King and Commonwealth Bridges Feasibility Study

January 2023

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List of Acronyms

CSXT	CSX Transportation
DASH	Driving Alexandria Safely Home
DC2RVA	Washington, DC to Richmond, Virginia
DEIS	Draft Environmental Impact Statement
DRPT	Department of Rail and Public Transportation
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FRA	Federal Railroad Administration
LOD	Limits of Disturbance
MP	Milepost
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
PIICP	Public Involvement and Interagency Coordination Plan
ROD	Record of Decision
SEHSR	Southeast High-Speed Rail
TRV	Transforming Rail in Virginia
VDOT	Virginia Department of Transportation
VPRA	Virginia Rail Authority
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Transit Authority

1. Introduction

The Virginia Passenger Rail Authority (VPRA) and CSX Transportation (CSXT) began a King Street and Commonwealth Avenue rail bridge feasibility study (the "Study" or "Project") in Spring 2022 to identify, screen, and recommend an option to either repair or replace the existing rail bridges (collectively, the "Bridges") over the King Street and Commonwealth Avenue roadways in the City of Alexandria, Virginia (The City). The Bridges were built in 1905 (King Street) and 1904 (Commonwealth Avenue).

The Study's approach used background information on the Bridges to develop a Study purpose and need statement, which was then used to develop screening criteria. This process resulted in the identification of VPRA's recommended design option. The options developed for the Study were based on technical engineering analysis. The overall Study approach, screening, and background are detailed below.

1.1 Project Background

1.1.1 VIRGINIA PASSENGER RAIL AUTHORITY

VPRA was established in July 2020 and is responsible for promoting, sustaining, and expanding passenger and commuter rail service availability in the Commonwealth of Virginia. VPRA manages all administrative and fiduciary responsibilities for Virginia's state-supported passenger rail service, including the current six daily roundtrip Amtrak Northeast Regional services originating in the Commonwealth. VPRA also supports and provides funding to Virginia Railway Express (VRE).

VPRA delivers capital projects and operational improvements to expand passenger rail through Transforming Rail in Virginia (TRV), which creates a vital connection in America's national rail network. Through strategic partnerships, investments, and capital improvements, VPRA plans to substantially increase intercity passenger and commuter rail service within the Commonwealth over the next decade. VPRA administers all capital expansion projects, infrastructure, and land acquisitions related to this initiative.

1.1.2 PREVIOUS STUDIES AND ADJACENT PROJECTS

This section summarizes the completed rail and related federal actions and in-progress adjacent projects in the Alexandria area to provide context on the infrastructure work completed and underway in the general Project area.

Federal Actions

Federal Railroad Administration (FRA) Southeast High Speed Rail Tier I Environmental Impact Statement (EIS) (2014)[1]

[1] *United States Department of Transportation: Federal Railroad Administration. (October 18, 2002). Southeast Highspeed Rail Record of Decision. Retrieved August 31, 2022, from https://railroads.dot.gov/elibrary/southeast-high-speed-rail-tier-1-eis-record-decision*

The proposed Southeast High Speed Rail (SEHSR) Project would extend high speed rail service from the Northeast Corridor (NEC) southward along a designated high speed rail corridor from Washington, DC to Charlotte, NC. The proposed service would consist of four round trips per day between Charlotte and Washington and four additional trips between Raleigh and Charlotte.

Nine study area alternatives and one no-build alternative were examined for the proposed corridor. The estimated end-to-end travel time for the nine alternatives ranges from six hours to seven and a half hours, compared to 10 hours for the no-build alternative. The projected total ridership in 2025 for the nine alternatives ranges from 1.3 million to 1.8 million passengers. Projected net operating contributions range from a $22.497 million gain to a $2.44 million loss. Fossil fuel-powered trains are proposed to be used with a top operating speed of 110 mph (180 kph).

Because of the magnitude of the SEHSR Project study area, approximately 500 miles long, and the conceptual level of project detail, the North Carolina Department of Transportation (NCDOT) Rail Division, Virginia Department of Rail and Public Transportation (VDRPT), and the federal partners chose a "tiered" approach in developing the environmental documents for this Project.

This Tier I Environmental Impact Statement (EIS) is a program-level environmental document that presents a corridor-level review of the study area alternatives. All known potential impacts (environmental resources) are presented at the macro level to determine the general location for further study. The buffer area used to analyze each resource to help identify potential impacts ranged from a width of 300 feet to six miles. The estimated total potential impacts discussed in the SEHSR Tier I EIS represents the known resources that exist within the defined buffer. The broad buffer areas allow for avoidance and minimization during subsequent Tier II studies. Actual impacts would be reduced based on the footprint of the final design. The Bridges were not explicitly called out in the SESHR findings.

DC to Richmond Southeast High Speed Rail (DC2RVA) Tier II EIS (2019)[2]

Based on the SESHR Tier I EIS that was completed in 2014, FRA and Virginia (through the VDRPT) began a Tier II EIS within the SEHSR Corridor for the proposed passenger rail service and rail infrastructure improvements in the 123-mile north-south corridor between Washington, DC and Richmond, VA—collectively known as the Washington, DC to Richmond Southeast High Speed Rail (DC2RVA) project. FRA issued a Record of Decision (ROD) in September 2019 to complete the Tier II EIS for the DC2RVA project, which provided clearance under the National Environmental Policy Act (NEPA) of 1970 for the DC2RVA project. Additional information about the DC2RVA Tier II EIS is available on the FRA webpage[3] or the DC2RVA website.

The Bridges were discussed in the DC2RVA FEIS and ROD, which did not include a specific reference for the next steps for the Bridges. Instead, they spoke more generally about increasing

[2] DC to Richmond Southeast High Speed Rail. (2022). Retrieved August 31, 2022, from https://dc2rvarail.com/rod/
[3] United States Department of Transportation: Federal Railroad Administration. (n.d.). Environment. Retrieved August 10, 2022, from https://www.fra.dot.gov/environment

the rail capacity on the Bridges through track work, local coordination, and assessment of the infrastructure after the final design for the track infrastructure had concluded. References about the Bridges from the DC2RVA ROD are written below:

- Table 4.3-2 in the Final EIS (FEIS) includes adding one new track to the existing railroad Bridges on the east side over Commonwealth Avenue and the east side over King Street.
- The ROD notes that "FRA and DRPT reconfirm their commitment to continued coordination with the City and other stakeholders listed by the City throughout future phases of the project, particularly regarding any future design at Alexandria Union Station/King Street Station..."
- The Draft EIS(DEIS)/FEIS Question and Comment Matrix in the FEIS (Appendix B) includes:
    - "The existing…bridges are of sufficient width to construct the proposed fourth track on the existing structures."
    - "Final design [for a future fourth track project over the King and Commonwealth Bridges] …will include a detailed survey of existing railroad bridge structures…[s]hould additional improvements be identified at that time, [Virginia] will coordinate with the City of Alexandria for the preparation of a traffic management plan."
    - "There are no proposed changes to the existing King Street or Commonwealth Avenue rail bridges. Structural assessments and construction impacts will be identified as part of the final design after funding becomes available and incremental improvements are scheduled."

Previous Studies of the Bridges

CSXT-VPRA Bridges Conditions Assessment and Design Feasibility Report (Spring 2022)

In Spring 2022, CSXT and VPRA began a technical review of the Bridges to understand the overall condition of both Bridges better and determine technical options for improvements to the existing Bridges, which included assessing:

- The design life of proposed improvement in 10-year, 50+ year, and 100+ year solutions
- Visual condition inspection of the Bridges
- Repairs that would be required for the Bridges
- Feasibility of a complete replacement of the Bridges

CSXT and VPRA developed condition assessment and design feasibility reports for each of the Bridges. The technical reports include a visual inspection of both Bridges to help illustrate the technical requirements that would likely be needed to update the Bridges and to accommodate the Alexandria Fourth Track project design. While it was determined as part of the condition assessment that the Bridges had a condition of "fair" and are safe for operation, the following outcomes were identified:

- The age and current condition, combined with bridge strikes to the King Street Bridge, will result a change in the condition assessment and rating over time.
- The reports evaluated four potential options for increasing the design life of each Bridge from between 10 and 100 years, as well as the benefits and risks associated with each option.

- Clearance improvements must be coordinated for the Bridges, which must be considered a "pair" because of their proximity. A change in track profile at one Bridge will also require a similar raise at the other Bridge.

Adjacent Projects

The following infrastructure improvement projects are adjacent to the Bridges. The Projects listed below are independent of the Bridges, and the construction schedule of the Bridges does not depend on the adjacent Projects' construction schedule. VPRA will continue to coordinate with the agencies responsible for each Project.

Railroad Projects

The following railroad Projects are proposed in the Study Area:

- VPRA Alexandria Fourth Track Project ("Alexandria Fourth Track"): DC2RVA provided the environmental clearance and high-level design for the Alexandria Fourth Track Project, which VPRA and CSXT jointly began in 2021. The Alexandria Fourth Track Project scope includes the final design and construction of approximately six miles of the fourth main track between the Rosslyn interlocking (RO – CFP 110.1) and the Alexandria interlocking (AF – CFP 104.1). The Alexandria Fourth Track project crosses over the King Street and Commonwealth Avenue Bridges and proposes a new fourth track on the existing Bridges, as discussed in the DC2RVA ROD above. The Bridges currently have space for a fourth track and can be constructed whether or not the results of this Study are funded, designed, and constructed. The final design for the Alexandria Fourth Track project is underway; construction is scheduled to begin in Spring 2024.
- Virginia Railway Express (VRE) Alexandria Rail Station Improvements: VRE has completed the final design plans for platform and passenger improvements to the Alexandria Rail Station located south of the Bridges. The VRE Alexandria Rail Station Improvement project will include the removal of the existing timber pedestrian grade crossing across two existing tracks, adding two new elevators to existing platforms, and adjusting the passenger platform's elevation to ease passengers' boarding movements. The construction of the VRE Alexandria Station Rail Improvement project will begin within the next two years.

Transit Projects

The following transit projects have been proposed or recently completed in the Study Area:

- Duke Street in Motion[4]: The City of Alexandria is studying potential transit improvements to the Duke Street corridor between Landmark Mall and the King Street Metro Station. The first phase, a community visioning process, was initiated in June 2021 and concluded with adopting the study's vision and guiding principles. The second phase, conceptual design, is currently underway. This study builds on previous recommendations to improve transit along this corridor in the 2008 Transportation Master Plan[5], 2012 Transit Corridors

[4] *City of Alexandria. (n.d.). Duke Street in Motion. Retrieved September 27, 2022, from https://www.alexandriava.gov/DukeInMotion*
[5] *City of Alexandria Comprehensive Transportation Master Plan. (2018). https://media.alexandriava.gov/docs-archives/tes/info/final-draft---tmp-2018.pdf*

Feasibility Study[6], and 2021 Alexandria Mobility Plan[7]. This project is funded by the NVTA and the City of Alexandria.

- Transit Vision Plan Network: The Alexandria Transit Vision[8] identifies a city-wide network of high-frequency buses running all day, seven days a week. This 2030 goal would expand off-peak service and increase access to frequent service for 89% of low-income and 87% of minority residents in the City. The first phase of the Project launched in September 2021. King Street is included in the plan as a 15-minute route, and Commonwealth Avenue is included in the plan as a 30-minute route.
- King Street Metro Station Access Improvement Project[9]: The City of Alexandria and WMATA have recently completed a project to improve access to and safety around this station. The station project redesigned the bus loop; added new bus bays; designated areas for bicycle parking, shuttles, Kiss & Ride, and taxis; and improved the safety of pedestrian features, among other improvements.

Roadway Projects

- The City of Alexandria proposes to improve the King Street/Callahan Drive/Russell Road intersection to address pedestrian and bicycle safety, access to transit, and traffic congestion issues[10]. This project is anticipated to begin construction in spring 2023.
- The Alexandria Mobility Plan[11] proposes adding shared bicycle lane markings on King Street from Commonwealth Avenue under the WMATA and CSXT bridges and then enhancing bicycle facilities from the Bridges to just north of Russell Road.
- The City of Alexandria completed the Commonwealth Avenue Complete Streets Project in the Fall of 2021[12]. This City project improved existing crosswalks, updated striping, and signage, and implemented other pedestrian safety improvements on Commonwealth Avenue between King Street and Braddock Road.

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[6] *City of Alexandria. (n.d.). Transitway Corridor Feasibility Study. Retrieved September 27, 2022, from https://www.alexandriava.gov/HighCapacityTransit*

[7] *Alexandria Mobility Plan. (2021). Retrieved September 27, 2022, from https://www.alexandriava.gov/MobilityPlan*

[8] *Alexandria Transit Vision Plan. (2020). Retrieved September 27, 2022, from https://www.alexandriava.gov/transportation-planning/program/alexandria-transit-vision-plan*

[9] *City of Alexandria. (n.d.). Alexandria King Street-Old Town Metro Access Improvement Project. Retrieved September 27, 2022, from https://www.alexandriava.gov/transportation-planning/project/king-street-old-town-metro-access-improvement-project*

[10] *City of Alexandria. (n.d.). King-Callahan-Russell Intersection Improvement Project. Retrieved September 27, 2022, from https://www.alexandriava.gov/transportation-planning/king-callahan-russell-intersection-improvement-project*

[11] *Alexandria Mobility Plan. (2021). Retrieved September 27, 2022, from https://www.alexandriava.gov/MobilityPlan*

[12] *City of Alexandria. (n.d.). Commonwealth Avenue Complete Streets Project. Retrieved September 27, 2022, from https://www.alexandriava.gov/transportation-planning/commonwealth-avenue-complete-streets-project*

1.2 Study Approach

The Study approach examines the feasibility of design options to address the needs of the existing Bridges. The Study approach is illustrated in Figure 1-1. The Study approach was developed to identify VPRA's recommended option which was presented for public input and then will be forwarded for environmental clearance, detailed design, and ultimately construction.

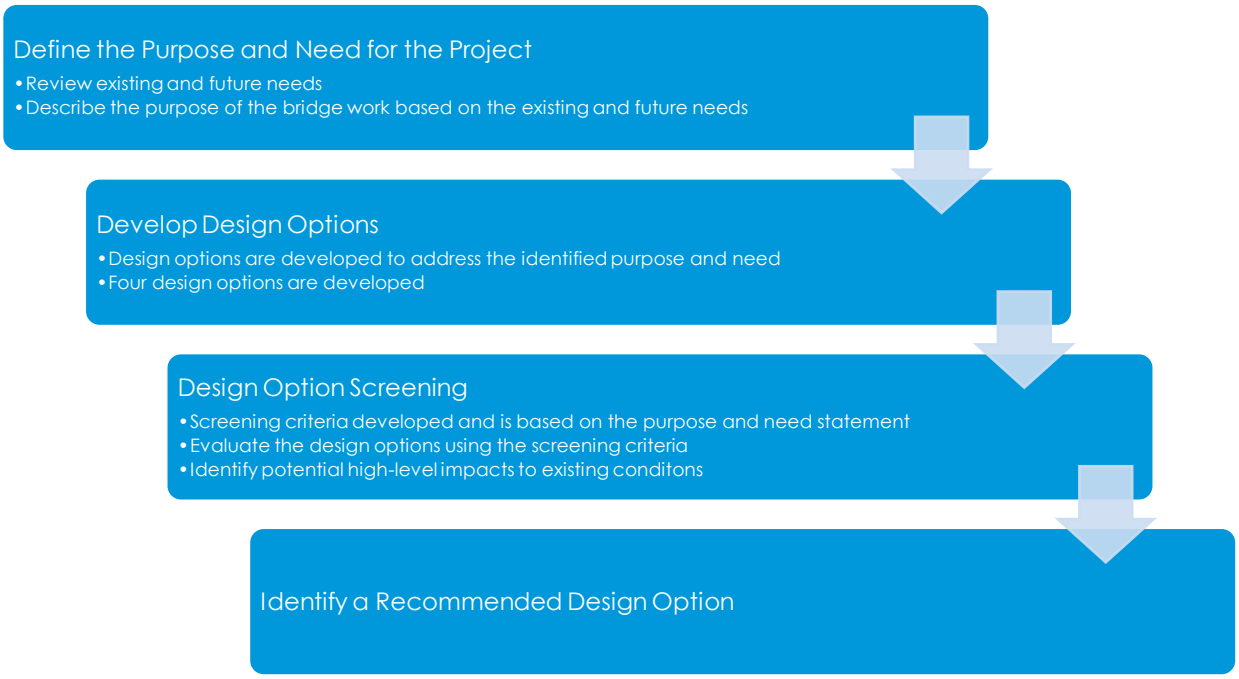


FIGURE 1-1. FEASIBILITY STUDY APPROACH FLOW CHART

1.3 Study Area

The Study Area is defined by a yellow circle described in Figure 1-2 and Figure 1-3, illustrating that the Bridges are located within the City of Alexandria limits. It defines the area within which existing conditions and screening analysis results were evaluated and considered by the Study.

The Bridges are within a transportation hub that contains commuter, intercity, long-distance passenger, and freight rail, as well as local and regional bus stops. The local and regional bus stops are adjacent to the Washington Metropolitan Area Transit Authority (WMATA) Blue and Yellow line tracks and metro stop.

The Bridges allow trains to travel over King Street (Route 7) and Commonwealth Avenue, which are adjacent to residential and commercial land uses. Both King Street and Commonwealth Avenue are maintained by the City of Alexandria. Along the railroad corridor, the King Street Bridge is located at milepost (MP) CFP 105.3, and the Commonwealth Avenue Bridge is located slightly north at MP CFP 105.5.

