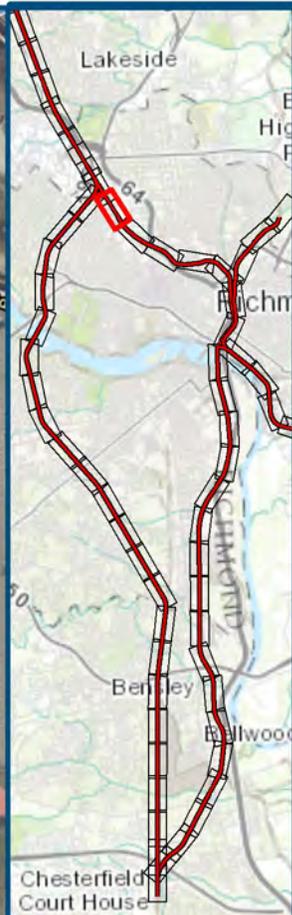
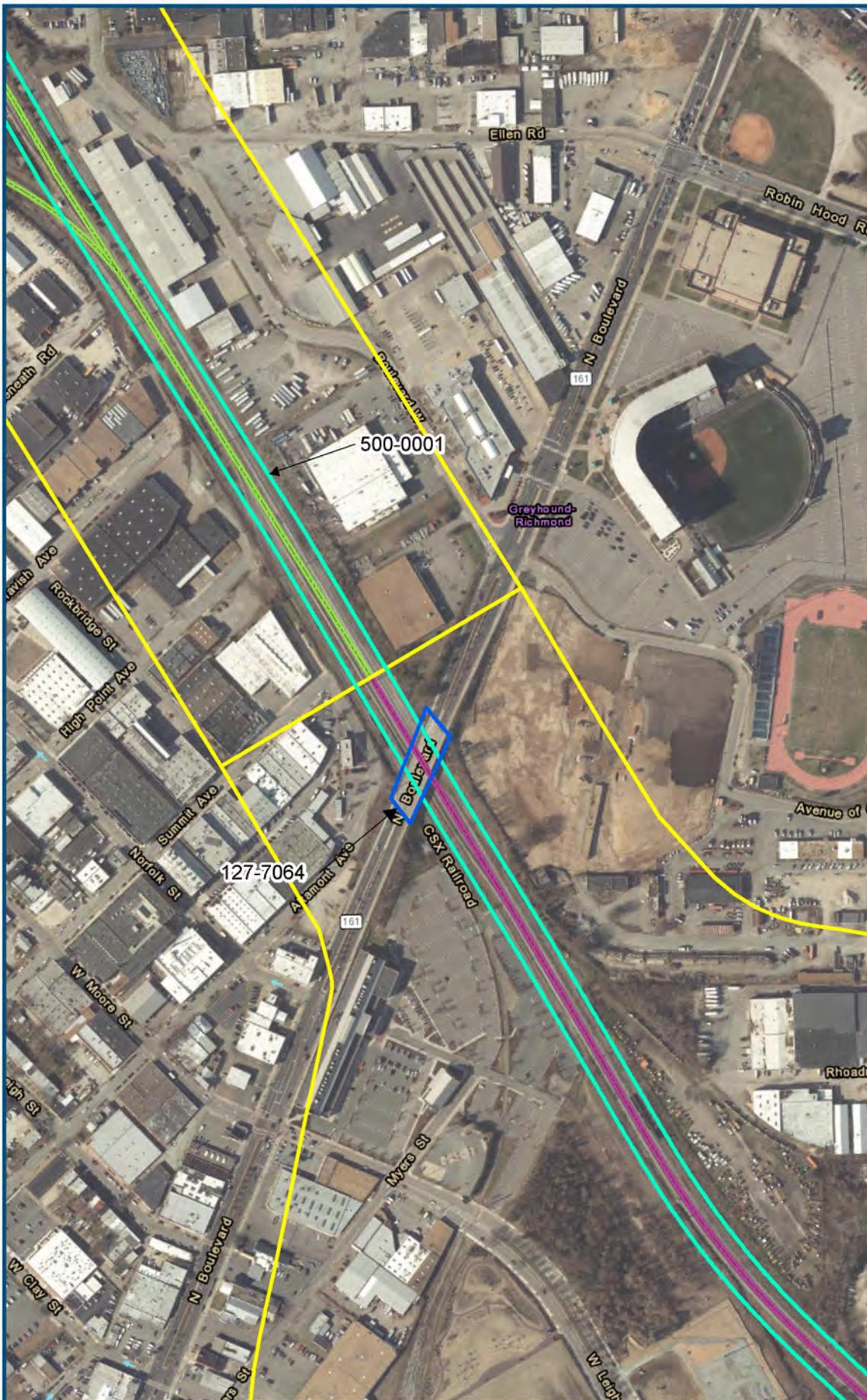


- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 15 Greendale to SAY/WAY (GNSA)

**Figure 3-82
Newly Recorded
Resources**

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Meters
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Potentially Eligible
 - Not Eligible
 - DC2RVA Project Segments**
 - 15 Greendale to SAY/WAY (GNSA)
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)

Figure 3-84
 Newly Recorded
 Resources

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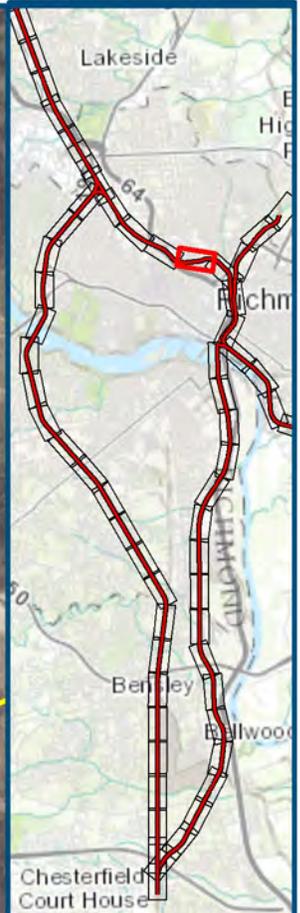
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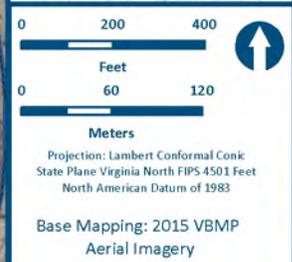
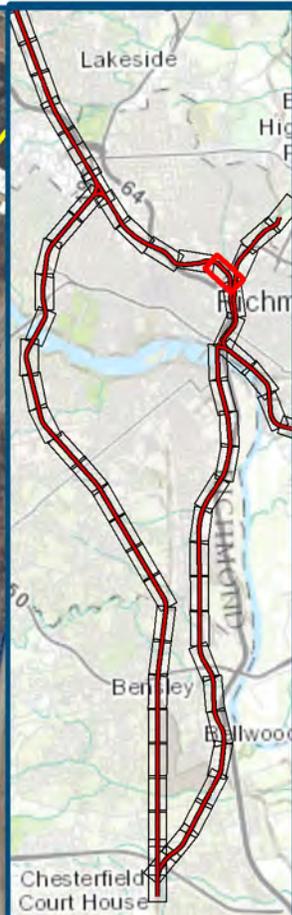
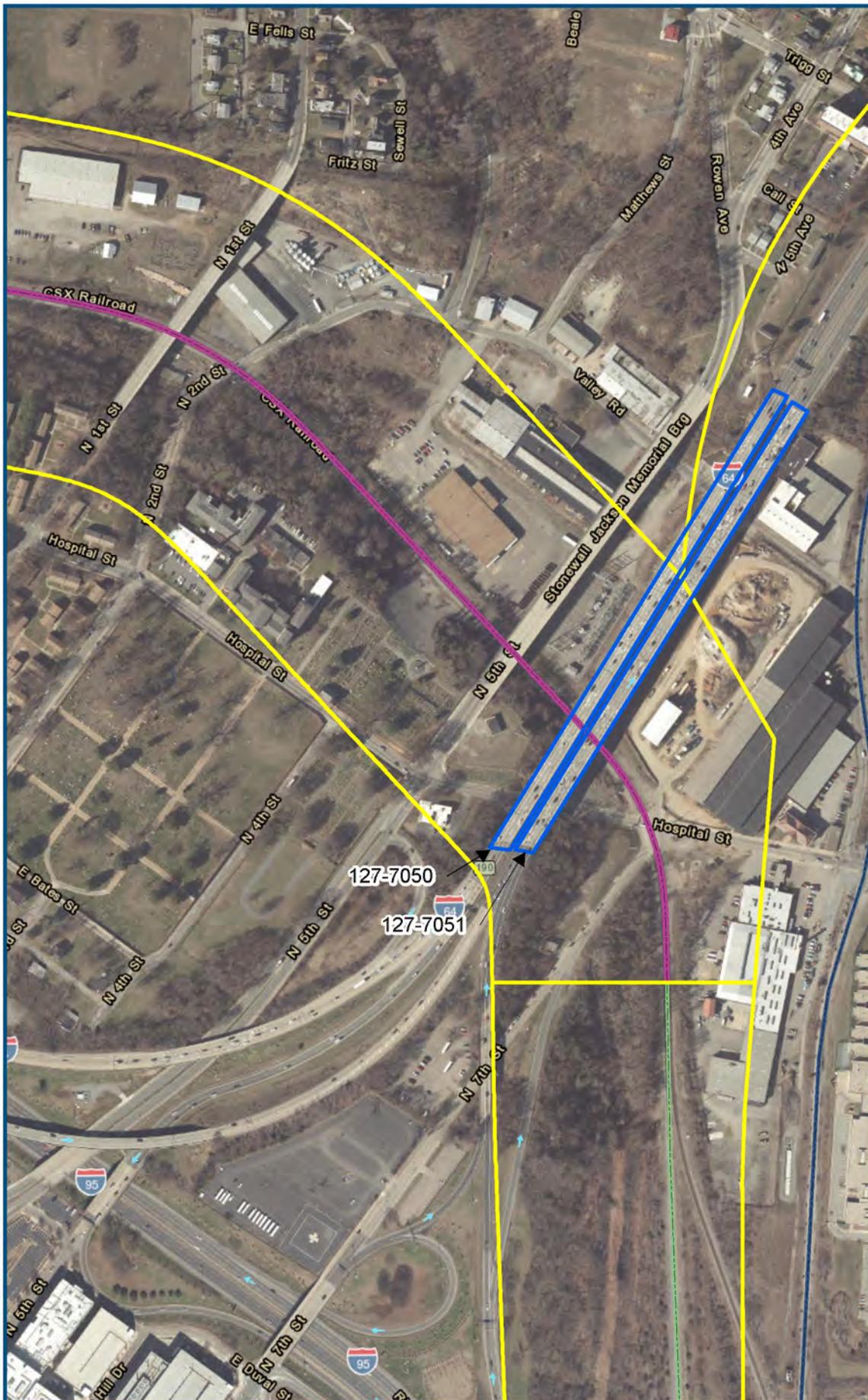


Meters
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 16 SAY/WAY to AM Jct (Heritage Lead) (SAAM)