The Bridges are considered an adjacent project to the VPRA Alexandria Fourth Track project and the VRE Alexandria Station project, which are both located along the CSXT RF&P rail line. The Alexandria Fourth Track Project and the VRE Alexandria Station project are independent

projects that can be designed and constructed separately from the recommendations of the Study.

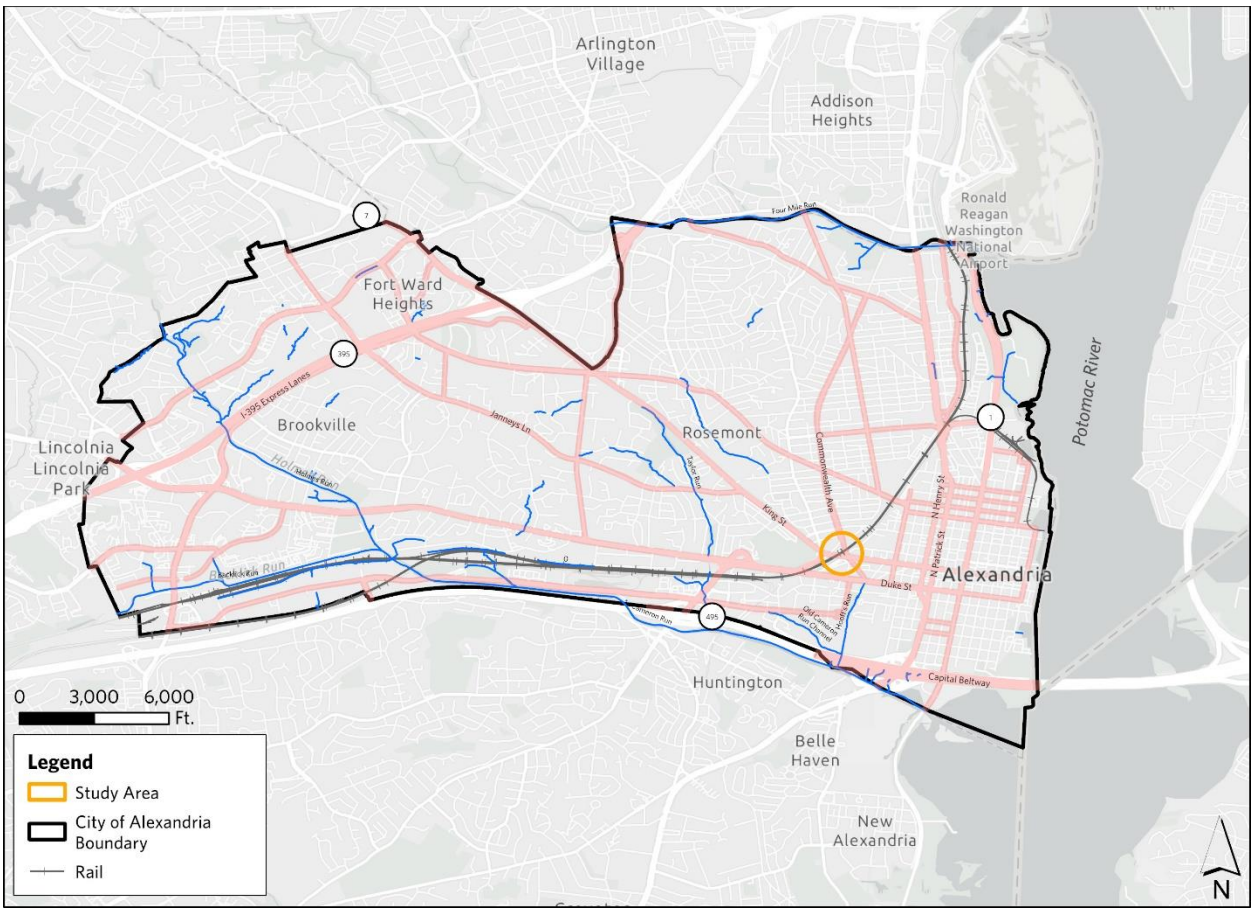


FIGURE 1-2. PROJECT VICINITY MAP

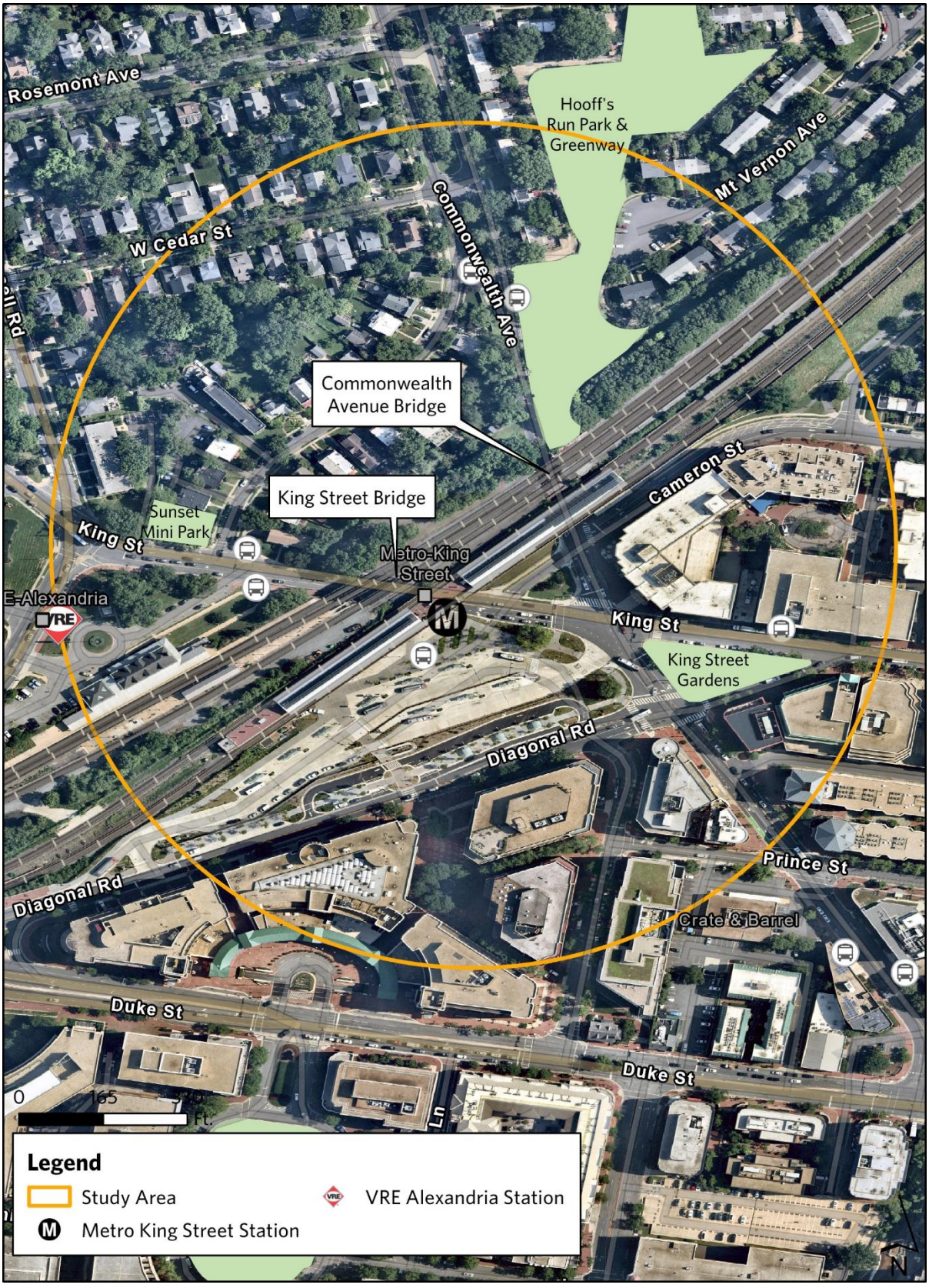


FIGURE 1-3. STUDY AREA MAP

2. Existing Conditions

The existing conditions section defines the existing elements of the human and natural environments within the Study Area defined in Section 1.3.

2.1 Cultural Resources

Cultural resource studies include all resources over 45 years of age within the Study Area, including buildings, structures, objects, historic districts, and archaeological sites. The Study Area for cultural resources includes a 500-foot buffer from the center point of each Bridge (shown in Figure 2-1).

A cultural resource background review has been conducted for the Project (see Appendix A). This area was also studied during the DC2RVA project between 2015 and 2017.

The following sections describe the historic architectural resources (Section 2.1.1) and archaeological resources (Section 2.1.2) within the cultural resources Study Area.

2.1.1 HISTORIC ARCHITECTURAL RESOURCES

Based on a brief review of records on file at the Virginia Department of Historic Resources (DHR), 40 previously recorded above-ground resources are located within the cultural resources Study Area. All 40 of these resources were studied during DC2RVA and have been evaluated for both individual National Register of Historic Places (NRHP) eligibility and as contributing elements to associated historic districts, as applicable.

The two subject Bridges were recorded in 2016 as part of the nearby DC2RVA project. Both Bridges were found to be not individually eligible for the NRHP but are contributing resources to the Richmond Fredericksburg & Potomac (RF&P) Railroad.

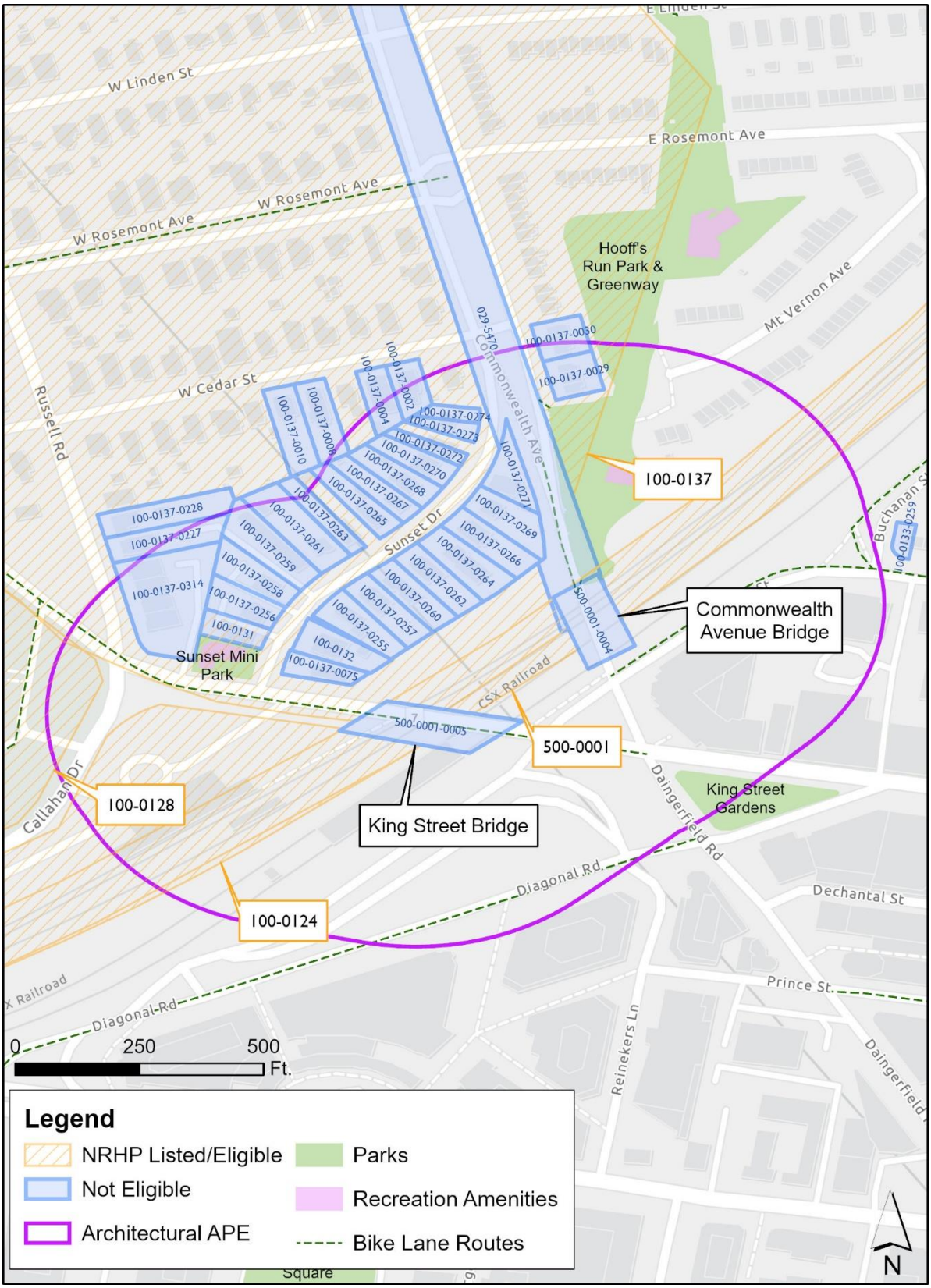
Of the 38 other resources in the APE, three are listed in the NRHP and Virginia Landmarks Registry: Alexandria Union Station, George Washington Masonic National Memorial (also a National Historic Landmark), and Rosemond Historic District. One resource has been determined to be eligible for the NRHP but is not listed: the RF&P Railroad corridor. The remaining 34 recorded resources in the cultural resources Study Area have been determined to be not eligible as individual properties but are contributing resources to the Rosemont Historic District.

2.1.2 ARCHAEOLOGICAL RESOURCE AREAS

Based on the records review, no archaeological sites were found in the cultural resources Study Area. It is anticipated that detailed archaeological surveys will not be required as part of the King and Commonwealth Bridge projects, which will be confirmed through coordination with Virginia DHR during the environmental clearance phase.

2.2 Parks and Recreational Facilities

Figure 2-1 identifies the parks and recreational facilities within the Study Area. The Study Area includes Hooff's Run Park and Greenway, a City-owned neighborhood park located northwest of the Commonwealth Avenue Bridge. Sunset Mini Park, King Street Gardens, and several other small unnamed green spaces and "mini" parks are other City-owned parks within the Study Area, all located adjacent to either King Street or Commonwealth Avenue.



Source: https://cityofalexandria-alexgis.opendata.arcgis.com

FIGURE 2-1. CULTURAL AND RECREATIONAL RESOURCES

2.3 Transportation

King Street and Commonwealth Avenue are multimodal corridors that serve motorized vehicles, bicycles, pedestrians, buses, and a trolley, as shown in Figure 2-2. Amtrak and VRE use the Bridges for passenger travel and CST for freight travel. The nearby WMATA rail lines, which also bridge over King Street and Commonwealth Avenue, carry commuter rail, as discussed in Section 0. The existing transportation services and infrastructure are summarized in the following sections.

2.3.1 BRIDGES

There are two sets of bridges in the Study Area, described below.

The Bridges carry CSXT, Amtrak, and VRE trains:

- King Street Bridge:
  - Built in 1905.
  - Steel through plate girder bridge supported by concrete abutments and a steel intermediate bent with an open bridge deck.
  - Consists of two structures on shared abutments:
    - The western structure carries two tracks.
    - The eastern structure is adjacent to the WMATA metrorail bridge. It carries one existing track and has a reserved space for a fourth track. The reserved space is on the far east side of the Bridge, closest to the WMATA metrorail bridge.
  - Runs in a northeastern diagonal location over King Street and spans a total length of 83'-4."
  - Has a vertical clearance under the Bridge measured at 13'-1" and posted at 12'-11."
- Commonwealth Avenue Bridge:
  - Built in 1904.
  - Steel through plate girder bridge supported by concrete abutments with an open bridge deck.
  - Consists of a single structure that carries three existing tracks and a reserved space for a fourth track. The reserved space is on the far east side of the bridge, closest to the WMATA metrorail bridge.
  - Runs in a northeastern diagonal location over Commonwealth Avenue and spans a total length of 38'-4."
  - Has a vertical clearance under the Bridge measured at 15'-8."

The WMATA bridges are parallel with the CSXT Bridges, immediately to the east. These bridges will not be affected by the Project. The King Street WMATA bridge has a vertical clearance of 18.1' and the Commonwealth Avenue WMATA bridge has a vertical clearance of 19.9,' both higher than the corresponding Study Bridges.

2.3.2 VEHICULAR TRAFFIC

King Street and Commonwealth Avenue roads cross underneath the existing Bridges and are described below. Bicycle and pedestrian facilities are described in Section 2.3.3.

- King Street (Route 7)
  - Classified as an urban principal arterial
  - Owned by VDOT; operated and maintained by the City of Alexandria
  - A three-lane road carrying two lanes westbound and one lane eastbound
  - 8,200 vehicles per day[13]
- Commonwealth Avenue
  - Classified as a major collector
  - Owned, operated, and maintained by the City of Alexandria
  - A two-lane road carrying one travel lane in each direction
  - 5,700 vehicles per day[14]

2.3.3 BICYCLE AND PEDESTRIAN FACILITIES

The Study Area contains a variety of existing bicycle and pedestrian facilities (see Figure 2-2) that connect the non-motorized vehicle and pedestrian network to and from the residential communities on the northwest side of the Project to a denser Alexandria Old Towne area that is located northwest and southwest of the Project.

The following pedestrian facilities are included under the Bridges:

- Pedestrian facilities:
  - On King Street, sidewalks are on both sides of the road, separated from travel lanes by steel barriers
  - On Commonwealth Avenue, a sidewalk is on the north side, separated from travel lanes by a steel barrier
- Bicycle facilities:
  - There are no separate bicycle facilities under the Bridges
  - Bicycles are permitted to use vehicle travel lanes, and King Street is listed as a designated on-street bike route by the City of Alexandria[15]

Within the City of Alexandria, five percent of residents bike and walk to work[16]. Based on Spring 2019 (pre-pandemic) data[17], approximately 4,800 pedestrians used King Street each day and 1,600 pedestrians used Commonwealth Avenue each day. Approximately 300 bicycles per day use Commonwealth Avenue north of the Bridges[18].

Two BikeShare stations (King Street Metro South station and King Street and Peyton Street station) are in the Study Area. Both are owned and operated by Capital Bikeshare. The VRE Alexandria Station includes a Metro Bike & Ride parking facility with secured bicycle parking. Bicycles are

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[13] Virginia Department of Transportation Traffic Engineering Division. (n.d.). 2020 Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates. Retrieved August 10, 2022, from https://www.virginiadot.org/info/resources/Traffic_2020/AADT_100_Alexandria_2020.pdf

[14] IBID

[15] Alexandria Bike Map. (2019). https://media.alexandriava.gov/docs-archives/localmotion/info/alexandria-bike-map-2019.pdf

[16] Alexandria Mobility Plan. (n.d.). Pedestrian and Bicycle: How the City is making it easier and safer to walk and bike. Retrieved August 10, 2022, from https://media.alexandriava.gov/docs-archives/tes/info/alexandriamobilityplan=pedestrian-bicyclechapter.pdf

[17] StreetLight Analytics data, 2019

[18] City of Alexandria bicycle count data, 2022

allowed on all WMATA Metrobus, WMATA Metrorail, and VRE trains; bicycles are allowed on some Amtrak trains.

2.3.4 PUBLIC BUSES AND TROLLEY

Several public bus routes and a trolley operate in the Study Area, as described below.

DASH Buses

The Alexandria Transit Company is a non-profit corporation owned by the City of Alexandria that was created to operate public transportation in the city. The Alexandria Transit Company runs a bus service called DASH (Driving Alexandria Safely Home) that offers bus routes throughout the city, with a total of nearly 300,000 DASH boardings in November 2022[19]. The following DASH routes operate through the Study Area[20]:

- On King Street southeast of the bridge, the DASH 30 route runs every day, with monthly boardings in November 2022 of approximately 63,400 riders
- On King Street under the bridge, the DASH 31 route runs every day, with monthly boardings in November 2022 of approximately 56,600 riders
- On King Street under the bridge, the DASH 102 route runs only on weekdays, with monthly boardings in November 2022 of approximately 4,400 riders
- On Commonwealth Avenue under the bridge, the DASH 33 route runs every day, with monthly boardings in November 2022 of approximately 14,800 riders

DASH Trolley

The King Street Trolley, a rubber-tire trolley, also operates as part of the DASH system on King Street through the Project area, with transfer points at the King Street Metro station and City Hall/Market Square. The trolley had approximately 21,200 riders in November 2022.

WMATA Metrobus

The Washington Metropolitan Area Transit Company (WMATA) operates Metrobus routes within the City[21]. Within the Study Area, Metrobuses stop at the King Street station. The driveway to the station is on Diagonal Road in the southeast corner of the Study Area; Metrobuses then operate on Dulany Street and Duke Street, just outside the Study Area.

[19] *Miles, V., Glass, B. 5 S. A., & Solutions, B. P. M. (2022, April 14). Dash bus ridership rebounds in Alexandria. ALXnow. Retrieved January 26, 2023, from https://dashbus.com/wp-content/uploads/November-KPI-Dashboard-1-1.pdf*

[20] *Alexandria Transit Company (n.d.) Dash System Map. Retrieved August 10, 2022, from https://www.dashbus.com/newnetwork/*

[21] *WMATA (n.d.) WMATA System Map. Retrieved August 10, 2022, from https://www.wmata.com/schedules/maps/index.cfm*

2.3.5 RAIL LINES

As discussed previously in the Study, two rail lines operate in the Study Area:

- WMATA Rail Lines: WMATA operates trains on these two tracks
- CSXT Rail Lines: VRE, Amtrak, and CSXT operate trains on these three tracks

This section describes the operator, type, and use of those rail lines in the Study Area.

WMATA (Heavy Commuter Rail)

WMATA operates the Blue and Yellow regional heavy commuter routes on bridges over King Street and Commonwealth Avenue that are located northwest and southwest of the Bridges and serve the King Street Metrorail Station within the Study Area. The WMATA rail service operational schedule and ridership information in this area are generally classified as follows:

- Monday-Friday: Begins operations at 5:00 a.m. and ends at midnight on Sunday through Thursday
- Weekends: Begins operations at 7:00 a.m. and ends at 1:00 a.m. on Friday and Saturday
- Based on 2019 (pre-Covid 19) data, the WMATA routes experienced the following average ridership:
    - King Street Station Ridership:
        - Average of 4,923 daily entries
        - AM peak (open to 9:30 a.m.) of 1,650 entries
        - PM peak (3:00 p.m. to 7:00 p.m.) of 1,563 entries
    - WMATA System Ridership:
        - Average of 512,800 daily entries
        - AM peak (open to 9:30 a.m.) of 156,280 entries
        - PM peak (3:00 p.m. to 7:00 p.m.) of 189,210 entries

VRE (Commuter Rail)

VRE is a weekday commuter rail service from Northern Virginia to Washington, DC, that operates train services over the Bridges and serves the Alexandria Rail Station within the Study Area adjacent to the King Street Bridge. Details regarding the VRE operations are summarized below.

- An average of 18,053 daily riders on the VRE system during 2019[22].

Two routes travel through the Alexandria station[23]:

- Fredericksburg Line: From Spotsylvania to Union Station, with eight trains a day in each direction, stopping at Alexandria Station from approximately 6:00 a.m. to 7:15 p.m.
- Manassas Line: From Broad Run Airport to Union Station, with eight trains a day in both directions (Northbound and Southbound routes), stopping at Alexandria Station from approximately 6:00 a.m. to 6:00 p.m.

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[22] *Virginia Railway Express. (n.d.). Comprehensive Annual Financial Report: Comprehensive Annual Financial Report. Retrieved August 10, 2022, from https://www.vre.org/about/financial-information/fy2019-comprehensive-annual-financial-report-pdf/*

[23] *VRE. (n.d.). VRE Service. Retrieved August 10, 2022, from https://www.vre.org/service/*

Amtrak (Intercity and Long-Haul Passenger Rail)

Amtrak operates intercity passenger rail service throughout the country, typically utilizing tracks of private freight railroads such as through the Study Area.

There were 201,535 Amtrak boardings at the Alexandria station during the fiscal year 2019[24]. Amtrak operates on the same two lines and has a "cross honor agreement" with VRE that allows VRE passengers the option to use 14 of the Amtrak routes as part of some VRE tickets.

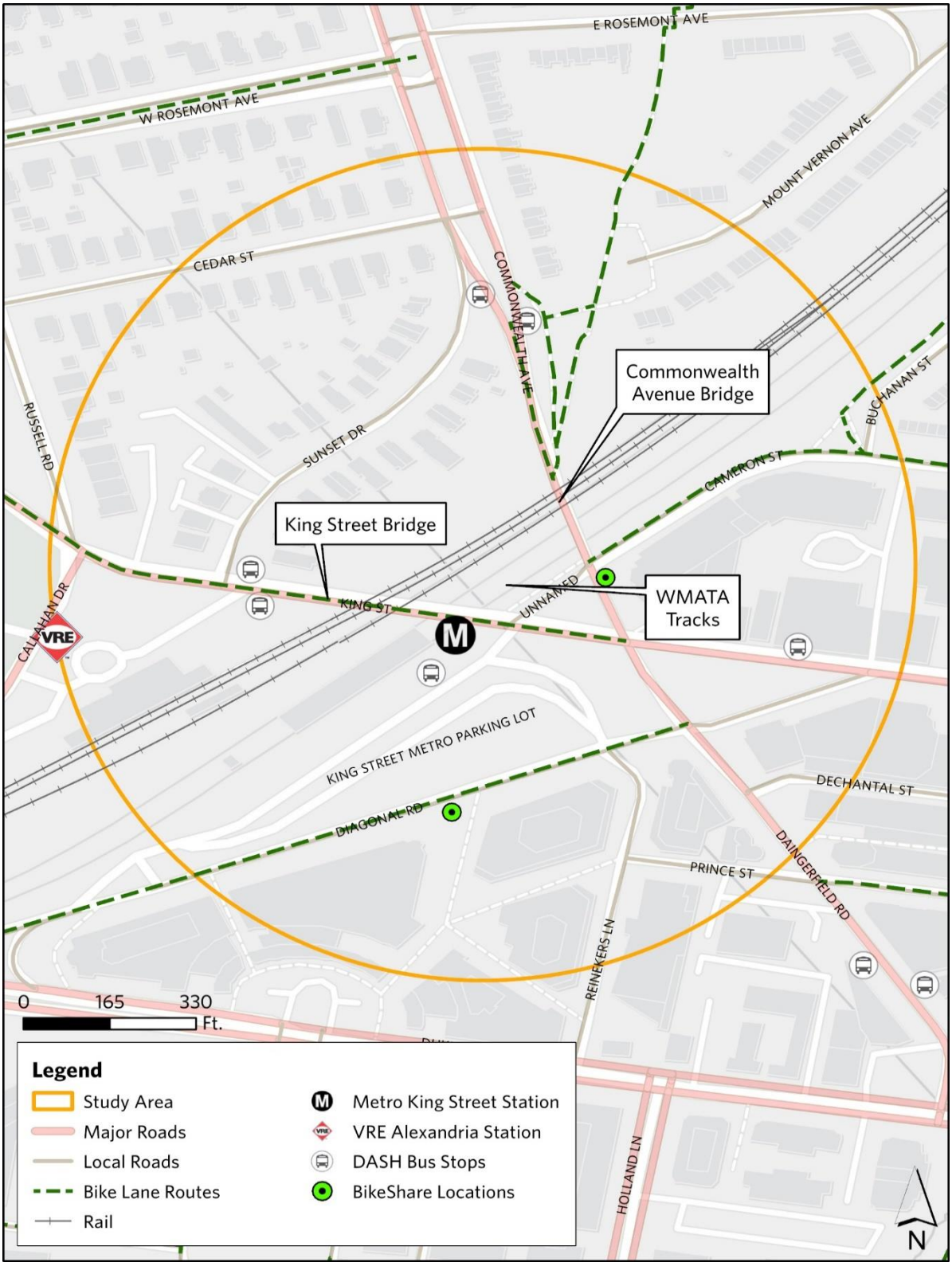
- Fredericksburg Line: Five daily trains in each direction from approximately 7:30 a.m. to 7:30 p.m.
- Manassas Line: one train a day in each direction from approximately 11:00 a.m. to 5:15 p.m.

CSXT

CSXT operates on approximately 20,000 miles of track in 23 states, from the Mississippi River to the east coast[25]. Within Virginia, CSXT owns 761 miles of railroad and has operating rights via lease or trackage rights over an additional 293 miles in the state. This corridor is part of the I-95 Freight Rail Corridor, a 1,400-mile rail line from New York to Miami, Florida.

[24] *Amtrak. (n.d.). Amtrak Fact Sheet Fiscal Year 2019 Commonwealth of Virginia. Retrieved August 10, 2022, from https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/VIRGINIA19.pdf*

[25] *CSX. (n.d.) CST System Map. Retrieved September 29, 2022, from https://www.csx.com/index.cfm/customers/maps/csx-system-map/*



Sources: https://cityofalexandria-alexgis.opendata.arcgis.com; https://opendata.dc.gov/datasets/DCGIS::capital-bike-share-locations/

FIGURE 2-2. TRANSPORTATION FACILITIES

2.4 Communities and Environmental Justice

This section summarizes existing information related to the human communities within the Study Area, including community facilities (e.g., churches, schools, and community centers), residential neighborhoods, and Environmental Justice communities (low-income and minority communities). Figure 2-3 illustrates this information within the Study Area. The Study reviewed available data from local plans, online data, and aerial imagery, which was confirmed through a site visit and coordination with local agencies where needed.

Community Facilities and Neighborhoods

The Study Area has no schools, churches, or other community facilities.

Neighborhoods are north of the Bridges. The homes in the northwest quadrant are divided between the North Ridge neighborhood (from King Street on the west to Russell Road on the east) and the Del Ray neighborhood (from Russell Road on the west to the railroad on the east). The homes between King Street and Commonwealth Avenue are primarily single-family, and the homes east of Commonwealth Avenue are primarily multi-family.

Environmental Justice Communities

In accordance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," federal agencies are mandated to identify and address any disproportionately high and adverse effects on minority and/or low-income populations. The Order also directs federal agencies or agencies receiving federal assistance to provide minority and low-income communities access to public information and meaningful public participation.

Disproportionately High and Adverse Effects on Minority and Low-Income Populations means an adverse effect that:

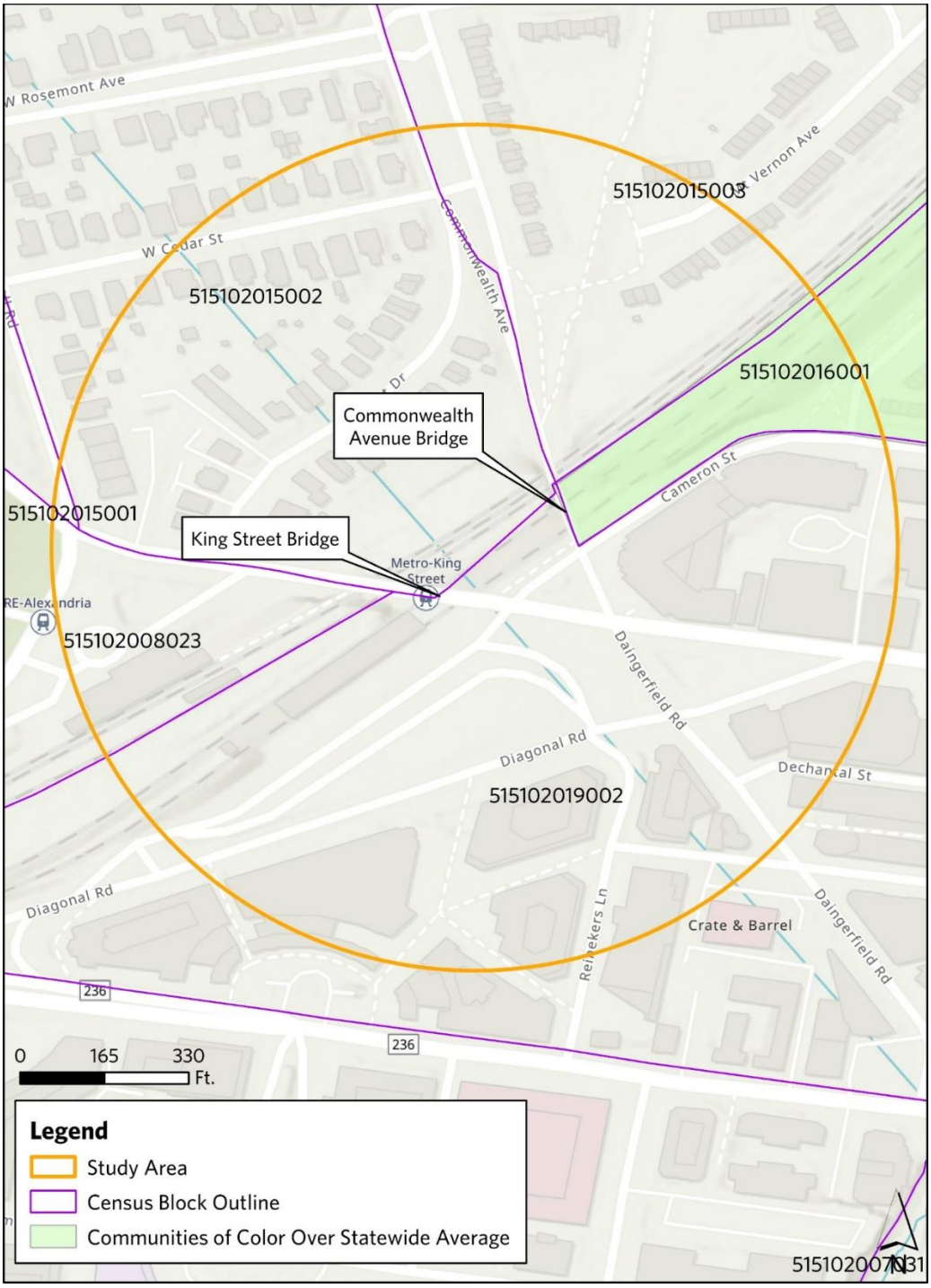
> (1) is predominately borne by a minority population and/or a low-income population; or
>
> (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5680.1 – April 15, 1997) defines minority groups as being African American, Hispanic, Asian American, American Indian, and Alaskan Native.

The Study team collected data from the Commonwealth of Virginia[26], which depicted that there was one block group within the Study Area, 515102016001, with a noted census defined "Community of Color" over the statewide average of (38.1% compared with a statewide average of 37.8%). This data set defines "Community of Color" as "any geographically distinct area where the population of color, expressed as a percentage of the total population of such area, is higher than the population of color in the Commonwealth expressed as a percentage of the total population of the Commonwealth." Figure 2-3 shows the census block group in the Study Area with a percent of people of color greater than the statewide average; this block group is on the

[26] *Vgin. Home. (n.d.). Retrieved August 10, 2022, from https://vgin.vdem.virginia.gov/datasets*

east side of the Study Area, and there are no residences in this block group located within the Study Area.