Figure 3-86
Newly Recorded
Resources

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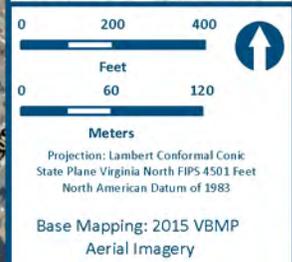
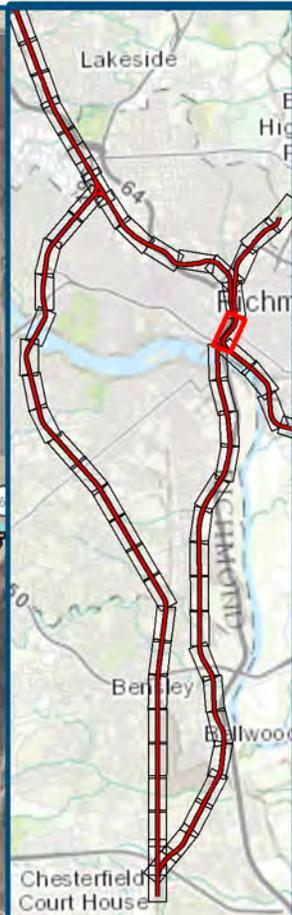
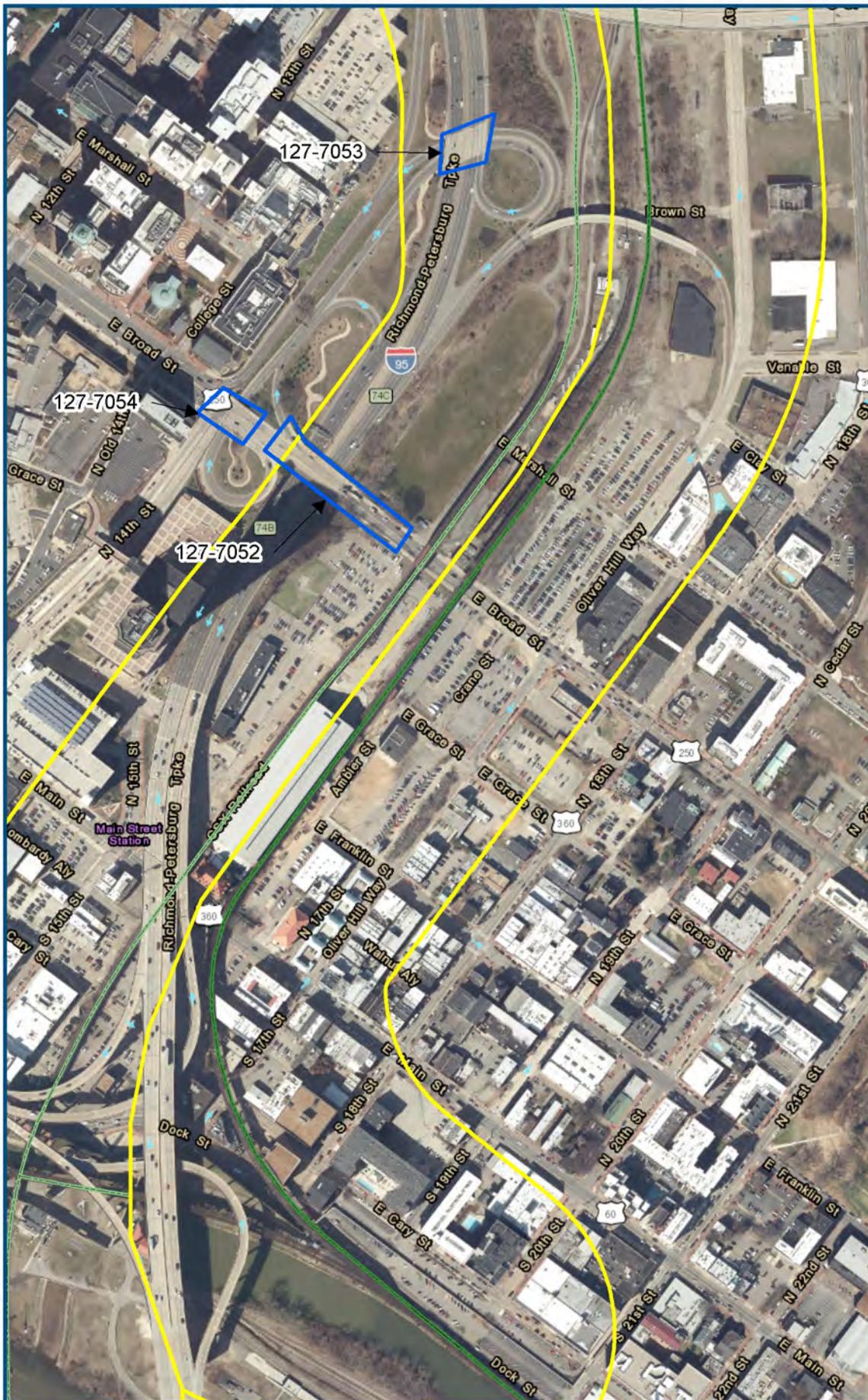
- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 20' Buckingham Branch/ Hospital Wye (BBHW)

**Figure 3-87
Newly Recorded
Resources**

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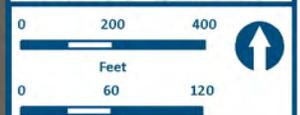
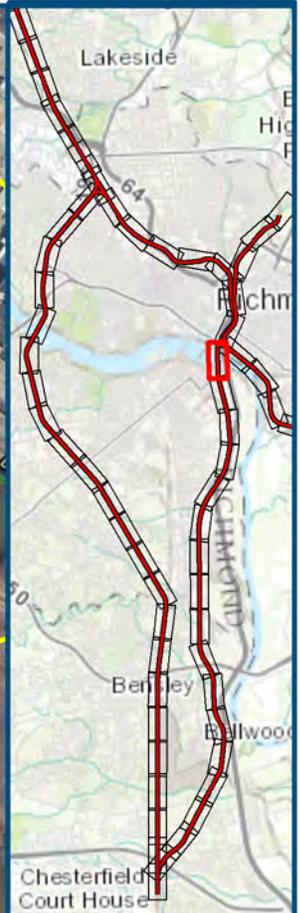


- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 19' AM Jct to Fulton Yard (AMFY)

Figure 3-88
Newly Recorded
Resources

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 19' AM Jct to Fulton Yard (AMFY)

Figure 3-89
Newly Recorded Resources

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

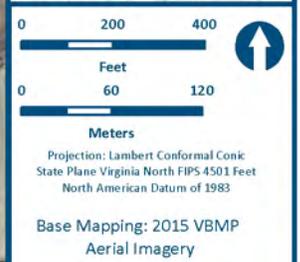
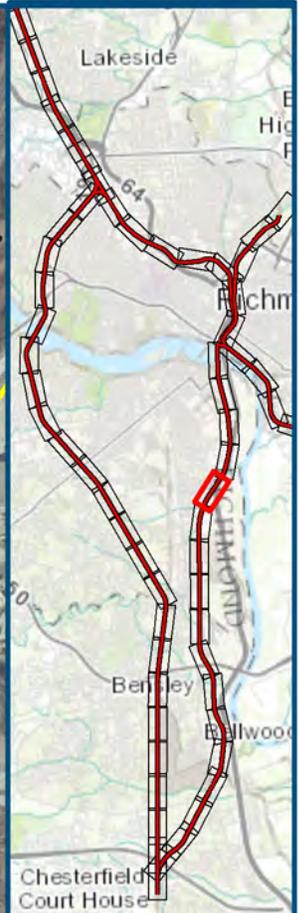
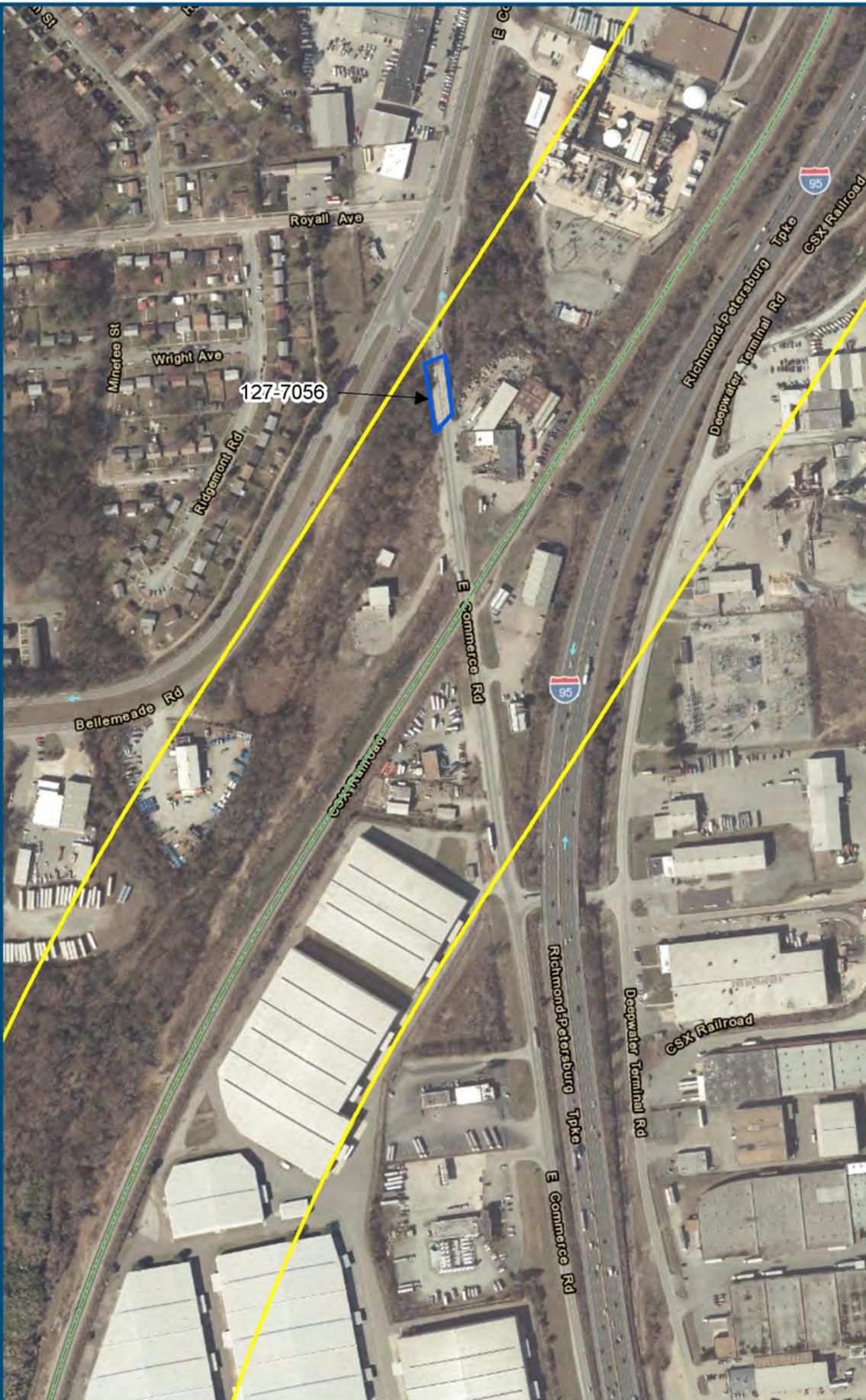
Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)

Figure 3-90
Newly Recorded
Resources

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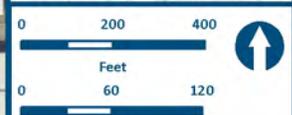
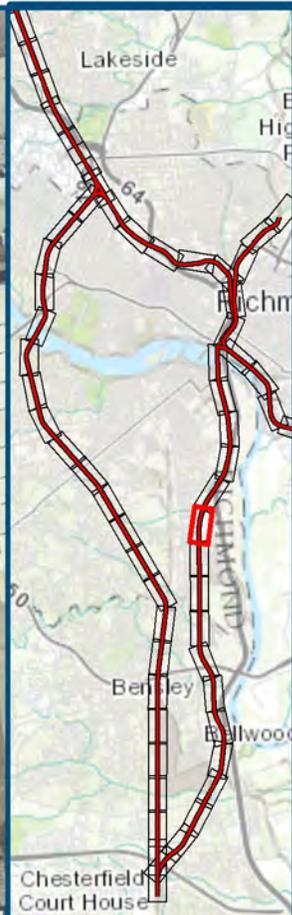


- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)

**Figure 3-91
Newly Recorded
Resources**

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)