Source: https://vgin.vdem.virginia.gov/datasets

FIGURE 2-3. PEOPLE OF COLOR MAP

2.5 Waters of the U.S.

Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged or fill material into wetlands and waters that the U.S. Corps of Engineers (USACE) regulates, also referred to as Waters of the U.S. Under Section 404 of the Clean Water Act, the discharge of dredged and fill material into the Waters of the US is regulated. In many circumstances, authorization from the USACE is required before commencing construction activities. If there are impacts to the Waters of the US, a Section 404 permit would be required by USACE. The Department of Water Quality (VDEQ) requires a Section 401 General Water Quality Certification before issuance of a Section 404 permit.

There are no Waters of the US in the Study Area based on an online review of wetland mapping from the National Wetland Inventory and water bodies from the VDEQ.

2.6 Summary

The Study Area is a build-out, urban environment. Land uses are primarily residential north of the Bridges and commercial south of the Bridges. There are no low-income communities in the Study Area. There is one census block group with a minority community, but no residences within that block group are located within the Study Area. Historic resources are within the Study Area, including the RF&P Railroad across both Bridges.

A park and greenway are in the Study Area, and several bicycle and pedestrian facilities are on streets within the Study Area. As shown in local plans and funded projects (summarized in Section 1.1.2), the City of Alexandria is focused on improving facilities and safety for all users, including vehicles, bicyclists, pedestrians, and transit riders.

In addition to existing resources, this Study considers the Project's implications on the rail operators across the Bridges (VRE, Amtrak, and CSXT) to minimize impacts to infrastructure and operations.

3. Purpose and Need

As outlined in Section 0, the Study first developed a purpose and need statement to examine and determine the next steps for the Bridges. The Project purposes (Section 3.1) address the existing and future needs (Section 3.2).

Each identified purpose and need are described below. Each purpose and need was further developed into screening criterion, described in Section 5, to examine and identify fatal flaws and desired benefits of the proposed design options for the Bridges.

3.1 Project Purposes

The Study identified three Project purposes. The purpose and need statements described below address issues pertaining to the Bridge design, rail system, and design standards. These elements were selected to ensure that VPRA's recommended design option, which resulted from the screening process described in Chapter 5, were developed in accordance with the purpose and need of the Project.

The three Project purposes are listed below, and additional information about the need for each purpose is described in Section 3.2.

1. **Bridge Design:** Achieve a state of good repair for the Bridges and their approach structures, extending the life of the Bridges and reducing the maintenance needs on the Bridges.
2. **Rail System:** Minimize impacts to the adjacent rail infrastructure and operations.
3. **Design Standards:** Improve the existing design based on current railroad requirements and vertical roadway clearance requirements.

3.2 Project Needs

The Study began as an effort between CSXT and VPRA to review the existing conditions of the Bridges and understand the options for addressing the existing needs of the Bridges to ensure the reliability and resiliency of the existing and future planned rail service. In addition, the Study identified and considered the impact to the existing adjacent land uses and transportation uses on the roadways underneath each of the Bridges and looked at how the Project could improve the roadway and Bridge conditions.

The Project needs are described below. Each need corresponds with a purpose listed in Section 3.1.

1. **Bridge Design:** As Section 2 described, the Bridges date to the early 1900s and are beyond their design life. Both Bridges have open bridge decks, typically requiring more maintenance and offering less protection to space underneath the bridge deck due to the lack of underlying bridge infrastructure compared with a ballasted bridge deck design. The future design for the Bridges needs to reduce future maintenance and improve the travel conditions above and below the railroad bridge decks.
2. **Rail System:** The existing Bridges are a critical link in the rail system. The continued use and improvement of the Bridges also affect the use and improvement of adjacent passenger and freight rail operations conducted by VRE, Amtrak, and CSXT. As discussed in Section 1, the adjacent rail-related projects that are underway or planned include: (1)

the Alexandria Fourth Track project, which is designing a fourth rail line to increase capacity, reduce service disruptions and delays, improve rail service reliability and resiliency, and allow for planned service increases and (2) VRE Alexandria Station improvements which would increase rail ridership, improve ADA accessibility, and eliminate an at-grade rail crossing. The selected option should not preclude those rail agencies' long-term plans. It should minimize infrastructure and operational impacts to the rail system, including the WMATA rail line and bridges over King Street and Commonwealth Avenue, which are parallel to the CSXT rail line and Bridges.

3. **Design Standards:** Table 3-1 summarizes Study needs related to meeting the existing design requirements for the Bridges. The current vertical clearance under the King Street Bridge has led to frequent bridge strikes.

TABLE 3-1. BRIDGE DESIGN STANDARDS

Structure	Governing Agency and Guideline	Existing Standard	Status of Existing Bridge
King Street and Commonwealth Avenue Bridges	CSXT Design Guidelines	- Ballasted bridge deck - Safety walkway for railroad employees - Load rating requirements	- Open bridge decks - No safety walkways for railroad employees - Do not meet load rating requirements
King Street Bridge	VDOT Urban Principal Arterial Design Guidelines	- Minimum vertical clearance of 16'-6" [27]	- Does not meet required vertical clearance
Commonwealth Avenue Bridge	City of Alexandria Urban Minor Arterial Design Guidelines	- Minimum *required* vertical clearance of 14'-6," minimum *desired* clearance of 16'-6" [28]	- Meets required clearance but not desired vertical clearance

[27] *VDOT. (n.d.). Geometrics Road Classifications Urban Principal Arterial System.*
[28] *City of Alexandria, VA. (n.d.). Alexandria mobility plan (AMP). Retrieved August 11, 2022, from https://www.alexandriava.gov/MobilityPlan*

4. Design Options

To address the future use of the Bridges, four design options were developed by CSXT and VPRA for the Bridges individually. Each design option was based on a condition assessment analysis conducted in Spring 2022 and was intended to be a 10-year solution, a 50+ year solution, or a 100+ year solution:

- Option 1 (Repair existing Bridges): 10-year solution
- Option 2 (Comprehensive repairs): 50+ year solution
- Option 3 (Replace Bridges): 100+ year solution
- Option 4 (Raise Bridges): 10-year solution

Section 4.1 provides background information about two major differences between the design options (the type of bridge deck and the potential inclusion of a safety walkway for railroad workers). Section 4.2 then describes the four design options.

4.1 Bridge Design Elements

Two key design element differences in the four design options are:

- Potential replacement of the bridge deck (Section 4.1.1)
- Potential addition of a safety walkway for railroad workers (Section 4.1.2)

These two design elements are described further below.

4.1.1 BRIDGE DECK OPTIONS

The "bridge deck" refers to the area of the bridges that holds the track rails. There are two main kinds of bridge decks:

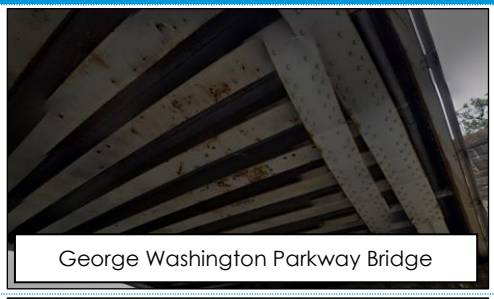
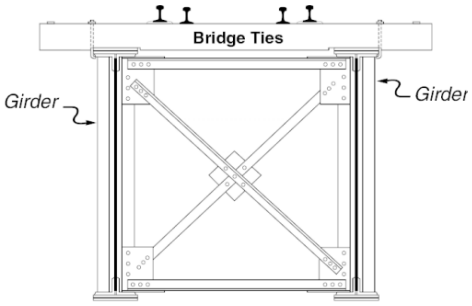
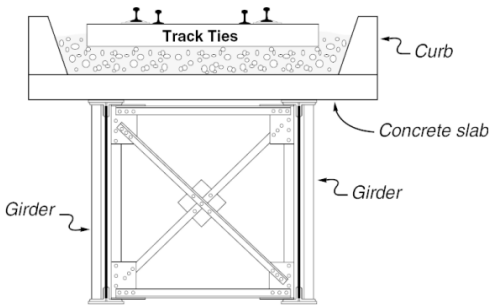
- Open bridge deck – proposed as part of Design Options 1 and 4
- Ballasted bridge deck – proposed as part of Design Options 2 and 3

Table 4-1 summarizes the key differences between the two bridge deck options.

TABLE 4-1. BRIDGE DECK OPTIONS

Topic	Open Bridge Deck (Options 1 & 4)	Ballasted Bridge Deck (Options 2 & 3)
Design description	Rails are anchored directly onto the wooden track ties, which are on top of the structural part of the bridge.	Wooden track ties that the rails are separated from the structural part of the bridge by the "ballast section."[29]
What will be visible	It is usually possible to see between the tracks when looking from above or below.	A solid surface is seen when looking from above or below.
Cost considerations	Typically less expensive to build than a ballasted bridge deck but requires higher maintenance costs.	Typically more expensive to build than an open bridge deck but requires lower maintenance costs.

[29] *A "ballast section" is a floor made from material such as timber steel, or concrete*

Topic	Open Bridge Deck (Options 1 & 4)	Ballasted Bridge Deck (Options 2 & 3)
Photo examples[30]	 King Street Project Bridge	 George Washington Parkway Bridge
	 Commonwealth Avenue Project Bridge	 9th Street Expressway Bridge[2]
Bridge deck option illustrations		

4.1.2 SAFETY WALKWAY OPTIONS

A "safety walkway" refers to a walkway built on the bridge's exterior at the same elevation as the bridge deck that allows Railroad workers to move over the bridge without walking on the tracks or bridge deck. There are currently no safety walkways on the Bridges.

There are two options proposed as part of the four design options:

[30] *King Street Bridge: Google. (n.d.). [King Street under the railroad just north of Commonwealth Avenue]. Retrieved September 27, 2022, from https://goo.gl/maps/A8NuoLV9Yqg3WpA68*
Commonwealth Avenue Bridge: Google. (n.d.). [Commonwealth Avenue under the railroad just north of King Street]. Retrieved September 27, 2022, from https://goo.gl/maps/j2rTvxXsWHj9a7w2A
George Washington Parkway Bridge: Google. (n.d.) [George Washington Memorial Parkway under the railroad just south of I-395, Arlington, VA]. Retrieved September 27, 2022, from https://goo.gl/maps/Tb7HqdAf8yBAiYsg9.
9th Street Expressway Bridge: Google. (n.d.) [9th Street Expressway under the railroad between C Street SW and D Street SW, Washington, D.C.]. Retrieved September 27, 2022, from https://goo.gl/maps/ojoWNzjqYV9wVuTN7

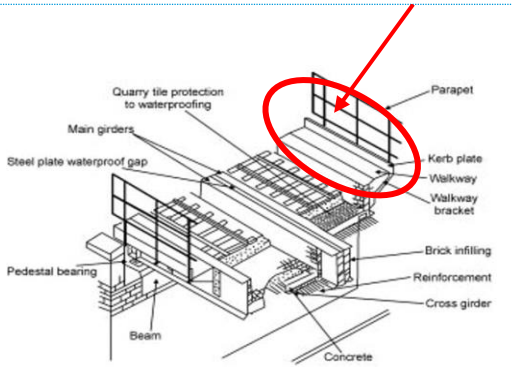
- Not including a safety walkway (so that Bridges remain not in compliance with CSXT design requirements) – proposed as part of Options 1, 2, and 4
- Including a safety walkway on the north side of both Bridges (so that Bridges are brought into compliance with CSXT design requirements) – proposed as part of Option 3

A safety walkway provides the following advantages:

- Allows for safer bridge work to be done because workers do not have to stand on the track corridor
- Often allows inspections and maintenance work to be done without closing the roads underneath the railroad bridges
- Provides a safe walking location for train crews as necessary to inspect trains that may be stopped while the train is straddling the Bridges.

Table 4-2 summarizes the key differences between the two options.

TABLE 4-2. SAFETY WALKWAY OPTIONS

Topic	Not Including a Safety Walkway (Options 1, 2, and 4)	Including a Safety Walkway (Option 3)
Design description	A safety walkway will not be included, similar to the existing Bridges.	A safety walkway may be added on the north side of both Bridges.
What will be visible	The side of the bridge, utilities, and a railing may be visible.	The safety walkway may be visible in front of part of the side of the bridge, potentially along with other elements such as utilities and a railing.
Cost considerations	Less expensive than building a safety walkway.	More expensive than omitting a safety walkway.
Photo examples and illustrations	 King Street Project Bridge	
	 Commonwealth Avenue Project Bridge	

4.2 Design Options

Each of the four options developed by CSXT is described in this section. For each option, the following are included:

- Proposed design-related improvements: those that reduce maintenance or extend the life of the Bridge
- Proposed operations-related improvements: those that reduce travel delays, reduce costs of operating passenger and freight service, improve safety, and improve track conditions

4.2.1 OPTION 1 – REPAIR EXISTING BRIDGES

Option 1 is a 10-year design to repair and extend the service life of the Bridges. A summary of proposed improvements for Option 1 is in Table 4-3.

Option 1 proposes immediate repairs, but because it is a short-term solution, it would not fully address the needs identified in Chapter 3. Additional design work would be required to extend the life beyond these improvements.

TABLE 4-3. OPTION 1 – REPAIR EXISTING BRIDGES DESIGN SUMMARY (10-YEAR LIFE)

Proposed Design-Related Improvements	Proposed Operations-Related Improvements
- Short-term rehabilitation	- Remove the dip in the track profile
- Improve track drainage	- Reduce maintenance due to replaced components

4.2.2 OPTION 2 – COMPREHENSIVE REPAIRS

Option 2 is a 50+ year design to repair and extend the service life of the Bridges without entirely replacing them. A summary of proposed improvements for Option 2 is in Table 4-4.

Option 2 was considered with the goal of increasing the life span with major rehabilitation without total replacement of the Bridges. Option 2 would not fully address the maintenance and design criteria needs identified in Chapter 3 because the design would not include a safety walkway or improve the bridge's load rating.

TABLE 4-4. OPTION 2 – COMPREHENSIVE REPAIRS DESIGN SUMMARY (50+ YEAR LIFE)

Proposed Design-Related Improvements	Proposed Operations-Related Improvements
- Long-term rehabilitation	- Increase vertical clearance under the King Street B
- Replace the open bridge deck with a ballasted bridge deck	- Reduce maintenance due to replaced components and ballasted bridge deck
- Improve track drainage	

4.2.3 OPTION 3 – BRIDGE REPLACEMENT

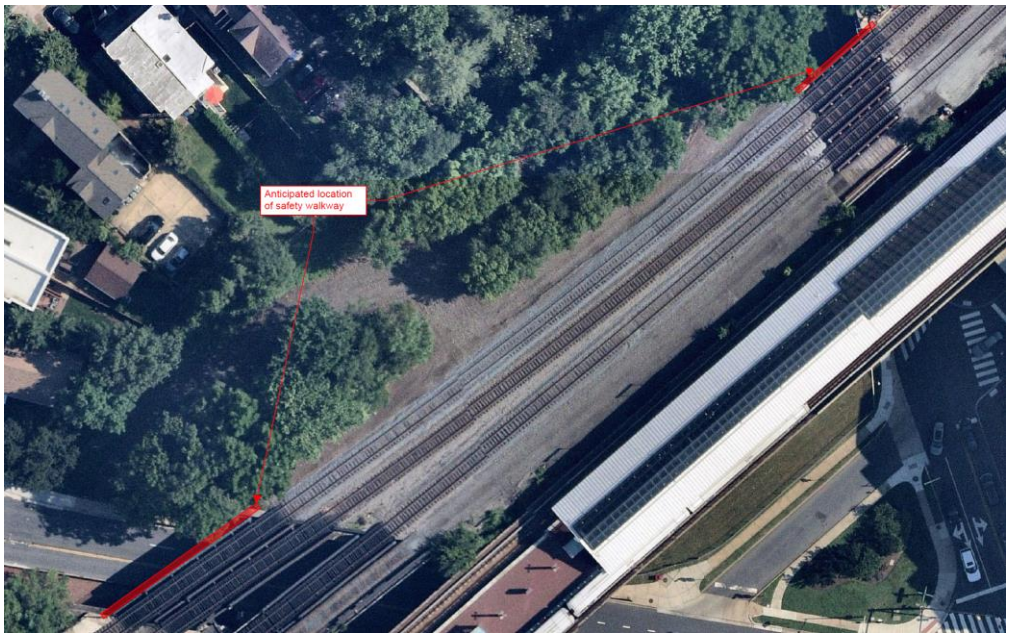
Option 3 is a 100+ year design that proposes to remove and replace the existing structure with new ballasted deck bridges. A summary of proposed improvements for Option 3 is in Table 4-5.

All elements of the existing Bridges would be removed and would be replaced with two new double track through-plate girder ballasted deck bridges for both of the Bridges. In addition to all new bridge components, Option 3 would raise the bridge elevation over King Street because the existing bridge does not meet VDOT's vertical clearance requirements and would potentially widen the span of travel space below both Bridges by slightly moving the location of the new Bridge abutments and wing walls. This solution provides for improved safety and operations on the Bridges and the roads under the Bridges because of the ballasted bridge decks, safety walkways for Railroad worker usage, and increased vertical clearance under the King Street Bridge.

TABLE 4-5. OPTION 3 – BRIDGE REPLACEMENT DESIGN SUMMARY (100+ YEAR LIFE)

Proposed Design-Related Improvements	Proposed Operations-Related Improvements
- Replace all components on both bridges	- Increase vertical clearance under the King Street Bridge
- Replace the open bridge deck with a ballasted bridge deck	- May widen horizontal opening under both bridges
- Improve track drainage	- Minimize rail service operations interruptions
	- Include safety walkways (see Figure 4-1)
	- Meets minimum load rating requirements for freight and passenger trains
	- Reduce maintenance for the entirety of both bridges due to new components and ballasted bridge deck

FIGURE 4-1. POTENTIAL SAFETY WALKWAY LOCATION



4.2.4 OPTION 4 – RAISE BRIDGE

Option 4 is a 10-year design to repair and extend the service life of the Bridges. A summary of proposed improvements for Option 4 is in Table 4-6.

This option would be completed in conjunction with Design Option 1 (see Section 4.2.1) and was considered with the goal of increasing benefits over Option 1 while still being more immediate, 10-year solution. In addition to the Option 1 improvements, the key benefits of Option 4 are to increase the vertical clearance under the King Street Bridge and to fully integrate with VRE's planned station improvements on both Bridges.

TABLE 4-6. OPTION 4 – RAISE BRIDGE DESIGN SUMMARY (10-YEAR LIFE)

Proposed Design-Related Improvements	Proposed Operations-Related Improvements
- Short-term rehabilitation	- Increase vertical clearance under the King Street Bridge
- Improve track drainage	- Reduce maintenance due to replaced components

5. Screening Process

A screening process was developed using the Purpose and Need statements outlined in Section 2 to determine the appropriate option to move forward for the Bridges.

Figure 5.1 below describes the screening process. The screening process elements began with the development of the Purpose and Need statement. Then four design options were developed to address the potential future designs for the existing Bridges. Next, two levels of screening criteria were developed from the stated Purposes and Needs to determine VPRA's recommended design option.

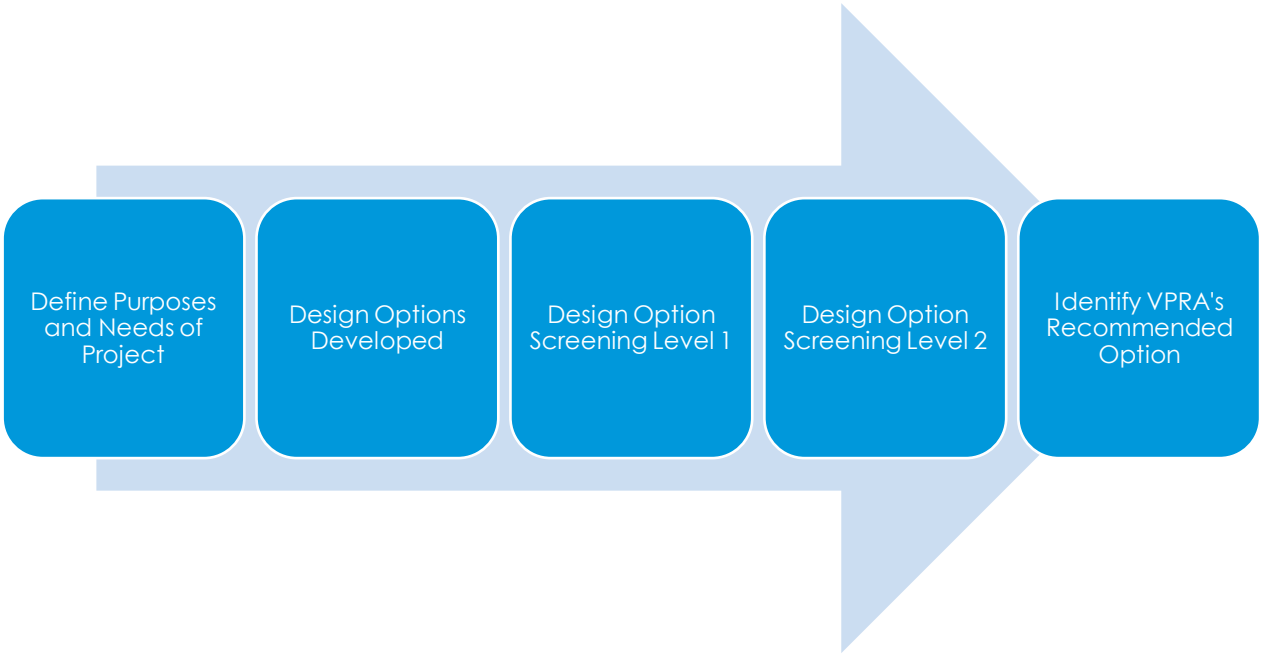


FIGURE 5-1. SCREENING PROCESS FLOW CHART

The two-stage screening criteria were developed to identify a design option to address the aging bridge infrastructure and increase rail capacity. It would not preclude adjacent rail infrastructure improvements and would address railroad requirements and minimum allowable vertical clearance design standards. Fatal flaws of the design options were assessed in the Level 1 Screening.

Due to the proximity of the Bridges to each other, the analysis and delivery of the options presented for the Bridges were assumed to be the same, which permits the Bridges to be delivered consistently in terms of feasible and efficient construction methods.

The development of the screening criteria and the results are further described below.

5.1 Screening Criteria

The general, Level 1 and Level 2 screening criteria are described in Table 5-1 and below. Each criterion is associated with one of the purpose and need components described in Chapter 3.

These criteria were selected to evaluate how well each option performs against the Project goals.

- Level 1 Screening: The screening criteria associated with the Study purposes and needs were identified as being the most critical and were used for Level 1 Screening to determine what design options would be removed from consideration. Options that did not meet these criteria were determined to have a fatal flaw and were not carried forward to Level 2 Screening. Level 1 Screening was conducted based on the design option's proposed improvements and did not include a detailed impact assessment.
- Level 2 Screening:
    - Level 2A Screening: The remaining options were evaluated based on the screening criteria associated with the rail system and design standards.
    - Level 2B Screening: The same options were also evaluated based on potential construction and permanent impacts.

TABLE 5-1. SCREENING CRITERIA

Screening Level	Purpose and Need	Screening Criterion	Evaluation Measures
1	**Purpose:** Achieve a state of good repair **Need:** Bridges are nearing the end of their functional lives and require ongoing and extensive maintenance	Extend the functional life of Bridges by at least 50 years	- Extend life to improve resiliency - Reduce maintenance needs for the Bridges
		Replace the open bridge deck with a ballasted bridge deck	- Reduced maintenance with an open bridge deck compared with a ballasted bridge deck
2	**Purpose:** Minimize impacts to the adjacent rail infrastructure and operations **Need:** Existing Bridges are a critical link in the rail system	Not preclude adjacent rail Projects	- Would not preclude the addition of a fourth track across both Bridges - Would not preclude VRE Alexandria Station improvements
		Minimize rail operations interruptions and impacts	- Maintain operations under the existing schedule - Meet future service plan - Meet operational standards - Minimize the number of interruptions to rail operations during construction
	Purpose: Improve the design based on current railroad requirements and vertical roadway clearance requirements **Need:** Existing Bridges do not meet all current design standards	Improve design based on current CSXT, VDOT, and City of Alexandria standards	- Meet current CSXT railroad requirements - Improve vertical clearance under the King Street Bridge

5.2 Level 1 Screening

Level 1 Screening compared the four design options against the first two screening criteria outlined in Table 5-1.

As shown in the illustration below, four options were evaluated in the Level 1 Screening, and two were retained after the Level 1 Screening. This section describes the process and results more fully.

5.2.1 LEVEL 1 SCREENING DETAILS

Table 5-2 details the Level 1 screening for Options 1 through 4 and identifies fatal flaws associated with the screening below.

TABLE 5-2. LEVEL 1 SCREENING DETAILS

Level 1 Screening Criterion	Option 1: Repair Existing Bridge	Option 2: Comprehensive Repairs	Option 3: Bridge Replacement	Option 4: Raise Bridge
Extend the functional life of Bridges by at least 50 years	- Extends the life of the Bridges by 10 years.	- Extends the life of the Bridges by 50 years.	- Extends the life of the Bridges by 100 years.	- Extends the life of the Bridges by 10 years.
Replace the open bridge deck with a ballasted bridge deck	- Would not replace the bridge decks.	- Would replace the bridge decks.	- Would replace the bridge decks.	- Would not replace the bridge decks.

5.2.2 LEVEL 1 SCREENING CONCLUSION

The Level 1 screening criteria, summarized in Table 5-3, ensure the design options do not have fatal flaws. The Level 1 Screening resulted in Options 2 and 3 being carried forward to the Level 2 Screening. Options 1 and 4 were not carried forward for further consideration because fatal flaws were identified for both screening criteria.

Options 2 and 3 are the only options that extend the life of the Bridges by 50 years or more, thereby improving resiliency. Options 2 and 3 also reduce maintenance needs for the Bridges by replacing the open bridge decks with ballasted bridge decks.

TABLE 5-3. LEVEL 1 SCREENING RESULTS

Level 1 Screening Criterion	Option 1: Repair Existing Bridge	Option 2: Comprehensive Repairs	Option 3: Bridge Replacement	Option 4: Raise Bridge
Extend the functional life of Bridges by at least 50 years	X	✔	✔	X
Replace the open bridge deck with a ballasted bridge deck	X	✔	✔	X

Note: A ✔ indicates that the option meets the screening criterion, and an X indicates that it does not.

5.3 Level 2 Screening

Level 2 Screening included two steps, which were focused on additional benefits that are desired for the Project to achieve. The Level 2 Screening was conducted on both Options 2 and 3:

- Level 2A Screening (Section 5.3.1):
  - Evaluation against three additional screening criteria that relate to other desirable benefits related to the Project purposes
  - It is not required for the Project to achieve all of these Level 2A benefits
- Level 2B Screening (Section 5.3.2):
  - Assessment of potential impacts of the remaining design options on the natural and human environment
  - While impacts did not result in the elimination of a design option, they were considered during the identification of VPRA's recommended alternative

As shown in the illustration below, two options were evaluated in the Level 2 Screening, and a recommended option was identified after the Level 2 Screening. This section describes the process and results more fully.

5.3.1 LEVEL 2A SCREENING

Level 2A Screening compared Options 2 and 3 against three screening criteria. These three criteria relate to the Rail System and Design Standards Project purposes. It is desirable but not required for the design options to meet all three criteria.

Level 2A Screening Details

Table 5-4 and 5-5 provide additional explanations of the Level 2A screening for Options 2 and 3, respectively.

TABLE 5-4. LEVEL 2A SCREENING DETAILS – OPTION 2 COMPREHENSIVE REPAIRS

Level 2 Screening Criterion	Response

Would not preclude adjacent projects	- Would not preclude adding a fourth track across both Bridges.
	  - The existing designated location for a fourth track on the existing Bridges would not be affected.
	- Would not preclude VRE Alexandria Station improvements.
	  - Would set the track to the final profile required to match the final station elevation.

Minimize rail operations interruptions and impacts	- Repairs would cause railroad service disruptions and operational impacts to VRE, Amtrak, and CSXT freight trains. - Services are expected to also be disrupted during a likely future longer-term solution.
Improve the design based on current railroad requirements and vertical roadway clearance requirements	- Would not include a safety walkway. - King Street: Would improve vertical clearance over King Street. - Commonwealth Avenue: No changes.

TABLE 5-5. LEVEL 2A SCREENING DETAILS – OPTION 3 BRIDGE REPLACEMENT

Level 2 Screening Criterion	Response

Would not preclude adjacent projects	- Would not preclude adding a fourth track across both Bridges.
	  - The existing designated location for a fourth track on the existing Bridges would not be affected.
	- Would not preclude VRE Alexandria Station improvements.
	  - Would set the track to the final profile required to match the final station elevation.

Minimize rail operations interruptions and impacts	- Would impact railroad operations under the current schedule. - Current schedule is less demanding than the future schedule is planned to be. - Would minimize the long-term number of interruptions to rail operations.

Improve the design based on current railroad requirements and vertical roadway clearance requirements	- Would meet CSXT load rating.
	- Would include a safety walkway.
	- King Street Bridge:
	  - Would improve vertical clearance over King Street.
	  - May improve horizontal clearance along King Street under the Bridge
	- Commonwealth Avenue Bridge:
	  - May improve horizontal clearance along Commonwealth Avenue under the Bridge.

Level 2A Screening Conclusion

An assessment of Options 2 and 3 compared against the Level 2 screening criteria is summarized in Table 5-6. Option 3 meets all Level 1 and Level 2 screening criteria. Option 2 would cause more service disruptions than Option 3 and is less consistent with rail and roadway standards.

TABLE 5-6. LEVEL 2A SCREENING RESULTS

Level 2 Screening Criterion	Option 2: Comprehensive Repairs	Option 3: Bridge Replacement
Would not preclude adjacent projects	✔	✔
Minimize rail operations interruptions and impacts	X	✔
Improve the design based on current railroad requirements and vertical roadway clearance requirements	X	✔

Note: A ✔ indicates that the option meets the screening criterion, and an X indicates that it does not.

5.3.2 LEVEL 2B SCREENING: ENVIRONMENTAL IMPACT ANALYSIS

The Level 2B Screening evaluated the potential impacts of existing conditions described in Section 2. The purpose of screening the design options based on potential impacts is to understand if the overall level of impacts of one option may be substantially greater than another; these differences were considered in identifying VPRA's recommended alternative. This information may also be used to understand a selected alternative's schedule and budget implications.

The impact categories were chosen to examine cultural, human environment, and natural environment resources.

Level 2B Screening Details

Each resource topic described in Section 2 has been evaluated for potential impacts. Both long-term and construction impacts were evaluated within "limits of disturbance" (LOD) for each Bridge; the LOD boundaries indicate the areas within which potential long-term impacts or temporary impacts during construction may occur. The LOD for each Bridge is illustrated in Figure 5-2 (Cultural and Recreation Resources) and Figure 5-3 (Transportation Facilities).

Impacts were determined based on a review of existing resources (described in Section 2) within the LOD for each Bridge. The impact is based on how the proposed improvement affects each resource. The impact categories and the consideration process are listed below:

- Cultural resources: Potential impacts were based on a previous effect determination through the previous DC2RVA study; additional studies will be done for this Project during the final design
- Parks and recreational facilities: Potential impacts considered the direct physical impact on these resources, as well as the anticipated use of the resources

- Transportation: Potential impacts considered how this Project would affect the facilities and use of the facilities
- Communities and Environmental Justice: Potential impacts considered neighborhoods, community facilities (e.g., schools, churches)
- Waters of the US: Potential impacts were based on Waters of the US located in the LOD

Potential impacts are detailed in Table 5-7, and the results are summarized in Table 5-8.

TABLE 5-7. LEVEL 2B SCREENING DETAILS

Impact Category	Option 2: Comprehensive Repairs	Option 3: Bridge Replacement
Long-Term Impacts		
Cultural Resources (see Figure 5-2)*	- No effect	- No adverse effect on Alexandria Union Station and the Rosemont Historic District - No effect on the George Washington Masonic National Memorial - Adverse effect on the RF&P Railroad, mitigated with a Memorandum of Agreement
Parks and Recreational Facilities (see Figure 5-2)	- King Street Bridge: No Impacts - Commonwealth Avenue Bridge: Potential impact to Park but no long-term effects on park usage	- King Street Bridge: No impacts - Commonwealth Avenue Bridge: Potential impact to Park but no long-term effects on park usage
Transportation (see Figure 5-3)		
Bridges	- Positive benefits by repairing CSXT/VRE/ Amtrak Bridges - No impact to WMATA bridges	- Positive benefits by replacing CSXT/VRE/ Amtrak Bridges - No impact to WMATA bridges
Vehicular Traffic	- Positive benefits by increasing vertical clearance over King Street and possibly increasing horizontal clearance over King Street and Commonwealth Avenue	- Positive benefits by increasing vertical clearance over King Street and possibly increasing horizontal clearance over King Street and Commonwealth Avenue
Bicycle and Pedestrian Traffic	- No impacts	- Positive benefits by potential facilitation of future improvement of bicycle/pedestrian facilities under both Bridges through possibly increasing horizontal clearance over King Street and Commonwealth Avenue
Public Buses and Trolley	- No impacts	- No impacts
Rail Lines and Operations	- Positive benefits by raising the track elevation, which allows full integration with VRE's station improvements	- Positive benefits by raising the track elevation, which allows full integration with VRE's station improvements

Impact Category	Option 2: Comprehensive Repairs	Option 3: Bridge Replacement
Communities and Environmental Justice	- No community impacts - No disproportionately high and adverse effect on EJ communities	- No disproportionately high and adverse effect on EJ communities - Positive benefits to the community through potential facilitation of future improvement of bicycle/pedestrian facilities under both Bridges through possibly increasing horizontal clearance over King Street and Commonwealth Avenue
Waters of the U.S.	- No impacts	- No impacts
Temporary Construction Impacts		
Transportation	- No impacts to travel lanes - No impacts to bicycle lanes and sidewalks under Bridges - No impacts to bus and trolley routes - Potential temporary schedule change to Amtrak, VRE, and CSXT operations - King Street Bridge: No impacts to VRE Alexandria Station - No impacts to VRE Alexandria Station or WMATA King Street Station	- Potential temporary closure or detouring of travel lanes under Bridges and on adjacent road network** - Potential closure of bicycle lanes and sidewalks under Bridges - Potential temporary schedule or route change to bus and trolley routes - Potential temporary schedule change to Amtrak, VRE, and CSXT operations - Commonwealth Avenue Bridge: Potential construction at VRE Alexandria Station entrance, but no road closure or impacts to the station anticipated - No impacts to WMATA King Street Station
Noise and Vibration	- Temporary noise and vibration increase	- Temporary noise and vibration increase

* A full cultural resource survey and coordination has not yet been completed. The conclusion in this table's potential effects are based on the findings of the Cultural Resource Background Review (see Appendix A) and the impact conclusions developed as part of the DC2RVA Project.