Figure 3-92
Newly Recorded
Resources

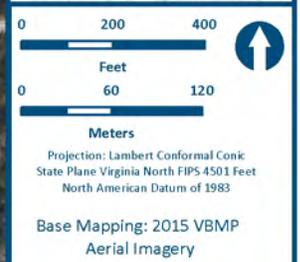
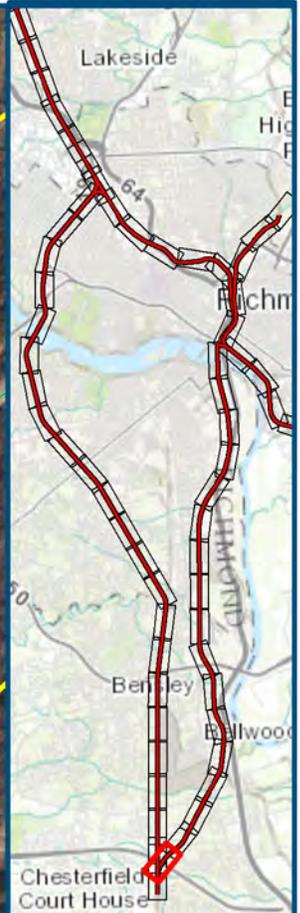
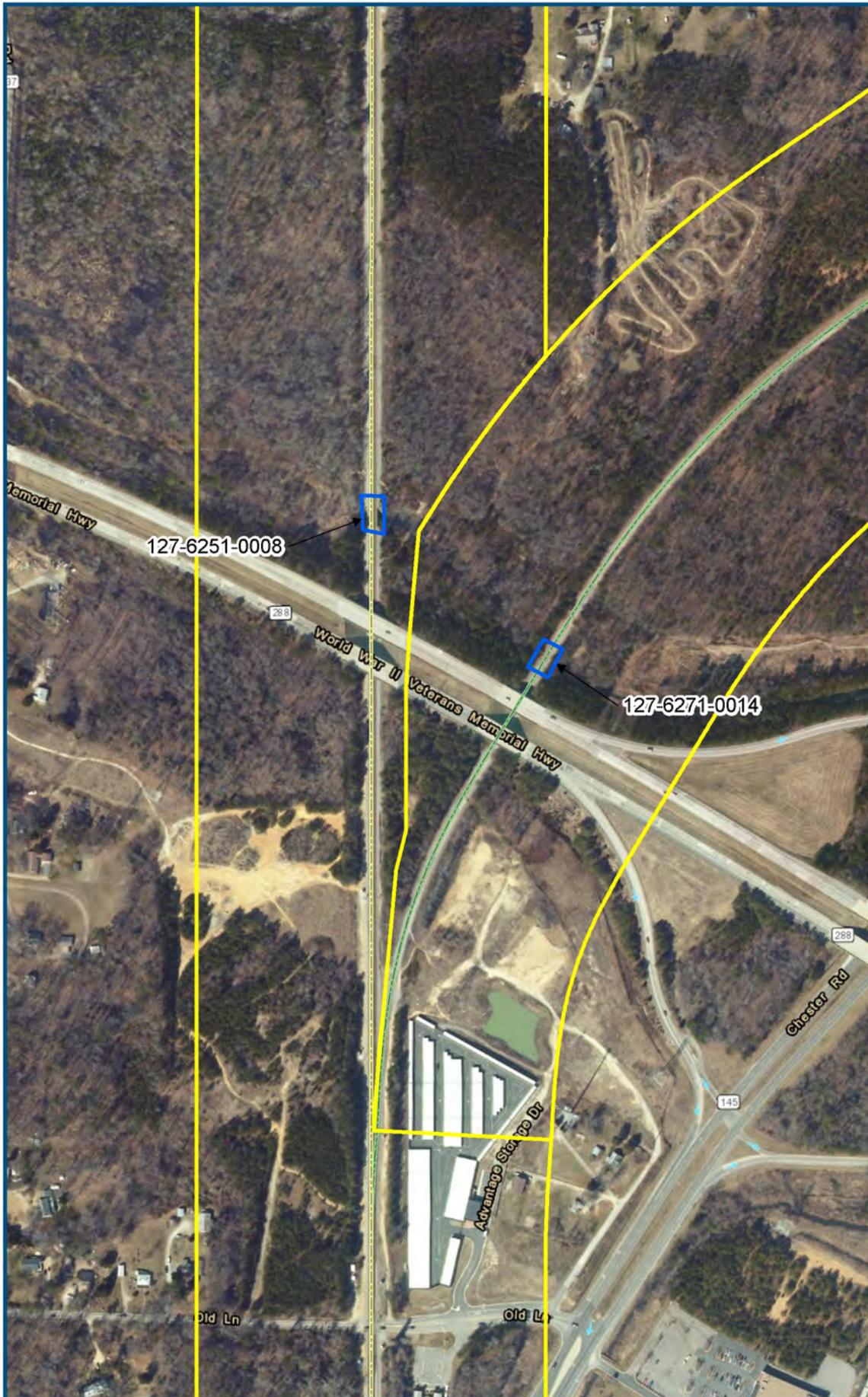
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- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 17 AM Jct to Centralia - S Line (AMCE)
 - 18 WAY to Centralia - A Line (WACE)

**Figure 3-93
Newly Recorded
Resources**

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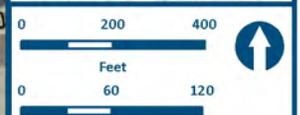
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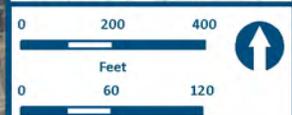
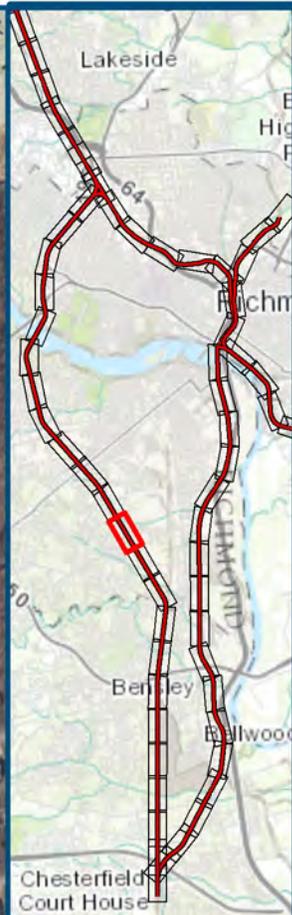


Meters
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 18 WAY to Centralia - A Line (WACE)

Figure 3-94
Newly Recorded
Resources

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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources
 - Not Eligible
 - DC2RVA Project Segments
 - 18 WAY to Centralia - A Line (WACE)

Figure 3-95
Newly Recorded
Resources

10/2016

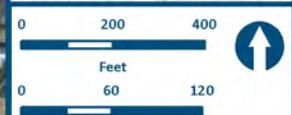
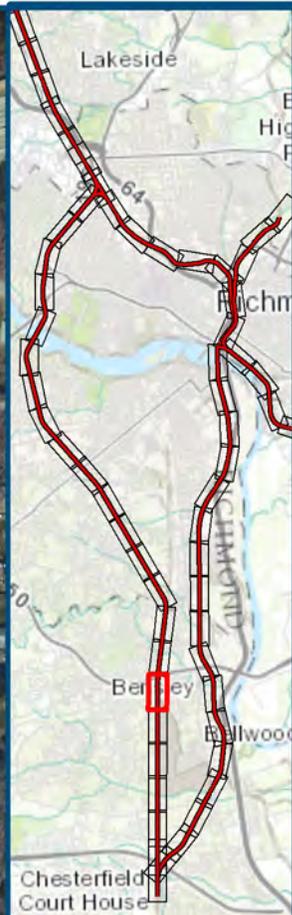
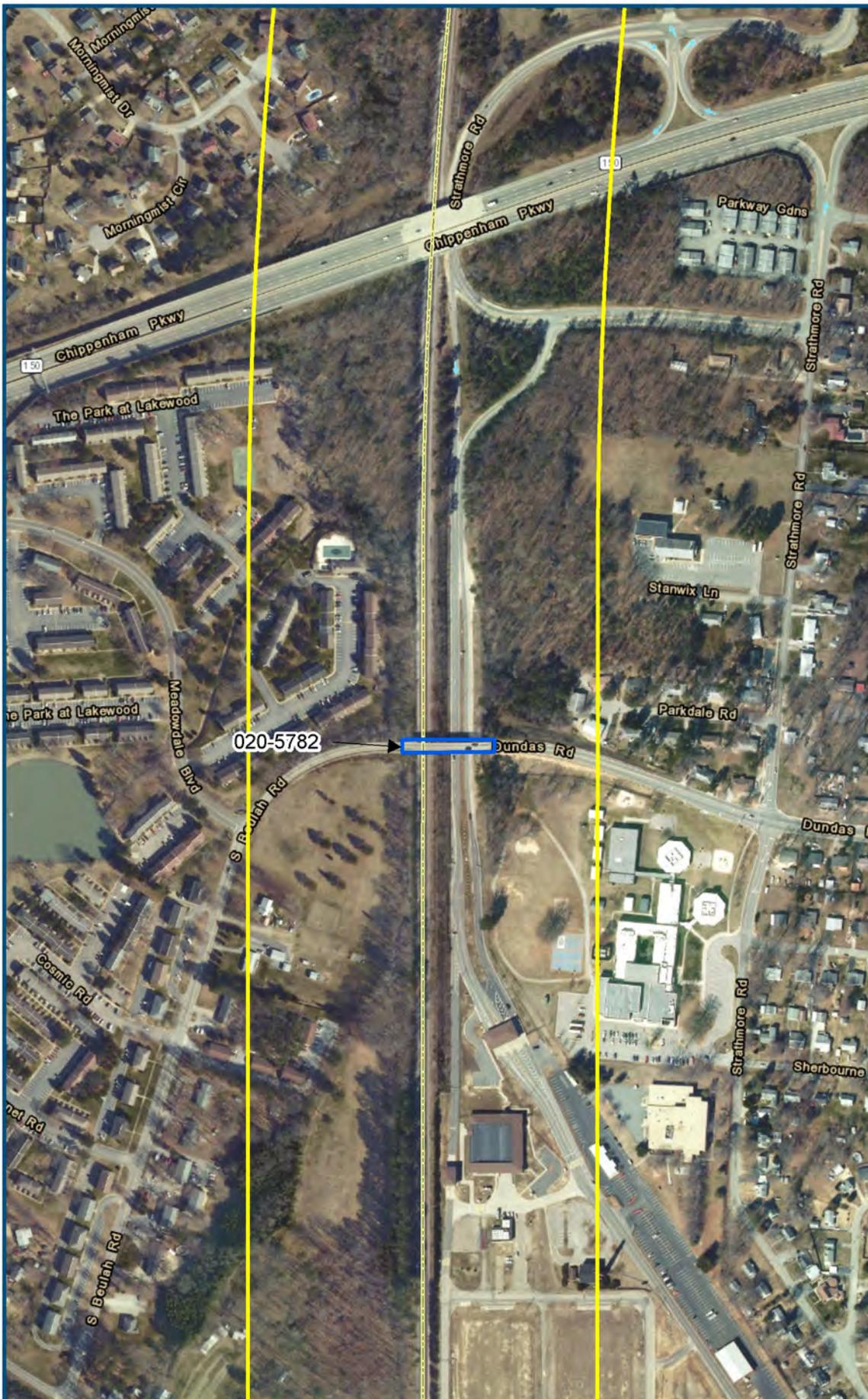
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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 18 WAY to Centralia - A Line (WACE)

**Figure 3-97
 Newly Recorded
 Resources**

10/2016

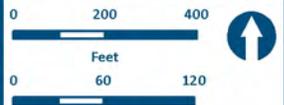
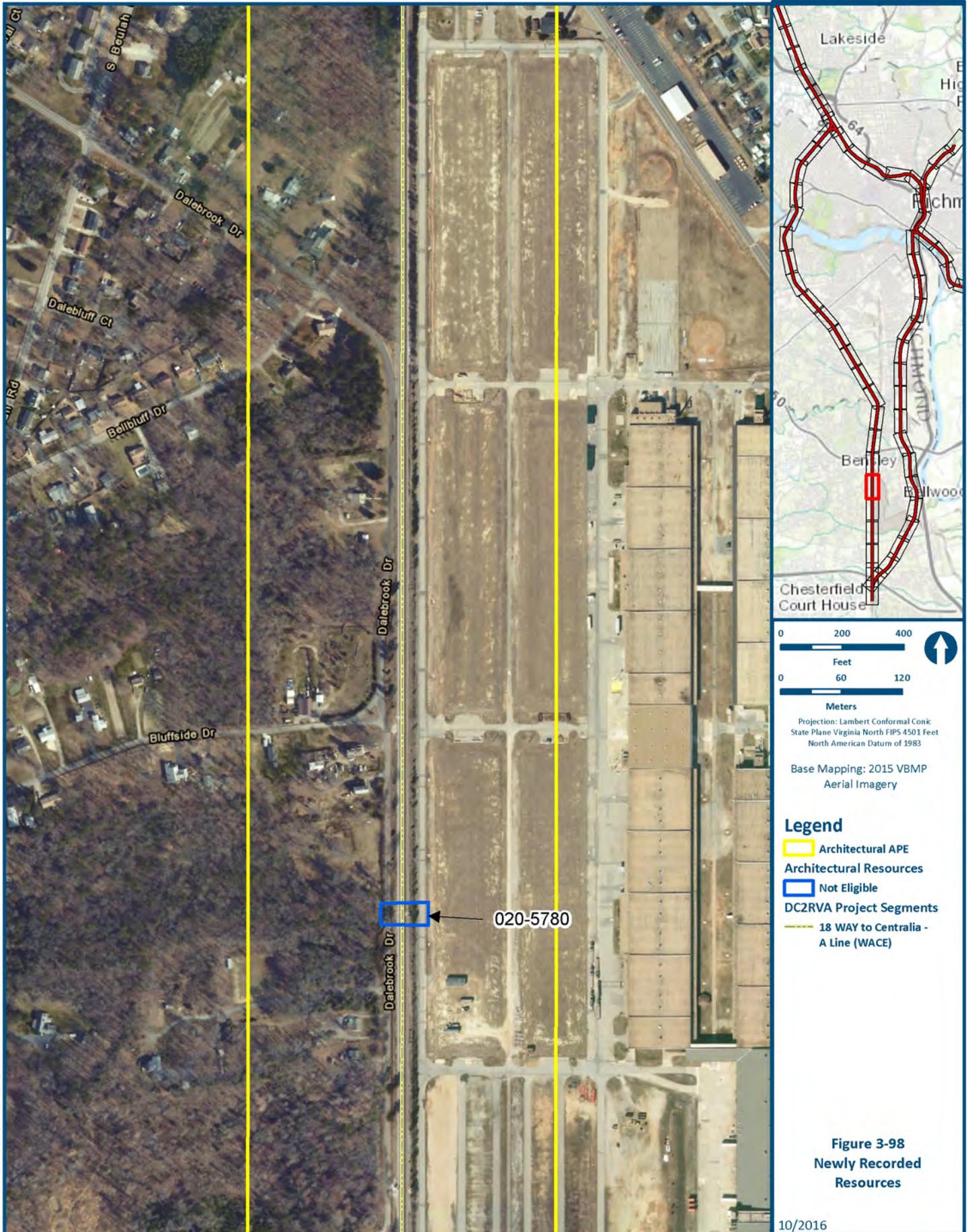
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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 18 WAY to Centralia - A Line (WACE)