** Detours may extend outside of the LOD

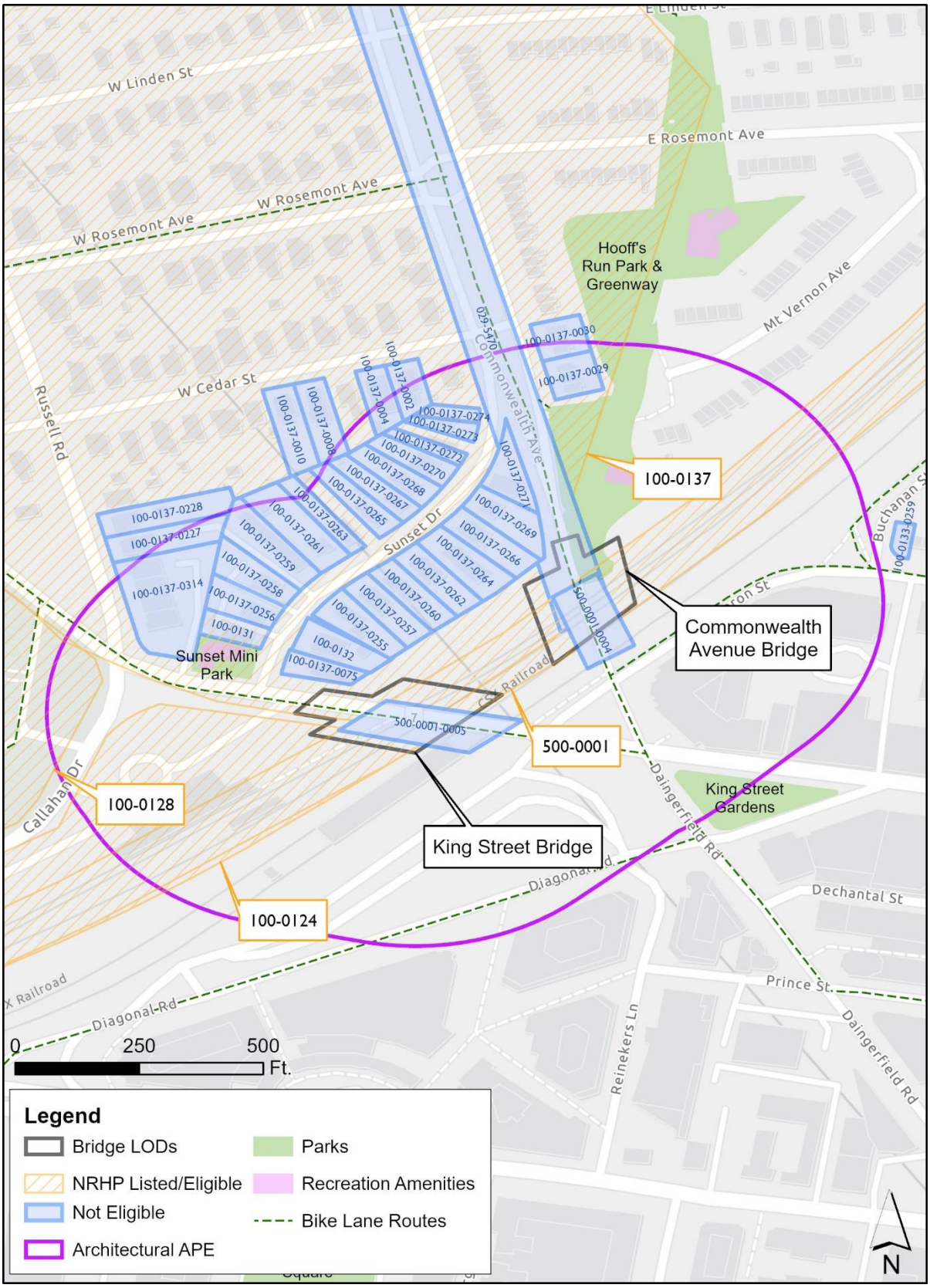


FIGURE 5-2. POTENTIAL IMPACTS TO CULTURAL AND RECREATIONAL RESOURCES

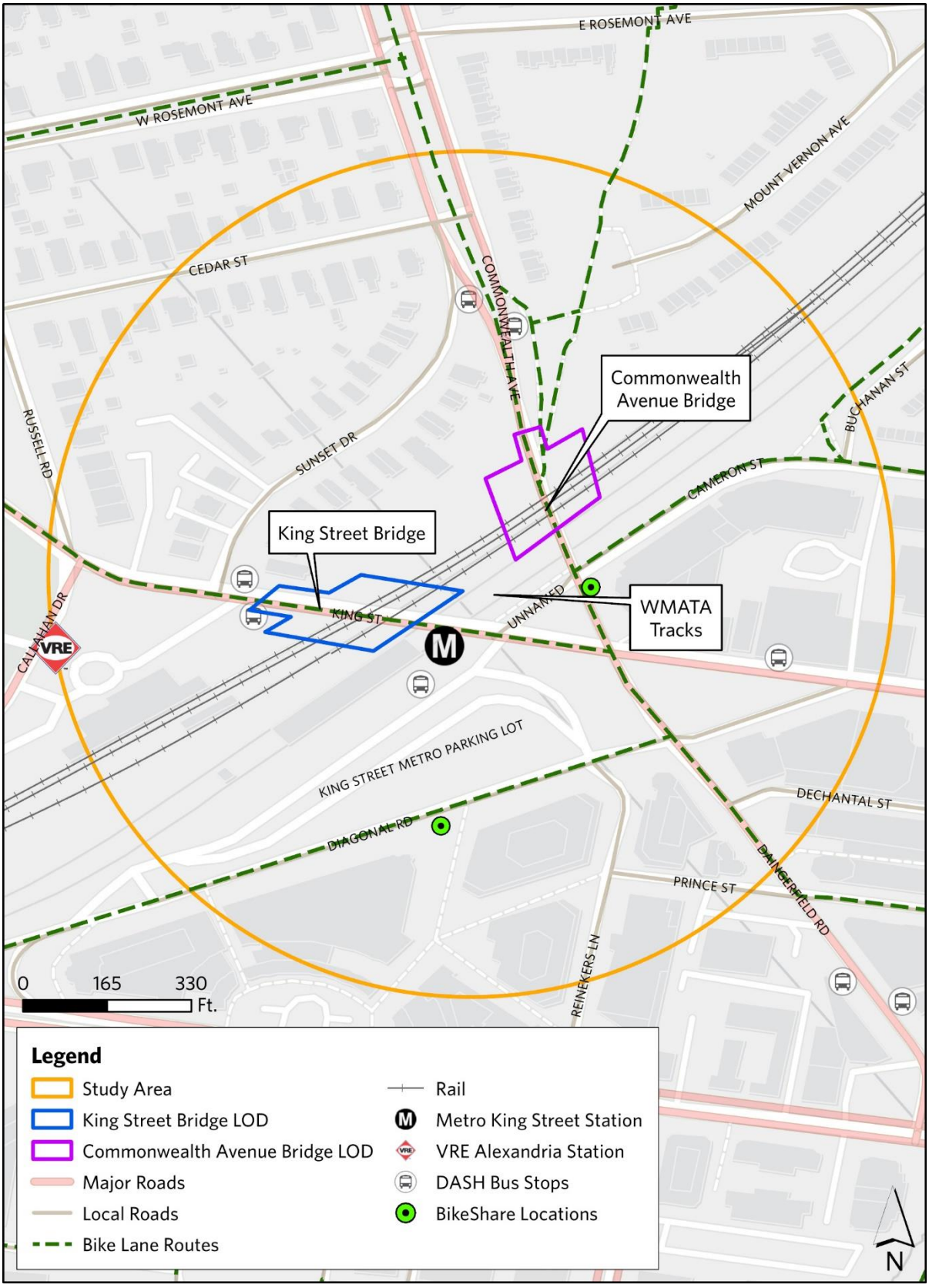


FIGURE 5-3. POTENTIAL IMPACTS TO TRANSPORTATION RESOURCES

Level 2B Screening Conclusion

The potential impacts of Options 2 and 3 are summarized in Table 5-8. Both options are anticipated to have temporary impacts during construction. Option 3 is expected to have potential benefits on bicycle and pedestrian facilities that would improve overall travel operations and benefit the community.

TABLE 5-8. LEVEL 2B SCREENING RESULTS

Impact Category	Option 2: Comprehensive Repairs	Option 3: Bridge Replacement
Long-Term Impacts		
Cultural Resources	✔	X*
Parks and Recreational Facilities	✔	X**
Transportation	✔	✔ +
Communities and Environmental Justice	✔	✔ +
Waters of the U.S.	✔	✔
Construction Impacts		
Transportation	X	X
Noise and Vibration	X	X

Note: A ✔ indicates that the option does not have a negative impact, a ✔ + indicates that it has a positive impact, and an X indicates that it does have a negative impact.

** Based on the Alexandria Fourth Track cultural studies determination and includes mitigation for impacts to the railroad as part of the previous cultural studies and existing Memorandum of Agreement that extends along the DC to Richmond railroad corridor. Additional studies will be completed for the King and Commonwealth Bridges Project during the final design phase.*

*** The Project is anticipated to impact the Park, but potential impacts are not expected to result in long-term effects on park usage.*

5.4 Recommended Option

Option 3 was identified as VPRA's recommended option after the Level 2 Screening. As described in Section 5.3, this included the following considerations:

- Level 2A: Consideration of three screening criteria that relate to desirable benefits regarding the Project purposes. Although it is not required for the Project to achieve all the Level 2A benefits, design options were viewed positively if they met these criteria.
    - Option 2: This option met one of the three screening criteria.
    - Option 3: This option met all three screening criteria.
- Level 2B: Assessment of potential short-term and long-term benefits and impacts on the natural and human environment. Although impacts did not eliminate a design option, design options were viewed positively if they had lower impacts and higher benefits.

- Option 2:
  - Long-term impacts: None anticipated
  - Short-term impacts: Construction impacts anticipated
  - Benefits: Anticipated benefits:
    - Transportation network by raising the track elevation, which allows full integration with VRE's station improvements
- Option 3:
  - Long-term impacts: Anticipated impacts:
    - Cultural resources, which would be mitigated through coordination with DHR
    - Parks and recreational facilities, although no impacts on park usage are anticipated
  - Short-term impacts: Construction impact anticipated
  - Benefits: Anticipated benefits:
    - Transportation network and the community through potential facilitation of future improvement of bicycle/pedestrian facilities under both Bridges because of a possible increase in horizontal clearance over King Street and Commonwealth Avenue
    - Transportation network by raising the track elevation, which allows full integration with VRE's station improvements

In conclusion, Option 3 was identified as VPRA's recommended option for the following reasons:

- It better supports the purpose and need than Option 2 by meeting all three screening criteria
- It has similar impacts to Option 2; potential impacts to cultural resources are anticipated to be mitigated through coordination with DHR, and no impact to park usage is anticipated
- It includes additional potential benefits to the community compared with Option 2

Options Screened in Level 2	Level 2 Screening	Identified as VPRA's Recommended Option After Level 2 Screening
Option 2: Comprehensive Repairs Option 3: Bridge Replacement		Option 3: Bridge Replacement

6. Public Involvement

A Public Involvement and Interagency Coordination Plan (PIICP) was developed in August 2022 to establish a transparent public outreach experience for those who live, work, or play near the Project area. The PIICP outlines the roles and responsibilities of those involved with the study and identifies strategies and a schedule for facilitating communication between the Project team and the public. The PIICP for the King and Commonwealth Bridges Project is consistent with the overall Communications Plan for the Transforming Rail in Virginia program.

6.1 Public Outreach Approach

Public involvement for the King and Commonwealth Bridges Project was conducted as part of this feasibility study. This outreach shared information about the study findings and recommendations and gathered feedback from stakeholders and the public as part of the larger Project development process and ultimate selection of a preferred option.

6.2 Public Outreach Activities

The outreach consisted of the following activities:

- Project-specific webpage: Project information, technical reports, and public meeting materials was posted to the webpage.
- Key stakeholder meetings: One-on-one interviews and small group meetings with federal, state, and local officials; permitting agencies; and rail agencies were conducted prior to the public meeting.
- Public information meeting: A public meeting was held on November 2, 2022 to summarize the findings of the feasibility study and present the next steps for the Project.
- Comment summary: Comments received during the stakeholder and public meetings were summarized, and input that may affect the Project design or decisions will be considered as part of the next phase of Project development.

6.3 Public Input Summary

A summary of comments received from stakeholders and the public during the public outreach activities are summarized in Table 6-1.

TABLE 6-1. PUBLIC COMMENT SUMMARY

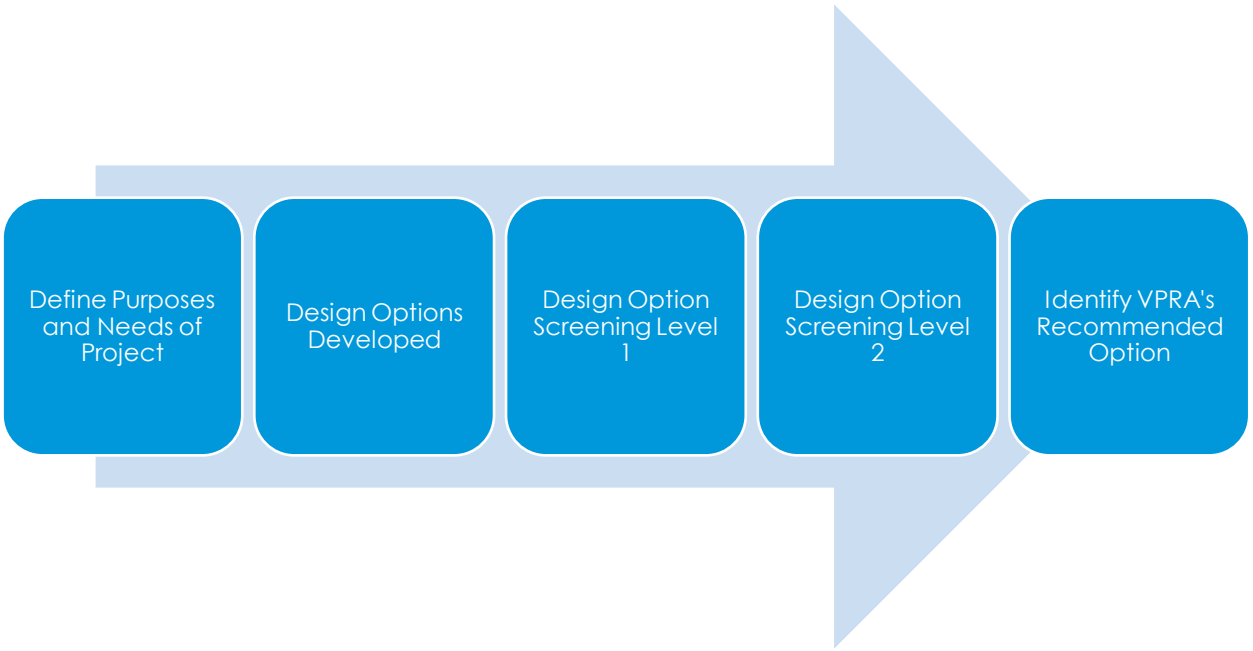
Comment:	Comment Count:	Response:
What will be done to minimize traffic disruptions to residents during construction?	1	Traffic lanes will remain open during construction to the extent feasible, and construction may be conducted at night. More information about construction scheduling will be provided prior to beginning construction, which is estimated to begin Spring 2024.
How will rail and traffic operate during construction?	1	This will be determined during the final design phase, anticipated to be complete in Winter 2023/2024.
Improving the bridges may increase traffic due to a higher number of commuter trips along Commonwealth Avenue. A deterrent should be added along this route for commuters and trucks should be restricted along Commonwealth Avenue.	1	The bridge improvement project will not include changes to Commonwealth Avenue. Therefore, no changes to traffic on Commonwealth Avenue are anticipated as a result of this project.
Strong support was expressed for Option 3 (Full Replacement).	11	Comment noted.
There is a strong desire to improve pedestrian and bicycle networks under both bridges and along the roadways. Is there any intention to improve pedestrian and bicycle facilities under the bridges?	4	The bridge improvement project will not include changes to King Street or Commonwealth Avenue. If the final design of the bridge replacements results in an increase to the horizontal or vertical clearances under the bridges, the City of Alexandria would have the future option to modify the roads under the bridges.
When will the public be updated about the selected design, construction plans, and impacts?	3	Updates will be posted to the project website as new information is available, including the final feasibility study and project schedule.
There is a strong desire to widen the Commonwealth Avenue bridge.	2	Comment noted.
There is a strong desire to widen the King Street bridge.	2	Comment noted.

Comment:	Comment Count:	Response:
Designing a new bridge seems expensive and unnecessary. It is not clear what benefits a new bridge would bring to the nearby neighborhoods. Is this project helping the nearby neighborhoods, and if yes, how?	1	The purposes of the project are to achieve a state of good repair for the bridges and their approach structures, extend the life of the bridges, and reduce maintenance needs on the bridges; minimize impacts to the adjacent rail infrastructure and operations; and improve the existing design based on current railroad requirements and vertical roadway clearance requirements. Additionally, the project would increase the elevation of the bridge over King Street, which would reduce potential for bridge strikes and the disruptions they cause. The project may also increase the width under the bridges which would provide a potential opportunity for the City of Alexandria to improve the roads under the bridges in the future. See Table 5-7 in the feasibility study for more detail.
Any improvements made should also include solutions on how to decrease noise and vibration impacts of the trains on nearby residents.	2	This project will not change the number or type of trains traveling on the bridges. A noise and vibration analysis is not required, but VPRA will continue communicating with nearby residents regarding potential construction noise effects.

7. Conclusions

VPRA's recommended option was identified through the two-stage screening process (see flow chart below) of the design options that were described in Section 4:

- Level 1 Screening: Four options were screened against two criteria that identified fatal flaws. Options 2 and 3 met both requirements and were carried forward. Options 1 and 4 were not carried forward because they did not meet the screening criteria.
- Level 2 Screening: Options 2 and 3 were screened against three criteria that identified potential Project benefits, and an impact assessment was conducted for the two options. Option 1 met one of the three screening criteria, and Option 3 met all three criteria.
- Option 3 was presented to the public as VPRA's recommended option. There were no comments received that resulted in a change to this recommendation.
- **Conclusion: Option 3 has been selected as VPRA's preferred option.**



VPRA's preferred option, Design Option 3, is anticipated to result in several impacts. The following summarizes the impacts and next steps for each:

- Cultural resource impacts: An adverse effect on the RF&P Railroad is anticipated based on previous studies along this rail corridor. The MOA developed as part of prior studies will be part of the mitigation for this effect. Additional findings and mitigation measures will be determined as part of cultural studies conducted during the design phase through coordination with DHR.
- Park impacts: Hooff's Run Park and Greenway are within the Commonwealth Avenue Bridge LOD. During the design phase, impacts on this resource will be avoided and minimized where feasible, both for long-term and short-term construction impacts. VPRA will coordinate with the City of Alexandria to confirm that the Project will not affect the

use of the park and greenway and will determine if other mitigation measures are necessary.

- Construction impacts:
  - Potential temporary impacts are anticipated because King Street and Commonwealth Avenue may be closed or partially closed during construction. This may affect drivers, pedestrians, bicyclists, and bus and trolley routes.
  - Construction of the Bridges may affect the schedules of Amtrak, VRE, and CSXT rail operations. No impacts are anticipated to the access or use of the VRE Alexandria Station or WMATA King Street Station. VPRA will coordinate with those agencies during the design phase regarding minimizing impacts and will share anticipated schedules with the agencies during the construction phase so information can be shared with users of the multiple transit systems.
  - Temporary noise and vibration increases are anticipated during the construction phase.

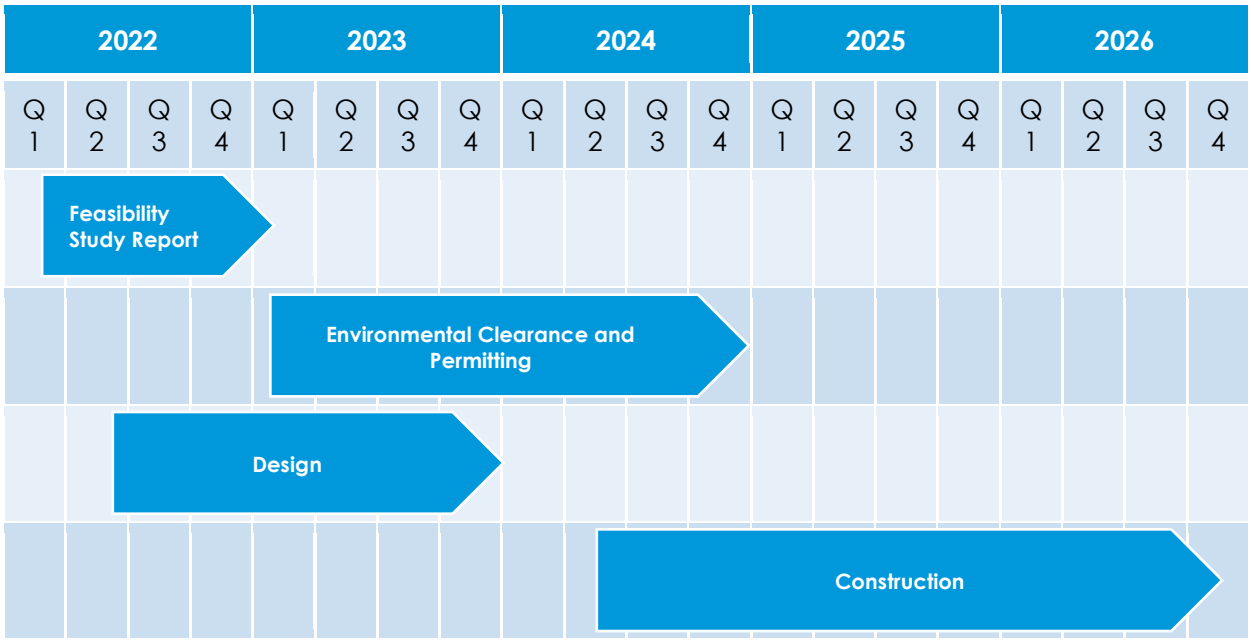
7.1 Next Steps

The Project is funded for 30% design, which will include the following next steps:

- 30% Design
- Environmental review through the State Environmental Review Process (SERP)
- Coordination for park and greenway resources
- Surveys and coordination for historic resources

The anticipated Project timeline is shown in Figure 7-1; this is subject to change as the project progresses.

FIGURE 7-1. PROJECT TIMELINE



Appendix A
Cultural Resource Background Review

Cultural Resource Background Review/ King Street and Commonwealth Avenue Rail Bridges Feasibility Study, City of Alexandria, Virginia

November 2022

Prepared for

Transforming Rail in Virginia

Prepared by

NRV Project Team

KERRI S. BARILE, PHD, PRINCIPAL INVESTIGATOR

November 1, 2022

DATE

TRANSFORMING RAIL IN VIRGINIA

Table of Contents

1 Introduction

On behalf of Transforming Rail in Virginia and as a subconsultant to Kimley-Horn, Dovetail Cultural Resource Group (Dovetail) conducted a cultural resources background review of two potential rail bridge replacement areas in the City of Alexandria, Virginia: King Street and Commonwealth Avenue (Figure 1-1, p. 2). Replacement of the bridges will eventually require compliance with regulations set forth by the Commonwealth of Virginia on state-funded projects. This preliminary study was designed to provide data to aid in the planning process by providing details on previous cultural resource studies and previously recorded resources in the two bridge replacement areas, as well as conduct a limited historic map review to ascertain the potential for unrecorded resources.

The two proposed rail bridge replacement limits of disturbance (LOD) are located on adjacent streets with partially overlapping viewsheds. As such, one inclusive study area has been developed for this background review project comprising both rail bridge LODs and a surrounding 500-foot (152.4-m) buffer (Figure 1-2 and Figure 1-3, pp. 3–4). This defined study area thus includes both the LOD for each bridge, where intact archaeological sites may be located, as well as the surrounding viewshed, where alterations to a resource's setting and feeling may occur. For the purposes of this current study, the architectural study area is thus defined as the LOD plus a 500-foot (152.4-m) buffer.

The approach to this project mirrors the study area that was under consideration during the Washington, D.C. to Richmond, Virginia (DC2RVA) high speed rail study completed in 2019, which overlapped the current project corridor. The DC2RVA project involved the completion of an Environmental Impact Statement (EIS) complying with regulations set forth in the National Environmental Policy Act (NEPA) and the National Historic Preservation Act of 1966 (NHPA). This study involved extensive cultural resource surveys along the DC2RVA corridor between the Potomac River and Richmond, Virginia, including the current project area (all cultural resource reports completed as part of this study can be found here: https://www.dc2rvarail.com/cultural-resources/). While the DC2RVA study was a separate undertaking from the current initiative, the projects have a parallel purpose, and both require compliance with NEPA and the NHPA. As such, a similar approach assures consistency.

The background review and historic map research was completed in September and October 2022, by Kerri Barile, Adriana T. Moss, and Luke Donohue with Dovetail. All three individuals meet the Secretary of the Interior Standards for their respective fields. Dr. Barile served as the project Principal Investigator.

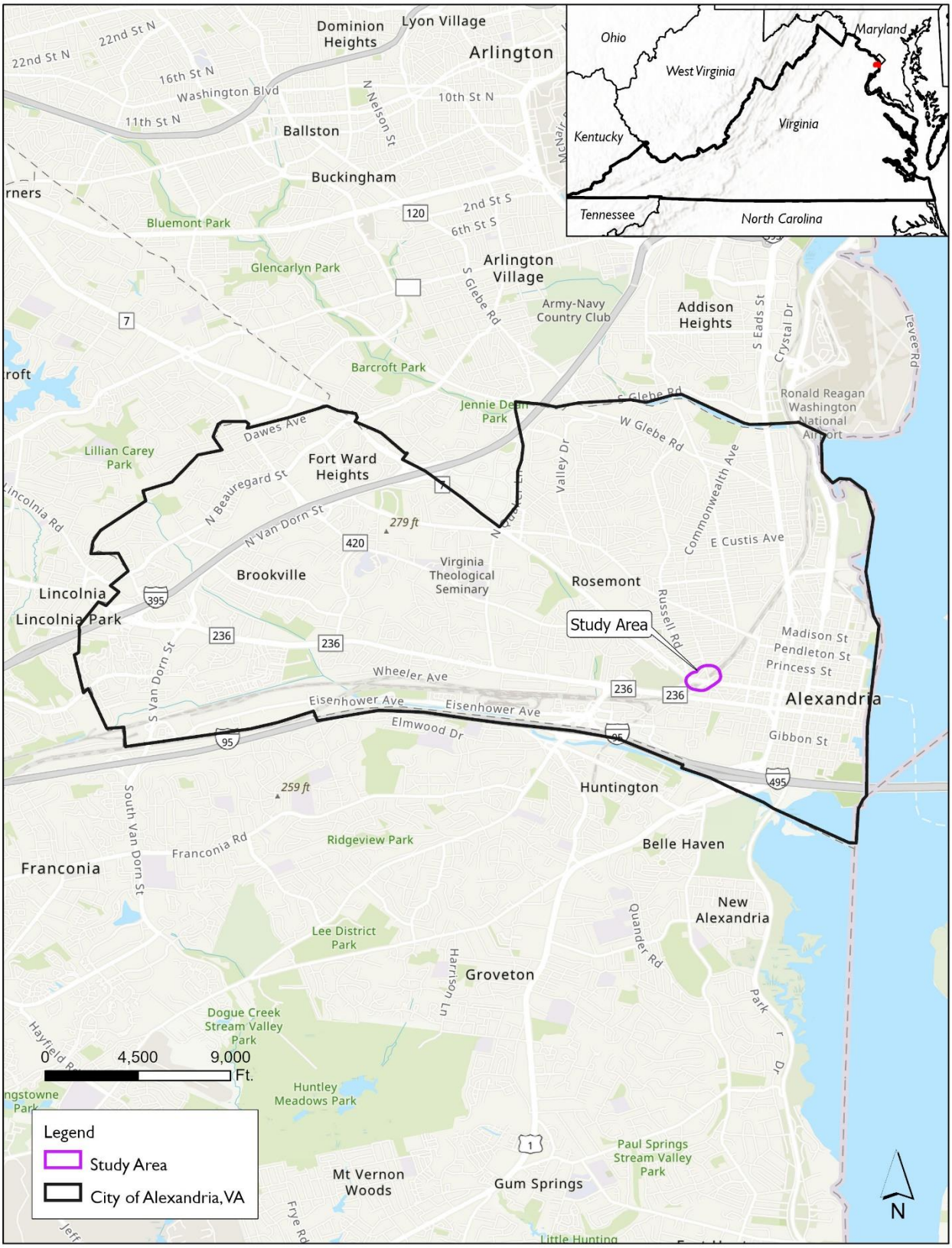


FIGURE 1-1. LOCATION OF STUDY AREA IN ALEXANDRIA, VIRGINIA (ESRI 2021)

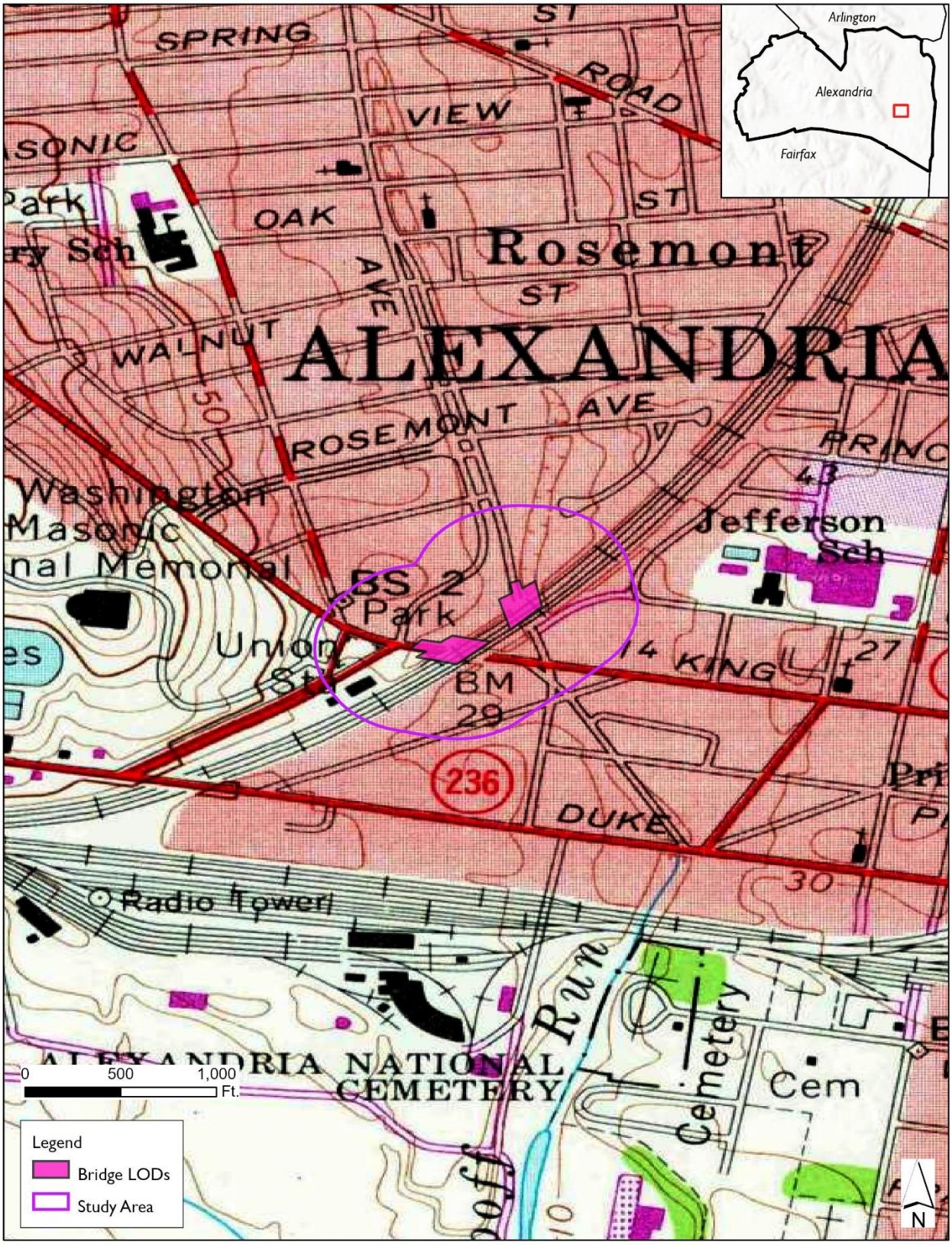


FIGURE 1-2. STUDY AREA AS SHOWN ON A UNITED STATES GEOLOGICAL SURVEY (USGS) TOPOGRAPHIC MAP (USGS 1965)