Figure 3-98
Newly Recorded
Resources

10/2016

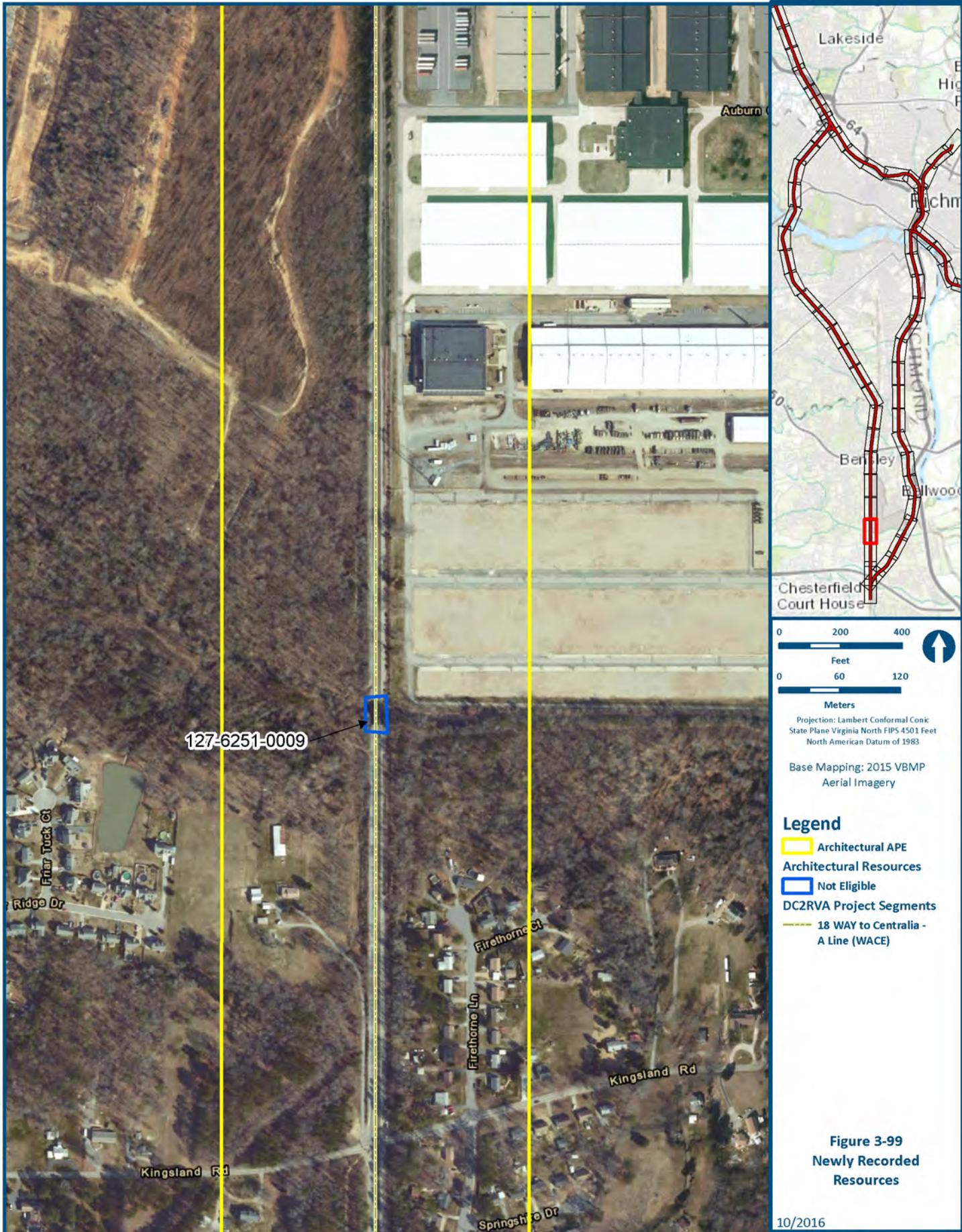
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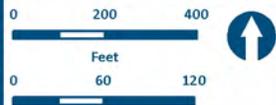
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Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983

Base Mapping: 2015 VBMP
 Aerial Imagery

- Legend**
- Architectural APE
 - Architectural Resources**
 - Not Eligible
 - DC2RVA Project Segments**
 - 18 WAY to Centralia - A Line (WACE)

Figure 3-99
Newly Recorded
Resources

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RESULTS

The **RF&P Railroad Historic District (500-0001)**, spans from its northern terminus at the Potomac River, south of the Long Branch Bridge, southward along its tracks to the Broad Street Station in the City of Richmond (currently known as the Science Museum of Virginia) (Figure 3-100). Two previously recorded segments, the Prince William-Stafford-Quantico segment (076-0301) and the Caroline-Hanover-Henrico-Spotsylvania segment (088-5413), fall within the rail line (the newly recorded rail line serves to encompass these two segments). The northern segment (076-0301) was determined by DHR to be potentially eligible for listing in the NRHP in 2016 and the southern segment (088-5413) was determined by DHR to be NRHP eligible in 2012. Begun circa 1836, the rail line conveyed supplies and passengers throughout Virginia, shortening traveling from Richmond to Washington considerably compared to previous modes of transportation. Although some of the structures along the rail line and the tracks have been altered over the years, the layout of the rail line has largely remained intact and continues to be used by CSX. Therefore, it is **recommended that the rail line is potentially eligible for individual listing in the NRHP under Criterion A (Transportation)**. Based on preliminary research, a potential period of significance for this resource is 1836 through 1943, when the railroad saw a decline passenger ridership (Griffin 1984).



FIGURE 3-100: RF&P RAILROAD, LOOKING SOUTH IN MILFORD (500-0001)

The **Bridge carrying CSX Tracks over the Occoquan River (500-0001-0022)** is located in Woodbridge, Fairfax County (Figure 3-101). Constructed in 1915 as a double-span, Parker-through-truss, railroad bridge, it contains steel plate, deck-girder approach spans over the river (Miller and Clark 1997:11; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-

RESULTS

34-335). The bridge was constructed by well-known civil engineer Gustav Lindenthal and the Phoenix Bridge Company, a recognized company from Phoenixville, Pennsylvania. The Parker truss design is a variation of the Pratt truss with seven segmented polygonal top chords. Truss bridges were more common in the nineteenth to early-twentieth century but have largely been replaced with more modern designed bridges. For these reasons, it is **recommended that the Bridge carrying CSX Tracks over the Occoquan River, is potentially individually eligible to the NRHP under Criterion C. It is also recommended as a contributing resource to the RF&P Railroad (500-0001).**



FIGURE 3-101: BRIDGE, CSX TRACKS OVER OCCOQUAN RIVER, LOOKING SOUTH FROM ROUTE 1 (500-0001-0022)

4

SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of structures within the DC2RVA corridor. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, the DC2RVA Project Team conducted a survey of 126 structures within the corridor's architectural APE. Of these, 32 are previously recorded and 94 newly recorded historic structures were identified (Table 4-1). Of the 126 total structures, it is recommended that the majority (n=117) are not eligible for individual listing in the NRHP. One previously recorded resource, the Virginia Central Railway Historic District (088-5364), was determined by DHR to be NRHP eligible. In addition, four previously recorded structures were determined by DHR to be potentially NRHP eligible (Chesapeake & Ohio Railroad, 007-5513; Mayo Bridge, northern segment of 14th Street Bridge, 127-5809; Southern Railway, 127-6792; and Chesapeake & Ohio Railroad, 127-6793). The DC2RVA Project Team recommends that these structures should retain their previous eligibility status.

In addition, as a result of the current survey, four structures are recommended potentially eligible for listing in the NRHP under Criteria A-C. These include two railroad historic districts (029-5724 and 500-0001) and two railroad bridges (111-0132-0025 and 500-0001-0022).

In addition to their individual eligibility recommendation, several structures within the DC2RVA corridor, are located within the boundaries of potentially eligible/eligible for listing in the NRHP historic districts (n=99 or 78.5 percent). Of those, Dovetail recommends that 57 are contributing structures to their respective historic district(s) and 42 are noncontributing.

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-9805	Bridge, Airport Access Road over Route I & CSX Tracks	Arlington County	1968, 2003	Not Eligible; Noncontributing to RF&P HD
007-5513	Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad	Hanover County	1836	Remains Potentially Eligible; Contributing to Doswell HD
016-0007	Bridge, Route 684	Caroline County	post 1900	Not Eligible; Noncontributing to RF&P HD
016-0331	Ruther Glen Railroad Bridge, Route 652	Caroline County	1916	Not Extant; Not Eligible; Noncontributing to Ruther Glen-Chesterfield HD and RF&P HD
016-5087	Bridge #1026 (west-bound), spanning CSX Railroad	Caroline County	ca. 1953	Remains Not Eligible; Noncontributing to RF&P HD
016-5172	Culvert, Penola Road over stream	Caroline County	ca. 1940	Not Eligible; Noncontributing to Penola HD
016-5173	Culvert, Colonial Road over Mattaponi Creek	Caroline County	ca. 1940	Not Individually Eligible; Contributing to Milford HD
016-5174	Bridge, North I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2000	Not Eligible; Noncontributing to RF&P HD
016-5175	Bridge, South I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2001	Not Eligible; Noncontributing to RF&P HD
020-0096	Bridge #1021	Chesterfield County	1931	Remains Not Eligible; Noncontributing to Drewry's Bluff HD and Petersburg II
020-5624	SAL Railroad Bridge over Falling Creek	Chesterfield County	ca. 1941	Not Individually Eligible; Contributing to the SAL RR HD
020-5625	Eliham Avenue Bridge over SAL	Chesterfield County	1965	Not Individually Eligible; Contributing to the SAL RR HD
020-5780	Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive	Chesterfield County	ca. 1940	Not Individually Eligible; Contributing to ACL RR HD

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
020-5781	Bridge, CSX Tracks over Falling Creek and Cogbill Road	Chesterfield County	1905	Not Individually Eligible; Contributing to ACL RR HD
020-5782	Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road	Chesterfield County	1951, 1961	Not Individually Eligible; Contributing to ACL RR HD and Bellwood-Richmond Quartermaster Depot HD
029-0218-0001	Bridge, GWMP exit ramp over Mount Vernon Trail	Arlington County	ca. 1930	Not Individually Eligible; Contributing to GWMP
029-0218-0002	Bridge, Aviation Circle over GWMP	Arlington County	ca. 1965	Not Eligible; Noncontributing to GWMP
029-0218-0003	Bridge, GWMP over Four Mile Run	Alexandria (Ind. City)	ca. 1932	Not Eligible; Noncontributing to GWMP
029-5724	Fort Belvoir Military Railroad Historic Corridor	Fairfax County	1918	Remains VLR Listed; Recommended Potentially Eligible
029-6172	Bridge, I-95 over Eisenhower Avenue Connector	Fairfax County	1963, 1977	Not Eligible
042-0103	RF&P Railroad Trestle Piers and Bridge	Hanover County	1836, 1902, 1974	Not Individually Eligible; Contributing to RF&P HD
042-0731	RF&P Railroad North Anna River Crossing	Caroline/Hanover Counties	ca. 1840, 1903	Not Individually Eligible; Contributing to RF&P HD and Noncontributing to Battle of North Anna River
042-5306	RF&P Bridge over Rt. 689	Hanover County	1929	Not Individually Eligible; Contributing to Taylorsville Road HD
042-5767	Bridge, Ellets Crossing over CSX Tracks	Hanover County	1925	Not Individually Eligible; Contributing to RF&P HD
042-5768	Bridge, Route I over CSX Tracks	Hanover County	1968	Not Eligible; Noncontributing to RF&P HD
043-5844	Bridge, Purcell Road over Hungary Creek	Henrico County	ca. 1960	Not Eligible
043-5845	Culvert, Staples Mill Road over Upham Brook	Henrico County	1966	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5846	Bridge, Byrd Hill Road over Upham Brook	Henrico County	1962	Not Eligible
043-5847	Bridge, East Parham Road over CSX Tracks	Henrico County	1967	Not Eligible; Noncontributing to RF&P HD
043-5848	Bridge, Dumbarton Road over CSX Tracks	Henrico County	1966	Not Eligible; Noncontributing to RF&P HD
043-5849	Bridge, West I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5850	Bridge, East I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5851	Bridge, I-195/ over CSX Tracks	Henrico County	ca. 1970	Not Eligible; Noncontributing to RF&P HD
076-5206	Bridge, Railroad Avenue	Prince William County	1929	Remains Not Eligible; Noncontributing to RF&P HD
088-5364	Virginia Central Railway Historic District	Multiple	post 1853	Remains Eligible, Contributing to Fredericksburg HD, Battle of Fredericksburg I and Battle of Fredericksburg II
089-0045	RF&P Railroad Bridge	Stafford County	ca. 1863, 1872	Not Individually Eligible; Contributing to RF&P HD
089-0080	Bridge #6075, RF&P Tunnel Bridge	Stafford County	1904, 1931	Not Individually Eligible; Noncontributing to Battle of Fredericksburg II; Contributing to RF&P HD
089-0194	RF&P Railroad Bridge	Stafford County	ca. 1928	Not Individually Eligible; Contributing to RF&P HD
089-5010	Bridge #6020	Stafford County	1917, 2011	Not Eligible; Noncontributing to RF&P HD
089-5602	Bridge, Thompson Avenue over Claiborne Run	Fredericksburg (Ind. City)	ca. 1970	Not Eligible; Noncontributing to Battle of Fredericksburg I

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
089-5603	Bridge, Leeland Road over CSX Tracks	Stafford County	1967	Not Eligible; Noncontributing to RF&P HD
100-0161	RF&P Bridge, over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0162	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0163	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0164	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-5338	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible
111-0009-0017	Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad	Fredericksburg (Ind. City)	1949	Not Individually Eligible; Contributing to Fredericksburg HD Extension, Noncontributing to Virginia Central Railway, Battle of Fredericksburg I, Battle of Fredericksburg II
111-0132-0025	Rappahannock River Railroad Bridge	Fredericksburg (Ind. City)	1927	Potentially Eligible; Contributing to Fredericksburg HD and RF&P HD; Noncontributing to Banks' Ford, Battle of Fredericksburg I and II
127-0360	Fifth Street Bridge	Richmond (Ind. City)	1932,1996	Not Eligible
127-0457-0086	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0457-0087	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952, ca. 1990	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0823	First Street Viaduct	Richmond (Ind. City)	1933, 2000	Not Eligible

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-5149	Bridge #2835	Richmond (Ind. City)	1958	Not Individually Eligible; Contributing to SAL RR HD; Noncontributing to Shockoe Valley & Tobacco Row HD and Haxall Canal HD
127-5662	Chesapeake & Ohio Viaduct on James River	Richmond (Ind. City)	1901	Not Individually Eligible; Contributing to C&O Railroad Noncontributing to James River and Kanawha Canal HD
127-5809	Mayo Bridge, northern segment of 14 th Street Bridge	Richmond (Ind. City)	ca. 1910	Remains Potentially Eligible; Contributing to Manchester Warehouse and Industrial HD
127-6251-0008	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1946	Not Individually Eligible; Contributing to ACL RR HD
127-6251-0009	Bridge, CSX Tracks over Kingsland Creek	Chesterfield County	1902,1926	Not Individually Eligible; Contributing to ACL RR HD
127-6271-0014	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1967	Not Individually Eligible; Contributing to SAL RR HD
127-6273	Bridge #2835	Richmond (Ind. City)	1958	Not Eligible
127-6732	Maury Street Interchange Bridge over SAL RR Corridor	Richmond (Ind. City)	1958	Not Individually Eligible; Noncontributing to the SAL RR HD
127-6792	Southern Railway	Richmond (Ind. City)	ca. 1850	Remains Potentially Eligible
127-6793	Chesapeake & Ohio Railroad	Richmond (Ind. City)	pre 1851	Remains Potentially Eligible
127-7047	Bridge, Lombardy Street over CSX Tracks	Richmond (Ind. City)	1932	Not Eligible
127-7048	Bridge, South Belvidere Street - Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958	Not Eligible
127-7049	Bridge, North Belvidere Street- Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958, 2004	Not Eligible
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7052	Bridge, East Broad Street over I-95 North exit ramp	Richmond (Ind. City)	1958, 1977	Not Eligible
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)	Richmond (Ind. City)	1958	Not Eligible
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)	Richmond (Ind. City)	ca, 1958	Not Eligible
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street	Richmond (Ind. City)	1958	Not Eligible
127-7056	Bridge, Commerce Road over Goode Creek	Richmond (Ind. City)	1940	Not Eligible
127-7057	Culvert, Ruffin Road	Richmond (Ind. City)	ca. 1940	Not Eligible
127-7058	Bridge, CSX Tracks over Platinum Road	Richmond (Ind. City)	unknown	Not Eligible; Noncontributing to ACL RR HD
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek	Richmond (Ind. City)	1960, 1991	Not Eligible
127-7060	Bridge, Hopkins Road over stream	Richmond (Ind. City)	1912	Not Eligible
127-7061	Bridge, Midlothian Turnpike over CSX Tracks	Richmond (Ind. City)	1953	Not Eligible; Noncontributing to ACL RR HD
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard	Richmond (Ind. City)	1953	Not Eligible
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks	Richmond (Ind. City)	1962, CSX 1966	Not Eligible; Noncontributing to RF&P HD
127-7064	Bridge, North Boulevard over CSX Tracks	Richmond (Ind. City)	1943	Not Eligible; Noncontributing to RF&P HD
500-0001	RF&P Railroad Historic District, Potomac River to Broad Street Station	Multiple	ca. 1837–1943	Potentially Eligible
500-0001-0001	Bridge, CSX Tracks over White Oak Road	Fredericksburg (Ind. City)	ca. 1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg II

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0002	Bridge, CSX Tracks over Little River	Hanover County	1923	Not Individually Eligible; Contributing to RF&P HD and Taylorsville Road HD
500-0001-0004	Bridge, CSX Tracks over Commonwealth Avenue	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0005	Bridge, CSX Tracks over King Street	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0008	Culvert, CSX Tracks over Hazel Run	Fredericksburg (Ind. City)	1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg I and Fredericksburg and Spotsylvania Battlefields National Military Park
500-0001-0012	Culvert, CSX Tracks, south of Doswell station	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD and Doswell HD; Noncontributing to North Anna Battlefield
500-0001-0013	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible; Noncontributing to RF&P HD
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue	Alexandria (Ind. City)	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road	Fairfax County	ca. 1960	Not Eligible; Noncontributing to RF&P HD
500-0001-0016	Bridge, CSX Tracks over Newington Road	Fairfax County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0017	Bridge, CSX Tracks over Accotink Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0018	Bridge, CSX Tracks over Pohick Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0019	Culvert, CSX Tracks over stream, west of Lorton Market Street	Fairfax County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0020	Culvert, CSX Tracks over Giles Run	Fairfax County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0021	Bridge, CSX Tracks over Route 1	Fairfax County	1943	Not Eligible; Noncontributing to RF&P HD
500-0001-0022	Bridge, CSX Tracks over Occoquan River	Fairfax County	1915	Potentially Eligible; Contributing to RF&P HD
500-0001-0023	Culvert, CSX Tracks, west of Dabney Road	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0024	Culvert, CSX Tracks over Marumsco Creek	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0025	Culvert, CSX Tracks over Marumsco Acres Lake	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0026	Culvert, CSX Tracks over Farm Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0027	Bridge, CSX Tracks over Neabsco Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0028	Bridge, CSX Tracks over Powells Creek & Daniel K. Ludwig Drive	Prince William County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0029	Bridge, CSX Tracks over Aquia Creek	Stafford County	1945	Not Individually Eligible; Contributing to RF&P HD
500-0001-0030	Culvert, CSX Tracks over Accokeek Creek	Stafford County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0031	Culvert, CSX Tracks over stream, west of Bexley Lane	Stafford County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0032	Culvert, CSX Tracks over Claiborne Run	Stafford County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0033	RF&P Fredericksburg Interlocking Tower	Fredericksburg (Ind. City)	ca. 1910	Not Individually Eligible; Contributing to RF&P HD

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0034	Culvert, CSX Tracks, north of Woodford Road	Caroline County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0035	Culvert, CSX Tracks, south of Kings Dominion Boulevard	Hanover County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0036	Culvert, CSX Tracks, south of Gwathemy Church Road	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0037	Bridge, CSX Tracks over Chickahominy River	Hanover County	1911, 1929	Not Individually Eligible; Contributing to RF&P HD
500-0001-0038	Culvert, CSX Tracks over North Run	Henrico County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0039	Culvert, CSX Tracks over Hungary Creek	Henrico County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0040	RF&P Greendale Interlocking Tower, east of Compton Road	Henrico County	ca. 1945	Not Eligible; Noncontributing to RF&P HD
500-0001-0041	Bridge, CSX Tracks over GWMP	Arlington County	1930	Not Individually Eligible; Contributing to GWMP
500-0001-0049	Bridge, CSX Tracks over Norfolk Southern Railroad	Alexandria	1947	Not Eligible; Noncontributing to RF&P HD
500-0001-0050	Bridge, CSX Tracks over Farm Creek	Prince William County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0051	Bridge, CSX Tracks over Deep Run	Spotsylvania County	1943	Not Individually Eligible; Contributing to RF&P HD
500-0001-0052	Railroad Bridge, East of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0053	Railroad Bridge, South of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0054	Railroad Bridge, East of Mont Trail	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD

SUMMARY AND RECOMMENDATIONS

TABLE 4-1: SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0055	Railroad Bridge, North of Claiborne Crossing Road	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0056	Railroad Bridge, North of Stonewall Jackson Shrine	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0057	Bridge, CSX Tracks over Mattaponi River	Caroline County	1903	Not Individually Eligible; Contributing to RF&P HD
500-0001-0058	Bridge, CSX Tracks over Polecat Creek	Caroline County	1909	Not Individually Eligible; Contributing to RF&P HD

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in red denote structures that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in the NRHP). 2. Cells highlighted in blue denote structures recommended potentially eligible as a part of the current survey.

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2010b *Phase I Architectural Survey for the Virginia Railway Express Cherry Hill Third Track Project from Arkendale (CFP 72.0) to Powell's Creek (CFP 83.4) Prince William and Stafford Counties, Virginia*. McCormick Taylor, Glen Allen, Virginia.

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Virginia Department of Historic Resources (DHR)

- 2016 Various survey documents and unpublished materials. On file in the Archives at the Virginia Department of Historic Resources, Richmond, Virginia.



801 E. Main Street, Suite 1000
Richmond, VA 23219

January 20, 2017

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Structures and Railroad Tracks
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate identification studies for structures located within the architectural Area of Potential Effects (APE) for Segments 1–20 (main line corridor). [Structures identification studies were not completed on the Fredericksburg or Ashland bypasses (Segments 21 and 22, respectively), as these areas were the subject of a Phase IA reconnaissance survey only.] Identification of structures was not included in the Segments 1–20 architectural technical reports as several structures span multiple segments. Similarly, there are three railroad systems that cross through several segments; these three rail systems are also included in this report.

Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. The report was authored by Kristine A. Chase with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, 126 structures were identified within the corridor's architectural APE. Of these, 32 are previously recorded and 94 newly recorded historic structures were identified. One previously recorded resource, the Virginia Central Railway Historic District (088-5364), was previously determined by DHR to be eligible for the NRHP. In addition, four previously recorded structures were determined by DHR to be potentially eligible for the NRHP: Chesapeake & Ohio Railroad, 007-5513; Mayo Bridge, northern segment of 14th Street Bridge, 127-5809; Southern Railway, 127-6792; and Chesapeake & Ohio Railroad, 127-6793. The DC2RVA Project Team recommends that these structures should retain their previous eligibility status.

In addition, as a result of the current survey, four structures are recommended potentially eligible for listing in the NRHP under Criteria A–C. These include two railroad historic districts (029-5724 and 500-0001) and two railroad bridges (111-0132-0025 and 500-0001-0022).

The remaining 117 structures are recommended to be not eligible for individual listing in the NRHP.

In addition to their individual eligibility recommendation, several structures within the DC2RVA corridor are located within the boundaries of potentially eligible/eligible/listed historic districts (n=99 or 78.5 percent). Of those, Dovetail recommends that 57 are contributing structures to their respective historic district(s) and 42 are noncontributing. (A table is attached showing the resource numbers, names and addresses of these resources.)

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at kbarile@dovetailcrg.com/hstaton@dovetailcrg.com.

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000
Richmond, VA 23219

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP and is a contributing element to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II, as recorded during the DC2RVA/Structures study (DHR #2014-0666):

088-5364 Virginia Central Railway Historic District

They also concur that the following resources remain potentially eligible for the NRHP as individual resources:

127-6792 Southern Railway
127-6793 Chesapeake & Ohio Railroad

The further concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Doswell Historic District:

007-5513 Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad

They concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Manchester Warehouse and Industrial Historic District:

127-5809 Mayo Bridge, northern segment of 14th Street Bridge

They also concur that the following resource is potentially eligible for the NRHP as an individual resource:

500-0001 Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District,
Potomac River to Broad Street Station

They further concur that the following resource is potentially eligible for the NRHP as an individual resource and should remain listed on the Virginia Landmarks Register (VLR):

029-5724 Fort Belvoir Military Railroad Historic Corridor

They concur that the following resource is potentially eligible for the NRHP as an individual resource and contributes to the RF&P Railroad Historic District:

500-0001-0022 Bridge, CSX Tracks over Occoquan River

They also concur that the following resource is potentially eligible as an individual resource and contributes to the Fredericksburg Historic District and the RF&P Railroad Historic District:

111-0132-0025 Rappahannock River Railroad Bridge

They further concur that the following resources are not individually eligible but contribute to the RF&P Railroad Historic District:

- 042-0103 RF&P Railroad Trestle Piers and Bridge
- 042-0731 RF&P Railroad North Anna River Crossing
- 042-5767 Bridge, Ellets Crossing over CSX Tracks
- 089-0045 RF&P Railroad Bridge
- 089-0080 Bridge #6075, RF&P Tunnel Bridge
- 089-0194 RF&P Railroad Bridge
- 500-0001-0001 Bridge, CSX Tracks over White Oak Road
- 500-0001-0004 Bridge, CSX Tracks over Commonwealth Avenue
- 500-0001-0005 Bridge, CSX Tracks over King Street
- 500-0001-0008 Culvert, CSX Tracks over Hazel Run
- 500-0001-0016 Bridge, CSX Tracks over Newington Road
- 500-0001-0017 Bridge, CSX Tracks over Accotink Creek
- 500-0001-0018 Bridge, CSX Tracks over Pohick Creek
- 500-0001-0019 Culvert, CSX Tracks over stream, west of Lorton Market Street
- 500-0001-0023 Culvert, CSX Tracks, west of Dabney Road
- 500-0001-0024 Culvert, CSX Tracks over Marumsco Creek
- 500-0001-0025 Culvert, CSX Tracks over Marumsco Acres Lake
- 500-0001-0028 Bridge, CSX Tracks over Powell's Creek & Daniel K. Ludwig Drive
- 500-0001-0029 Bridge, CSX Tracks over Aquia Creek
- 500-0001-0030 Culvert, CSX Tracks over Accokeek Creek
- 500-0001-0031 Culvert, CSX Tracks over stream, west of Bexley Lane
- 500-0001-0032 Culvert, CSX Tracks over Claiborne Run
- 500-0001-0033 RF&P Fredericksburg Interlocking Tower
- 500-0001-0035 Culvert, CSX Tracks, south of Kings Dominion Boulevard
- 500-0001-0036 Culvert, CSX Tracks, south of Gwathemy Church Road
- 500-0001-0037 Bridge, CSX Tracks over Chickahominy River
- 500-0001-0038 Culvert, CSX Tracks over North Run
- 500-0001-0039 Culvert, CSX Tracks over Hungary Creek
- 500-0001-0050 Bridge, CSX Tracks over Farm Creek
- 500-0001-0051 Bridge, CSX Tracks over Deep Run
- 500-0001-0052 Railroad Bridge, East of Len Hart Lane
- 500-0001-0053 Railroad Bridge, South of Len Hart Lane
- 500-0001-0054 Railroad Bridge, East of Mont Trail
- 500-0001-0055 Railroad Bridge, North of Claiborne Crossing Road

- 500-0001-0056 Railroad Bridge, North of Stonewall Jackson Shrine
- 500-0001-0057 Bridge, CSX Tracks over Mattaponi River
- 500-0001-0058 Bridge, CSX Tracks over Polecat Creek

They concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Doswell Historic District:

- 500-0001-0012 Culvert, CSX Tracks, south of Doswell station

They also concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Taylorsville Road Historic District:

- 500-0001-0002 Bridge, CSX Tracks over Little River

They further concur that the following resource is not individually eligible but contributes to the Taylorsville Road Historic District:

- 042-5306 RF&P Bridge over Rt. 689

They concur that the following resources are not individually eligible but contribute to the Atlantic Coast Line (ACL) Railroad Historic District:

- 020-5780 Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive
- 020-5781 Bridge, CSX Tracks over Falling Creek and Cogbill Road
- 127-6251-0008 Bridge, CSX Tracks over Proctors Creek
- 127-6251-0009 Bridge, CSX Tracks over Kingsland Creek

They also concur that the following resource is not individually eligible but contributes to the Atlantic Coast Line Railroad Historic District and the Bellwood-Richmond Quartermaster Depot Historic District

- 020-5782 Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road

They further concur that the following resources are not individually eligible but contribute to the Seaboard Air Line (SAL) Railroad Historic District:

- 020-5624 SAL Railroad Bridge over Falling Creek
- 020-5625 Elliham Avenue Bridge over SAL
- 127-5149 Bridge #2835
- 127-6271-0014 Bridge, CSX Tracks over Proctors Creek

They concur that the following resource is not individually eligible but contributes to the C&O Railroad Historic District:

127-5662 Chesapeake & Ohio Viaduct on James River

They also concur that the following resource is not individually eligible but contributes to the Fredericksburg Historic District Extension:

111-0009-0017 Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad

They further concur that the following resource is not individually eligible but contributes to the George Washington Memorial Parkway (GWMP):

029-0218-0001 Bridge, GWMP exit ramp over Mount Vernon Trail

500-0001-0041 Bridge, CSX Tracks over GWMP

They concur that the following resource is not individually eligible but contributes to the Milford Historic District:

016-5173 Culvert, Colonial Road over Mattaponi Creek

Lastly, they concur that the following resources are not individually eligible and do not contribute to the eligibility of a historic district:

000-9805 Bridge, Airport Access Road over Route 1 & CSX Tracks

016-0007 Bridge, Route 684

016-0331 Ruther Glen Railroad Bridge, Route 652

016-5087 Bridge #1026 (west-bound), spanning CSX Railroad

016-5172 Culvert, Penola Road over stream

016-5174 Bridge, North I-95 over CSX Tracks

016-5175 Bridge, South I-95 over CSX Tracks

020-0096 Bridge #1021

029-0218-0002 Bridge, Aviation Circle over GWMP

029-0218-0003 Bridge, GWMP over Four Mile Run

029-6172 Bridge, I-95 over Eisenhower Avenue Connector

042-5768 Bridge, Route 1 over CSX Tracks

043-5844 Bridge, Purcell Road over Hungary Creek

043-5845 Culvert, Staples Mill Road over Upham Brook

043-5846 Bridge, Byrd Hill Road over Upham Brook

043-5847 Bridge, East Parham Road over CSX Tracks

043-5848 Bridge, Dumbarton Road over CSX Tracks

043-5849 Bridge, West I-64 over CSX Tracks

043-5850	Bridge, East I-64 over CSX Tracks
043-5851	Bridge, I-195/ over CSX Tracks
076-5206	Bridge, Railroad Avenue
089-5010	Bridge #6020
089-5602	Bridge, Thompson Avenue over Claiborne Run
089-5603	Bridge, Leeland Road over CSX Tracks
100-0161	RF&P Bridge, over Braddock Road
100-0162	Bridge, RF&P over Braddock Road
100-0163	Bridge, RF&P over Braddock Road
100-0164	Bridge, RF&P over Braddock Road
100-5338	Bridge, CSX Tracks over Holmes Run
127-0360	Fifth Street Bridge
127-0457-0086	Bridge, Abandoned railroad bridge over James River Creek
127-0457-0087	Bridge, Abandoned railroad bridge over James River Creek
127-0823	First Street Viaduct
127-6273	Bridge #2835
127-6732	Maury Street Interchange Bridge over SAL RR Corridor
127-7047	Bridge, Lombardy Street over CSX Tracks
127-7048	Bridge, South Belvidere Street -Chamberlayne Avenue over CSX Tracks and Brook Road
127-7049	Bridge, North Belvidere Street-Chamberlayne Avenue over CSX Tracks and Brook Road
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road
127-7052	Bridge, East Broad Street over I-95 North exit ramp
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street
127-7056	Bridge, Commerce Road over Goode Creek
127-7057	Culvert, Ruffin Road
127-7058	Bridge, CSX Tracks over Platinum Road
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek
127-7060	Bridge, Hopkins Road over stream
127-7061	Bridge, Midlothian Turnpike over CSX Tracks
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks
127-7064	Bridge, North Boulevard over CSX Tracks
500-0001-0013	Bridge, CSX Tracks over Holmes Run
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road
500-0001-0020	Culvert, CSX Tracks over Giles Run
500-0001-0021	Bridge, CSX Tracks over Route 1

- 500-0001-0026 Culvert, CSX Tracks over Farm Creek
- 500-0001-0027 Bridge, CSX Tracks over Neabsco Creek
- 500-0001-0034 Culvert, CSX Tracks, north of Woodford Road
- 500-0001-0040 RF&P Greendale Interlocking Tower, east of Compton Road
- 500-0001-0049 Bridge, CSX Tracks over Norfolk Southern Railroad

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-9805	Bridge, Airport Access Road over Route 1 & CSX Tracks	Arlington County	1968, 2003	Not Eligible; Noncontributing to RF&P HD
007-5513	Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad	Hanover County	1836	Remains Individually Potentially Eligible; Contributing to Doswell HD
016-0007	Bridge, Route 684	Caroline County	post 1900	Not Eligible; Noncontributing to RF&P HD
016-0331	Ruther Glen Railroad Bridge, Route 652	Caroline County	1916	Not Extant; Not Eligible; Noncontributing to Ruther Glen-Chesterfield HD and RF&P HD
016-5087	Bridge #1026 (west-bound), spanning CSX Railroad	Caroline County	ca. 1953	Remains Not Eligible; Noncontributing to RF&P HD
016-5172	Culvert, Penola Road over stream	Caroline County	ca. 1940	Not Eligible; Noncontributing to Penola HD
016-5173	Culvert, Colonial Road over Mattaponi Creek	Caroline County	ca. 1940	Not Eligible; Contributing to Milford HD
016-5174	Bridge, North I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2000	Not Eligible; Noncontributing to RF&P HD
016-5175	Bridge, South I-95 over CSX Tracks	Caroline County	1963, 1983, CSX 2001	Not Eligible; Noncontributing to RF&P HD
020-0096	Bridge #1021	Chesterfield County	1931	Remains Not Eligible; Noncontributing to Drewry's Bluff HD and Petersburg II

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
020-5624	SAL Railroad Bridge over Falling Creek	Chesterfield County	ca. 1941	Not Individually Eligible; Contributing to the SAL RR HD
020-5625	Elliham Avenue Bridge over SAL	Chesterfield County	1965	Not Individually Eligible; Contributing to the SAL RR HD
020-5780	Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive	Chesterfield County	ca. 1940	Not Individually Eligible; Contributing to ACL RR HD
020-5781	Bridge, CSX Tracks over Falling Creek and Cogbill Road	Chesterfield County	1905	Not Individually Eligible; Contributing to ACL RR HD
020-5782	Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road	Chesterfield County	1951, 1961	Not Individually Eligible; Contributing to ACL RR HD and Bellwood-Richmond Quartermaster Depot HD
029-0218-0001	Bridge, GWMP exit ramp over Mount Vernon Trail	Arlington County	ca. 1930	Not Individually Eligible; Contributing to GWMP
029-0218-0002	Bridge, Aviation Circle over GWMP	Arlington County	ca. 1965	Not Eligible; Noncontributing to GWMP
029-0218-0003	Bridge, GWMP over Four Mile Run	Alexandria (Ind. City)	ca. 1932	Not Eligible; Noncontributing to GWMP
029-5724	Fort Belvoir Military Railroad Historic Corridor	Fairfax County	1918	Remains VLR Listed; Recommended Potentially Eligible
029-6172	Bridge, I-95 over Eisenhower Avenue Connector	Fairfax County	1963, 1977	Not Eligible
042-0103	R.F. & P. Railroad Trestle Piers and Bridge	Hanover County	1836, 1902, 1974	Not Individually Eligible; Contributing to RF&P HD

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-0731	RF&P Railroad North Anna River Crossing	Caroline/Hanover Counties	ca. 18440, 1903	Not Individually Eligible; Contributing to RF&P HD and Noncontributing to Battle of North Anna River
042-5306	RF&P Bridge over Rt. 689	Hanover County	1929	Not Individually Eligible; Contributing to Taylorsville Road HD
042-5767	Bridge, Ellets Crossing over CSX Tracks	Hanover County	1925	Not Individually Eligible; Contributing to RF&P HD
042-5768	Bridge, Route 1 over CSX Tracks	Hanover County	1968	Not Eligible; Noncontributing to RF&P HD
043-5844	Bridge, Purcell Road over Hungary Creek	Henrico County	ca. 1960	Not Eligible
043-5845	Culvert, Staples Mill Road over Upham Brook	Henrico County	1966	Not Eligible
043-5846	Bridge, Byrd Hill Road over Upham Brook	Henrico County	1962	Not Eligible
043-5847	Bridge, East Parham Road over CSX Tracks	Henrico County	1967	Not Eligible; Noncontributing to RF&P HD
043-5848	Bridge, Dumbarton Road over CSX Tracks	Henrico County	1966	Not Eligible; Noncontributing to RF&P HD
043-5849	Bridge, West I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5850	Bridge, East I-64 over CSX Tracks	Henrico County	1967, 2007	Not Eligible; Noncontributing to RF&P HD
043-5851	Bridge, I-195/ over CSX Tracks	Henrico County	ca. 1970	Not Eligible; Noncontributing to RF&P HD

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
076-5206	Bridge, Railroad Avenue	Prince William County	1929	Remains Not Eligible; Noncontributing to RF&P HD
088-5364	Virginia Central Railway Historic District	Multiple	post 1853	Remains Individually Eligible, Contributing to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II
089-0045	RF&P Railroad Bridge	Stafford County	ca. 1863, 1872	Not Individually Eligible; Contributing to RF&P HD
089-0080	Bridge #6075, RF&P Tunnel Bridge	Stafford County	1904, 1931	Not Individually Eligible; Noncontributing to Battle of Fredericksburg II; Contributing to RF&P HD
089-0194	RF&P Railroad Bridge	Stafford County	ca. 1928	Not Individually Eligible; Contributing to RF&P HD
089-5010	Bridge #6020	Stafford County	1917, 2011	Not Eligible; Noncontributing to RF&P HD
089-5602	Bridge, Thompson Avenue over Claiborne Run	Fredericksburg (Ind. City)	ca. 1970	Not Eligible; Noncontributing to Battle of Fredericksburg I
089-5603	Bridge, Leeland Road over CSX Tracks	Stafford County	1967	Not Eligible; Noncontributing to RF&P HD
100-0161	RF&P Bridge, over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0162	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD

SUMMARY OF IDENTIFIED STRUCTURES AND RECOMMENDATIONS

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0163	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-0164	Bridge, RF&P over Braddock Road	Alexandria (Ind. City)	1904, 2001	Not Eligible; Noncontributing to RF&P HD
100-5338	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible
111-0009-0017	Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad	Fredericksburg (Ind. City)	1949	Not Individually Eligible; Contributing to Fredericksburg HD Extension, Noncontributing to Virginia Central Railway, Battle of Fredericksburg I, Battle of Fredericksburg II
111-0132-0025	Rappahannock River Railroad Bridge	Fredericksburg (Ind. City)	1927	Potentially Individually Eligible; Contributing to Fredericksburg HD and RF&P HD; Noncontributing to Banks' Ford, Battle of Fredericksburg I and II
127-0360	Fifth Street Bridge	Richmond (Ind. City)	1932, 1996	Not Eligible
127-0457-0086	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0457-0087	Bridge, Abandoned RR bridge over James River Creek	Richmond (Ind. City)	pre 1952, ca. 1990	Not Eligible; Noncontributing to Manchester Industrial and Warehouse HD
127-0823	First Street Viaduct	Richmond (Ind. City)	1933, 2000	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-5149	Bridge #2835	Richmond (Ind. City)	1958	Not Individually Eligible; Contributing to SAL RR HD; Noncontributing to Shockoe Valley & Tobacco Row HD and Haxall Canal HD
127-5662	Chesapeake & Ohio Viaduct on James River	Richmond (Ind. City)	1901	Not Individually Eligible; Contributing to C & O Railroad; Noncontributing to James River and Kanawha Canal HD
127-5809	Mayo Bridge, northern segment of 14 th Street Bridge	Richmond (Ind. City)	ca. 1910	Remains Individually Potentially Eligible; Contributing to Manchester Warehouse and Industrial HD
127-6251-0008	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1946	Not Individually Eligible; Contributing to ACL RR HD
127-6251-0009	Bridge, CSX Tracks over Kingsland Creek	Chesterfield County	1902,1926	Not Individually Eligible; Contributing to ACL RR HD
127-6271-0014	Bridge, CSX Tracks over Proctors Creek	Chesterfield County	1967	Not Individually Eligible; Contributing to SAL RR HD
127-6273	Bridge #2835	Richmond (Ind. City)	1958	Not Eligible
127-6732	Maury Street Interchange Bridge over SAL RR Corridor	Richmond (Ind. City)	1958	Not Eligible; Noncontributing to the SAL RR HD
127-6792	Southern Railway	Richmond (Ind. City)	ca. 1850	Remains Potentially Eligible
127-6793	Chesapeake & Ohio Railroad	Richmond (Ind. City)	pre 1851	Remains Potentially Eligible
127-7047	Bridge, Lombardy Street over CSX Tracks	Richmond (Ind. City)	1932	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7048	Bridge, South Belvidere Street - Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958	Not Eligible
127-7049	Bridge, North Belvidere Street- Chamberlayne Avenue over CSX Tracks and Brook Road	Richmond (Ind. City)	1958, 2004	Not Eligible
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road	Richmond (Ind. City)	1967, 2001	Not Eligible
127-7052	Bridge, East Broad Street over I-95 North exit ramp	Richmond (Ind. City)	1958, 1977	Not Eligible
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)	Richmond (Ind. City)	1958	Not Eligible
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)	Richmond (Ind. City)	ca, 1958	Not Eligible
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street	Richmond (Ind. City)	1958	Not Eligible
127-7056	Bridge, Commerce Road over Goode Creek	Richmond (Ind. City)	1940	Not Eligible
127-7057	Culvert, Ruffin Road	Richmond (Ind. City)	ca. 1940	Not Eligible
127-7058	Bridge, CSX Tracks over Platinum Road	Richmond (Ind. City)	unknown	Not Eligible; Noncontributing to ACL RR HD
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek	Richmond (Ind. City)	1960, 1991	Not Eligible
127-7060	Bridge, Hopkins Road over stream	Richmond (Ind. City)	1912	Not Eligible
127-7061	Bridge, Midlothian Turnpike over CSX Tracks	Richmond (Ind. City)	1953	Not Eligible; Noncontributing to ACL RR HD
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard	Richmond (Ind. City)	1953	Not Eligible

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks	Richmond (Ind. City)	1962, CSX 1966	Not Eligible; Noncontributing to RF&P HD
127-7064	Bridge, North Boulevard over CSX Tracks	Richmond (Ind. City)	1943	Not Individually Eligible; Noncontributing to RF&P HD
500-0001	RF&P Railroad, Potomac River to Broad Street Station	Multiple	ca. 1837-1943	Potentially Eligible
500-0001-0001	Bridge, CSX Tracks over White Oak Road	Fredericksburg (Ind. City)	ca. 1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg II
500-0001-0002	Bridge, CSX Tracks over Little River	Hanover County	1923	Not Individually Eligible; Contributing to RF&P HD and Taylorsville Road HD
500-0001-0004	Bridge, CSX Tracks over Commonwealth Avenue	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0005	Bridge, CSX Tracks over King Street	Alexandria (Ind. City)	1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0008	Culvert, CSX Tracks over Hazel Run	Fredericksburg (Ind. City)	1930	Not Individually Eligible; Contributing to RF&P HD and noncontributing to Battle of Fredericksburg I and Fredericksburg and Spotsylvania Battlefields National Military Park
500-0001-0012	Culvert, CSX Tracks, south of Doswell station	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD and Doswell HD; Noncontributing to North Anna Battlefield

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0013	Bridge, CSX Tracks over Holmes Run	Alexandria (Ind. City)	1946	Not Eligible; Noncontributing to RF&P HD
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue	Alexandria (Ind. City)	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road	Fairfax County	ca. 1960	Not Eligible; Noncontributing to RF&P HD
500-0001-0016	Bridge, CSX Tracks over Newington Road	Fairfax County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0017	Bridge, CSX Tracks over Accotink Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0018	Bridge, CSX Tracks over Pohick Creek	Fairfax County	1904	Not Individually Eligible; Contributing to RF&P HD
500-0001-0019	Culvert, CSX Tracks over stream, west of Lorton Market Street	Fairfax County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0020	Culvert, CSX Tracks over Giles Run	Fairfax County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0021	Bridge, CSX Tracks over Route 1	Fairfax County	1943	Not Eligible; Noncontributing to RF&P HD
500-0001-0022	Bridge, CSX Tracks over Occoquan River	Fairfax County	1915	Potentially Individually Eligible; Contributing to RF&P HD
500-0001-0023	Culvert, CSX Tracks, west of Dabney Road	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0024	Culvert, CSX Tracks over Marumsco Creek	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0025	Culvert, CSX Tracks over Marumsco Acres Lake	Prince William County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0026	Culvert, CSX Tracks over Farm Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0027	Bridge, CSX Tracks over Neabsco Creek	Prince William County	1964	Not Eligible; Noncontributing to RF&P HD
500-0001-0028	Bridge, CSX Tracks over Powells Creek & Daniel K. Ludwig Drive	Prince William County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0029	Bridge, CSX Tracks over Aquia Creek	Stafford County	1945	Not Eligible; Contributing to RF&P HD
500-0001-0030	Culvert, CSX Tracks over Accokeek Creek	Stafford County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0031	Culvert, CSX Tracks over stream, west of Bexley Lane	Stafford County	ca. 1900	Not Individually Eligible; Contributing to RF&P HD
500-0001-0032	Culvert, CSX Tracks over Claiborne Run	Stafford County	1928	Not Individually Eligible; Contributing to RF&P HD
500-0001-0033	RF&P Fredericksburg Interlocking Tower	Fredericksburg (Ind. City)	ca. 1910	Not Individually Eligible; Contributing to RF&P HD
500-0001-0034	Culvert, CSX Tracks, north of Woodford Road	Caroline County	ca. 1950	Not Eligible; Noncontributing to RF&P HD
500-0001-0035	Culvert, CSX Tracks, south of Kings Dominion Boulevard	Hanover County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0036	Culvert, CSX Tracks, south of Gwathemy Church Road	Hanover County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0037	Bridge, CSX Tracks over Chickahominy River	Hanover County	1911, 1929	Not Individually Eligible; Contributing to RF&P HD
500-0001-0038	Culvert, CSX Tracks over North Run	Henrico County	ca. 1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0039	Culvert, CSX Tracks over Hungary Creek	Henrico County	ca. 1930	Not Individually Eligible; Contributing to RF&P HD
500-0001-0040	RF&P Greendale Interlocking Tower, east of Compton Road	Henrico County	ca. 1945	Not Eligible; Noncontributing to RF&P HD
500-0001-0041	Bridge, CSX Tracks over GWMP	Arlington County	1930	Not Individually Eligible; Contributing to GWMP
500-0001-0049	Bridge, CSX Tracks over Norfolk Southern Railroad	Alexandria	1947	Not Eligible; Noncontributing to RF&P HD
500-0001-0050	Bridge, CSX Tracks over Farm Creek	Prince William County	1905	Not Individually Eligible; Contributing to RF&P HD
500-0001-0051	Bridge, CSX Tracks over Deep Run	Spotsylvania County	1943	Not Individually Eligible; Contributing to RF&P HD
500-0001-0052	Railroad Bridge, East of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0053	Railroad Bridge, South of Len Hart Lane	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0054	Railroad Bridge, East of Mont Trail	Spotsylvania County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0055	Railroad Bridge, North of Claiborne Crossing Road	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
500-0001-0056	Railroad Bridge, North of Stonewall Jackson Shrine	Caroline County	1940	Not Individually Eligible; Contributing to RF&P HD
500-0001-0057	Bridge, CSX Tracks over Mattaponi River	Caroline County	1903	Not Individually Eligible; Contributing to RF&P HD
500-0001-0058	Bridge, CSX Tracks over Polecat Creek	Caroline County	1909	Not Individually Eligible; Contributing to RF&P HD

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP and is a contributing element to Fredericksburg Historic District, Battle of Fredericksburg I and Battle of Fredericksburg II, as recorded during the DC2RVA/Structures study (DHR #2014-0666):

088-5364 Virginia Central Railway Historic District

They also concur that the following resources remain potentially eligible for the NRHP as individual resources:

127-6792 Southern Railway
127-6793 Chesapeake & Ohio Railroad

The further concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Doswell Historic District:

007-5513 Chesapeake & Ohio Railroad/ Louisa Railroad/ Virginia Central Railroad

They concur that the following resource remains potentially eligible for the NRHP as individual resource and is a contributing element to the Manchester Warehouse and Industrial Historic District:

127-5809 Mayo Bridge, northern segment of 14th Street Bridge

They also concur that the following resource is potentially eligible for the NRHP as an individual resource:

500-0001 Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District,
Potomac River to Broad Street Station

They further concur that the following resource is potentially eligible for the NRHP as an individual resource and should remain listed on the Virginia Landmarks Register (VLR):

029-5724 Fort Belvoir Military Railroad Historic Corridor

They concur that the following resource is potentially eligible for the NRHP as an individual resource and contributes to the RF&P Railroad Historic District:

500-0001-0022 Bridge, CSX Tracks over Occoquan River

They also concur that the following resource is potentially eligible as an individual resource and contributes to the Fredericksburg Historic District and the RF&P Railroad Historic District:

111-0132-0025 Rappahannock River Railroad Bridge

They further concur that the following resources are not individually eligible but contribute to the RF&P Railroad Historic District:

042-0103 RF&P Railroad Trestle Piers and Bridge
042-0731 RF&P Railroad North Anna River Crossing
042-5767 Bridge, Ellets Crossing over CSX Tracks
089-0045 RF&P Railroad Bridge
089-0080 Bridge #6075, RF&P Tunnel Bridge
089-0194 RF&P Railroad Bridge
500-0001-0001 Bridge, CSX Tracks over White Oak Road
500-0001-0004 Bridge, CSX Tracks over Commonwealth Avenue
500-0001-0005 Bridge, CSX Tracks over King Street
500-0001-0008 Culvert, CSX Tracks over Hazel Run
500-0001-0016 Bridge, CSX Tracks over Newington Road
500-0001-0017 Bridge, CSX Tracks over Accotink Creek
500-0001-0018 Bridge, CSX Tracks over Pohick Creek
500-0001-0019 Culvert, CSX Tracks over stream, west of Lorton Market Street
500-0001-0023 Culvert, CSX Tracks, west of Dabney Road
500-0001-0024 Culvert, CSX Tracks over Marumscro Creek
500-0001-0025 Culvert, CSX Tracks over Marumscro Acres Lake
500-0001-0028 Bridge, CSX Tracks over Powell's Creek & Daniel K. Ludwig Drive
500-0001-0029 Bridge, CSX Tracks over Aquia Creek
500-0001-0030 Culvert, CSX Tracks over Accokeek Creek
500-0001-0031 Culvert, CSX Tracks over stream, west of Bexley Lane
500-0001-0032 Culvert, CSX Tracks over Claiborne Run
500-0001-0033 RF&P Fredericksburg Interlocking Tower
500-0001-0035 Culvert, CSX Tracks, south of Kings Dominion Boulevard
500-0001-0036 Culvert, CSX Tracks, south of Gwathemy Church Road
500-0001-0037 Bridge, CSX Tracks over Chickahominy River
500-0001-0038 Culvert, CSX Tracks over North Run
500-0001-0039 Culvert, CSX Tracks over Hungary Creek
500-0001-0050 Bridge, CSX Tracks over Farm Creek
500-0001-0051 Bridge, CSX Tracks over Deep Run
500-0001-0052 Railroad Bridge, East of Len Hart Lane
500-0001-0053 Railroad Bridge, South of Len Hart Lane
500-0001-0054 Railroad Bridge, East of Mont Trail
500-0001-0055 Railroad Bridge, North of Claiborne Crossing Road

500-0001-0056 Railroad Bridge, North of Stonewall Jackson Shrine
500-0001-0057 Bridge, CSX Tracks over Mattaponi River
500-0001-0058 Bridge, CSX Tracks over Polecat Creek

They concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Doswell Historic District:

500-0001-0012 Culvert, CSX Tracks, south of Doswell station

They also concur that the following resource is not individually eligible but contributes to the RF&P Railroad Historic District and the Taylorsville Road Historic District:

500-0001-0002 Bridge, CSX Tracks over Little River

They further concur that the following resource is not individually eligible but contributes to the Taylorsville Road Historic District:

042-5306 RF&P Bridge over Rt. 689

They concur that the following resources are not individually eligible but contribute to the Atlantic Coast Line (ACL) Railroad Historic District:

020-5780 Culvert, CSX Tracks, east of Dalebrook Drive, south of Bluffside Drive
020-5781 Bridge, CSX Tracks over Falling Creek and Cogbill Road
127-6251-0008 Bridge, CSX Tracks over Proctors Creek
127-6251-0009 Bridge, CSX Tracks over Kingsland Creek

They also concur that the following resource is not individually eligible but contributes to the Atlantic Coast Line Railroad Historic District and the Bellwood-Richmond Quartermaster Depot Historic District

020-5782 Bridge, South Beulah Road-Dundas Road/CSX Tracks and G Road

They further concur that the following resources are not individually eligible but contribute to the Seaboard Air Line (SAL) Railroad Historic District:

020-5624 SAL Railroad Bridge over Falling Creek
020-5625 Elliham Avenue Bridge over SAL
127-5149 Bridge #2835
127-6271-0014 Bridge, CSX Tracks over Proctors Creek

They concur that the following resource is not individually eligible but contributes to the C&O Railroad Historic District:

127-5662 Chesapeake & Ohio Viaduct on James River

They also concur that the following resource is not individually eligible but contributes to the Fredericksburg Historic District Extension:

111-0009-0017 Truss Bridge, Lafayette Boulevard, spanning Virginia Central Railroad

They further concur that the following resource is not individually eligible but contributes to the George Washington Memorial Parkway (GWMP):

029-0218-0001 Bridge, GWMP exit ramp over Mount Vernon Trail
500-0001-0041 Bridge, CSX Tracks over GWMP

They concur that the following resource is not individually eligible but contributes to the Milford Historic District:

016-5173 Culvert, Colonial Road over Mattaponi Creek

Lastly, they concur that the following resources are not individually eligible and do not contribute to the eligibility of a historic district:

000-9805 Bridge, Airport Access Road over Route 1 & CSX Tracks
016-0007 Bridge, Route 684
016-0331 Ruther Glen Railroad Bridge, Route 652
016-5087 Bridge #1026 (west-bound), spanning CSX Railroad
016-5172 Culvert, Penola Road over stream
016-5174 Bridge, North I-95 over CSX Tracks
016-5175 Bridge, South I-95 over CSX Tracks
020-0096 Bridge #1021
029-0218-0002 Bridge, Aviation Circle over GWMP
029-0218-0003 Bridge, GWMP over Four Mile Run
029-6172 Bridge, I-95 over Eisenhower Avenue Connector
042-5768 Bridge, Route 1 over CSX Tracks
043-5844 Bridge, Purcell Road over Hungary Creek
043-5845 Culvert, Staples Mill Road over Upham Brook
043-5846 Bridge, Byrd Hill Road over Upham Brook
043-5847 Bridge, East Parham Road over CSX Tracks
043-5848 Bridge, Dumbarton Road over CSX Tracks
043-5849 Bridge, West I-64 over CSX Tracks

043-5850	Bridge, East I-64 over CSX Tracks
043-5851	Bridge, I-195/ over CSX Tracks
076-5206	Bridge, Railroad Avenue
089-5010	Bridge #6020
089-5602	Bridge, Thompson Avenue over Claiborne Run
089-5603	Bridge, Leeland Road over CSX Tracks
100-0161	RF&P Bridge, over Braddock Road
100-0162	Bridge, RF&P over Braddock Road
100-0163	Bridge, RF&P over Braddock Road
100-0164	Bridge, RF&P over Braddock Road
100-5338	Bridge, CSX Tracks over Holmes Run
127-0360	Fifth Street Bridge
127-0457-0086	Bridge, Abandoned railroad bridge over James River Creek
127-0457-0087	Bridge, Abandoned railroad bridge over James River Creek
127-0823	First Street Viaduct
127-6273	Bridge #2835
127-6732	Maury Street Interchange Bridge over SAL RR Corridor
127-7047	Bridge, Lombardy Street over CSX Tracks
127-7048	Bridge, South Belvidere Street -Chamberlayne Avenue over CSX Tracks and Brook Road
127-7049	Bridge, North Belvidere Street-Chamberlayne Avenue over CSX Tracks and Brook Road
127-7050	Bridge, West I-64 over CSX Tracks and Valley Road
127-7051	Bridge, East I-64 over CSX Tracks and Valley Road
127-7052	Bridge, East Broad Street over I-95 North exit ramp
127-7053	Bridge, I-95 South exist ramp over East Broad Street (double span)
127-7054	Bridge, I-95 South exist ramp over East Broad Street (single span)
127-7055	Bridge, I-95 over CSX spur, Deepwater Terminal Service Road and Goodes Street
127-7056	Bridge, Commerce Road over Goode Creek
127-7057	Culvert, Ruffin Road
127-7058	Bridge, CSX Tracks over Platinum Road
127-7059	Bridge, East Belt Boulevard over Broad Rock Creek
127-7060	Bridge, Hopkins Road over stream
127-7061	Bridge, Midlothian Turnpike over CSX Tracks
127-7062	Bridge, Midlothian Turnpike over West Belt Boulevard
127-7063	Bridge, Westwood Avenue-Saunders Avenue over CSX Tracks
127-7064	Bridge, North Boulevard over CSX Tracks
500-0001-0013	Bridge, CSX Tracks over Holmes Run
500-0001-0014	Culvert, CSX Tracks over stream, south of Wheeler Avenue
500-0001-0015	Culvert, CSX Tracks over stream, west of Cinder Bed Road
500-0001-0020	Culvert, CSX Tracks over Giles Run
500-0001-0021	Bridge, CSX Tracks over Route 1



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- 500-0001-0026 Culvert, CSX Tracks over Farm Creek
- 500-0001-0027 Bridge, CSX Tracks over Neabsco Creek
- 500-0001-0034 Culvert, CSX Tracks, north of Woodford Road
- 500-0001-0040 RF&P Greendale Interlocking Tower, east of Compton Road
- 500-0001-0049 Bridge, CSX Tracks over Norfolk Southern Railroad

A handwritten signature in black ink, appearing to read "Julie Langan", is written over a horizontal line.

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

1 MARCH 2017

Date

2014-0666



U.S. Department of Transportation
Federal Railroad Administration