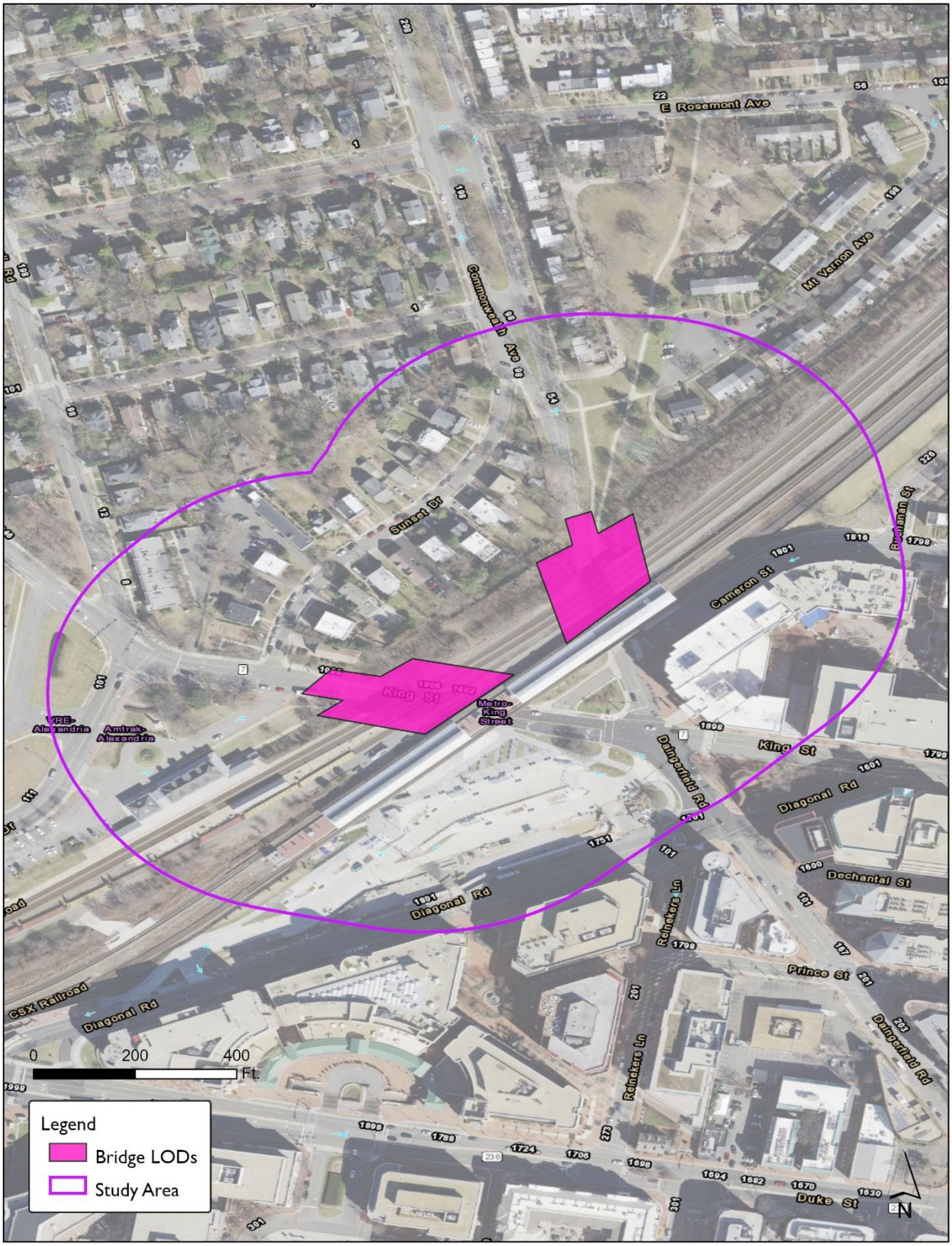


FIGURE 1-3. STUDY AREA AS SHOWN ON AERIAL IMAGERY (VIRGINIA GEOGRAPHIC INFORMATION NETWORK [VGIN] 2021)

2 Project Methodology

Dovetail conducted a background literature and records review using records on file at the Virginia Department of Historic Resources (DHR), including an investigation of records on previous cultural resource studies and previously recorded archaeological sites and architectural properties within the 500-foot (152.4-m) study area. In addition, research was completed on resources within a larger 0.25-mile (0.4-km) buffer to understand the context of cultural resources in the project vicinity and thus the potential for the study area to contain unrecorded resources. The purpose of this work was to obtain information to aid in future project planning, namely to identify potential cultural resource issues at the outset of the decision-making process. Text on the research potential of key resources that have not been evaluated for NRHP potential was included to provide data on possible future cultural resource studies/areas of concern.

Although this task did not include in-depth historical research on the area, an abbreviated historic map and historic aerial imagery review was conducted. Images from the seventeenth through the twentieth century were examined to note any areas with a high potential to contain buried historic deposits. This review also relied on data obtained during the DC2RVA study, as the DC2RVA corridor and the current study area overlap.

3 Results

The following chapter presents the results of the background review performed on the 500-foot (152.4-m) study area and surrounding 0.25-mile (0.4-km) background review buffer. The potential of the study area to contain significant archaeological or architectural resources was assessed by searching the DHR site and survey file records and by examining maps and aerial imagery for the area. In total, 13 previous cultural resource surveys are on file with the DHR within the background review buffer. In addition, nine previously identified archaeological sites and 350 recorded architectural resources have been recorded within the study buffer.

3.1 Previous Cultural Resource Surveys

Thirteen cultural resources surveys were identified within the 500-foot (152.4-m) study area and surrounding 0.25-mile (0.4-km) background research buffer radius in DHR's Virginia Cultural Resource Information System (VCRIS) (Table 3-1, p. 7). This section first provides information on studies that overlapped the 500-foot (152.4-m) study area followed by the larger contextual data on the 0.25-mile (0.4-km) background research area.

Six previous cultural resource surveys overlap the 500-foot (152.4-m) study area. In 1988, Virginia Commonwealth University Archaeological Research Center (VCU ARC) conducted a Phase I cultural resource survey of proposed improvements to King Street. The improvements included widening King Street under the King Street Bridge within the study area. Pedestrian survey and detailed research identified several potential archaeological and architectural resources. Only further archaeological investigations were recommended, including machine and hand tool trenching, along with deed research. It was determined that the project would not have a physical or visual impact on nearby architectural resources, thus a study of above-ground properties was not required (McLearen and Hoge 1988). In 1989, VCU ARC completed the requested archaeological investigations surrounding King Street. They found that nineteenth-century buildings and structures previously identified during the initial archival research were situated at some distance from the impact area, and modern disturbances had destroyed any remains within the construction area. They concluded that no further archaeological work was recommended (Mouer and Herbury 1989). In 1999, URS Group, Inc., conducted a supplemental historic architectural survey for the Woodrow Wilson Bridge improvement project; the study area for this undertaking overlapped the King Street Bridge study area. They identified two individual properties that had previously been determined eligible for listing in the NRHP and required further assessment (Sayers 1999).

The remaining three studies that overlapped the King Street and Commonwealth Avenue Bridge replacement areas were related to the DC2RVA project: two focused on archaeological resources and one focused on above-ground properties. All were conducted by Dovetail. In 2014, archaeologists completed a Phase IA archaeological assessment and predictive model along the entire DC2RVA corridor to note areas of disturbance and define areas that would require subsurface survey (Klein et al. 2015). This led to a Phase IB survey of areas with the potential for intact soils, including several segments in Alexandria. No sites were recorded within or adjacent to the current study area (McCloskey et al. 2016). During the architectural study, the team recorded the two subject bridges carrying the rail line over both King Street and Commonwealth Avenue, as well as numerous other resources over 45 years in age within the project study area (note that 45 years was used versus the standard 50-year age threshold to build in time for environmental studies) (Staton et al. 2016). Based on the coordination associated with these studies, it was found that the DC2RVA project would not impact resources in this area.

An additional seven surveys were identified during the background research within the 0.25-mile (0.4-km) background research buffer. They include road and bridge infrastructure projects and archaeological studies including data recovery on blocks within the city of Alexandria prior to development. The subsequent sections of this report describe resources identified during these field efforts.

TABLE 3-1. PREVIOUSLY RECORDED CULTURAL RESOURCE SURVEYS WITHIN 0.25 MILES (0.4 KM) OF THE STUDY AREA

DHR #	Title	Author/Affiliation	Year
AX-010	*A Phase I Cultural Resources Investigation of the Proposed Widening of Route 236, Duke Street, City of Alexandria, Virginia*	Charles D. Cheek, Richard Meyer, Karyn L. Zatz/John Milner Associates	1986
AX-017	*Phase I Cultural Resources Survey of Proposed Improvements to King Street, Route 7, City of Alexandria, Virginia*	Douglas C. McLearen & Elizabeth Hoge/VCU ARCH	1988
AX-020	*Further Archaeological Investigations of Proposed Improvements to King Street, Route 7, City of Alexandria, Virginia*	L. Daniel Mouer & Katharine C. Harbury/VCU ARCH	1989
AX-052	*Woodrow Wilson Bridge Improvement Study, Integrated Cultural Resources Technical Report (and Appendices)*	J. Sanderson Stevens, Alice C. Crampton, Diane E. Halsall, Elizabeth A. Crowell, J. Lee Cox Jr./Potomac Crossing Consultants	1996
AX-057	*Archaeological Monitoring and Phase II Archaeological Investigations of Block F, United States Patent and Trademark Office (USPTO) Relocation Site, Alexandria, Virginia*	Martha R. Williams, David J. Soldo, Joshua S. Roth/R. Christopher Goodwin and Associates	2002
AX-068	*Supplemental Historic Architectural Survey of the Revised Area of Potential Effects for the Woodrow Wilson Bridge Improvement Project, I-95/I-495 from Telegraph Road to MD 210, Virginia, Maryland, and the District of Columbia*	Mary Sayers/URS Group, Inc.	1999
AX-082	*Virginia Glass Company Bottle Factory Phase I and Phase II/III Archaeological Investigations, John Carlyle Square, Site 44AX181, Alexandria, Virginia*	Cynthia Pfanstiehl, Heather Crowl, Richard O'Connor, Rachel Grant/Dames and Moore	1999
AX-087	*Archaeological Evaluation of the 1700 Duke Street Property, Alexandria, Virginia*	Charles LeeDecker, John Bedell/Louis Berger Group	2004
AX-114	*Archeological Evaluation of the King Street Properties in Alexandria, Virginia: Phase I/II Archeological Investigations and Phase III Data Recovery of Site 44AX0202*	John Mullen, Boyd Sipe, Christine Jirikowic, Johnna Flahive, Edward Johnson/Thunderbird	2009
AX-169	*Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) Segment, Arlington County and the City of Alexandria*	Heather D. Staton, Adriana T. Lesiuk, and Emily K. Anderson	2016
AX-184	*Hyatt Centric, 1619 and 1711 King Street, Archaeological Investigation, Alexandria, Virginia*	Heather Crowl, Peter Regan, Scott Seibel/AECOM	2018
VA-118	*Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*	Mike Klein, Emily Calhoun, and Earl Proper	2015

DHR #	Title	Author/Affiliation	Year
VA-151	*Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*	Kevin McCloskey, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino	2016

3.2 Previously Recorded Archaeological Resources

Nine archaeological sites are located within the 0.25-mile (0.4-km) background research radius (Table 3-2); none of these sites are within the 500-foot (152.4-m) study area. The nearest site (44AX0219) is just outside the study area, just over 500 feet (152.4 m) to the northeast. Site 44AX0219 is the Townsend Baggett Slaughterhouse, which was identified during a 2012 survey of the Jefferson-Houston School project conducted by the URS Group, Inc. The Phase I survey was not on file at the DHR. The site consisted of a historic cellar that contained mid- to late-nineteenth century artifacts including tool-finished bottle necks, whiteware, and a high concentration of coal and oyster shell. The approximate location of the historic feature closely aligns with the location of the Townsend Baggett Slaughterhouse on the 1877 Sanborn Insurance map, and was so named based on the temporal and spatial association. Based on recent aerial photographs, the site was likely destroyed during the construction of the school now located at the site location. Site 44AX0219 has not been evaluated for the NRHP.

The eight remaining sites are all historic with precontact components. They primarily date to the nineteenth and twentieth centuries, although two sites (44AX190 and 44AX0234) have eighteenth century components. Site 44AX0103 did not have a listed time period in VCRIS; based on the site description, it is best classified as a historic artifact scatter of unknown time period. Across the archaeological sites identified during background research, there was a wide range of site types, including artifact scatters (44AX0103 and 44AX0234), single and family dwellings (44AX0172, 44AX0188, 44AX0190, 44AX0202, and 44AX0219), a factory (44AX0181), and a brewery (44AX0035). None have not been evaluated for the NRHP.

TABLE 3-2. PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.25 MILES (0.4 KM) OF THE STUDY AREA

DHR #	Type	Period	DHR Evaluation
44AX0035	Brewery; Dwelling	Nineteenth Century, Twentieth Century: first quarter	Not evaluated
44AX0103	Artifact scatter	Historic/Unknown	Not evaluated
44AX0172	Dwelling, single, Other	Nineteenth Century	Not evaluated
44AX0181	Factory	Nineteenth Century: fourth quarter, Twentieth Century: first quarter	Not evaluated
44AX0188	Other	Nineteenth Century: second/third quarter, Twentieth Century: first quarter	Not evaluated
44AX0190	Dwelling, single	Eighteenth Century: fourth quarter, Nineteenth Century, Twentieth Century: first half	Not evaluated
44AX0202	Dwelling, multiple	Nineteenth Century	Not evaluated
44AX0219	Dwelling, multiple; meathouse; other	Nineteenth century, Twentieth century	Not evaluated
44AX0234	Artifact scatter, Other	Colony to Nation, Early National Period, Antebellum Period, Civil War, Reconstruction and Growth, World War I to World War II	Not evaluated

3.3 Previously Recorded Architectural Resources

Based on a review of records on file at Dovetail and the DHR, 350 previously recorded, above-ground resources are located within the 0.25-mile (0.4-km) background review buffer (Table 6-1 in Appendix A, p. 23), two of which—the subject bridges (DHR #500-0001-0004 and 500-0001-0005)—are located within the project footprint and 40 of which are located within the study area (Table 3-3; Figure 3-1, p. 11). Those located within the study area were surveyed during the DC2RVA project and have been evaluated for both individual NRHP eligibility and as contributing elements to associated historic districts, as applicable.

The two subject bridges were recorded in 2016 as part of the DC2RVA project. The rail bridge at Commonwealth Avenue is a circa-1900, single-span, steel-deck-plate-girder railroad bridge (DHR #500-0001-0004). Its form and materials are common to the era of construction, and it features no outstanding architectural or engineering details. For these reasons it was found to be not individually eligible for the NRHP but is a contributing resource to the Richmond, Fredericksburg and Potomac (RF&P) Railroad (500-0001). The King Street rail bridge is a circa-1900, two-span, steel-plate, through-girder railroad bridge that carries four lanes of tracks (DHR #500-0001-0005). Like the Commonwealth Avenue bridge, it is not individually eligible for the NRHP, but it contributes to the eligibility of the RF&P Railroad.

Of the 350 resources, six are listed in the NRHP and Virginia Landmarks Register (VLR). The Boundary Markers of the Original District of Columbia (DHR #000-0022) are the original boundary markers of D.C., placed 1 mile (0.8 km) apart, that are within the counties of Arlington and Fairfax and the cities of Alexandria and Falls Church that date to the late 1780s and early 1790s. This grouping of markers was recorded in a Multiple Property Documentation Form and listed in the VLR in 1990 and the NRHP in 1991. The Bruins Slave Jail (DHR #100-0047), also the former Fairfax County Court House, is a Federal-style brick dwelling built circa 1819 for John Longden. In 1844, it was sold to Joseph Bruin, a slave dealer, who utilized the house as a "slave jail" for enslaved people awaiting sale to individuals or other dealers. It served as the Fairfax County Court House between 1862 to 1865 under the Restored Government of Virginia. It was listed in the VLR in 1999 and the NRHP in 2000 under Criteria A and C, under the areas of significance of Commerce, Politics/Government, and Ethnic Heritage.

TABLE 3-3. PREVIOUSLY RECORDED ARCHITECTURAL PROPERTIES WITHIN THE STUDY AREA. FOR A FULL LIST OF THE 350 PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES WITHIN THE 0.25-MILE (0.4-KM) BACKGROUND REVIEW BUFFER, SEE APPENDIX A

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
029-5470	Washington and Virginia Railway Company, Washington, Arlington and Falls Church Electric Railway	N/A	DHR Staff: Not Eligible (2016)
100-0124	Alexandria Depot, Alexandria Union Station	N/A	NRHP Listing, VLR Listing (2013)
100-0128	George Washington Masonic Lodge National Memorial, George Washington Masonic National Memorial	N/A	National Historic Landmark (NHL) Listing (2015), NRHP Listing (2015)
100-0131/100-0137-0254	Apartment Building, 6 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0132/100-0137-0253	Miller House, 5 Sunset Drive, Railroad Hotel	Rosemont Historic District	Not Evaluated
100-0133-0259	House, 1739 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0137	Rosemont Historic District	Rosemont Historic District	NRHP Listing, VLR Listing (1992)
100-0137-0002	Dwelling, 4 West Cedar Street, Giese House, Water Commissioner's House	Rosemont Historic District	DHR Staff: Not Eligible (2018)

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0137-0004	Dwelling, 6 West Cedar Street, Murtagh House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0008	Dwelling, 8 West Cedar Street Gartlam House, Jackson House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0010	Dwelling, 10 West Cedar Street, Harris House, Nazzaro House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0029	Townhouse, 67, 69, and 71 Commonwealth Avenue	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0030	Townhouse, 73, 75, and 77 Commonwealth Avenue	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0075	Building, 1921 King Street	Rosemont Historic District	Not Evaluated
100-0137-0227	Burns House (Current), Dwelling, 11 Russell Road (Function/Location), Marsh House (Historic)	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0228	Rennings House, Tatspaugh House	Rosemont Historic District	Not Evaluated
100-0137-0255	House, 7 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0256	Apartment Building, 8 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0257	Attached Houses, 9-11 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0258	Alexandria Lodgings	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0259	Apartment Building, 12A and 12B Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0260	Apartment Building, 13 Sunset Drive, Rosemont Apartments	Rosemont Historic District	Not Evaluated
100-0137-0261	The Fisher House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0262	Double House, 15-17 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0263	Double House, 16 and 18 Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0264	Davis House, House, 19 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0265	The Grant House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0266	Double House, 21-23 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0267	House, 22 Sunset Drive (	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0268	Yowell House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0269	Double House, 25-25 1/2 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0270	Apartment Building, 26 Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0271	House, 27 Sunset Drive, Tolbert House	Rosemont Historic District	Not Evaluated
100-0137-0272	Double House, 28 and 28A Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0273	Czekalski House, House, 30 Sunset Drive, Stickley House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0274	The Harrison House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0314	Condominiums, 3 Russell Road	Rosemont Historic District	DHR Staff: Not Eligible (2018)
500-0001	Richmond, Fredericksburg and Potomac Railroad	N/A	DHR Staff: Eligible (2017)
500-0001-0004	Bridge, CSX Tracks over Commonwealth Avenue	RF&P Railroad	DHR Staff: Not Eligible (2017)
500-0001-0005	Bridge, CSX Tracks over King Street	RF&P Railroad	DHR Staff: Not Eligible (2017)

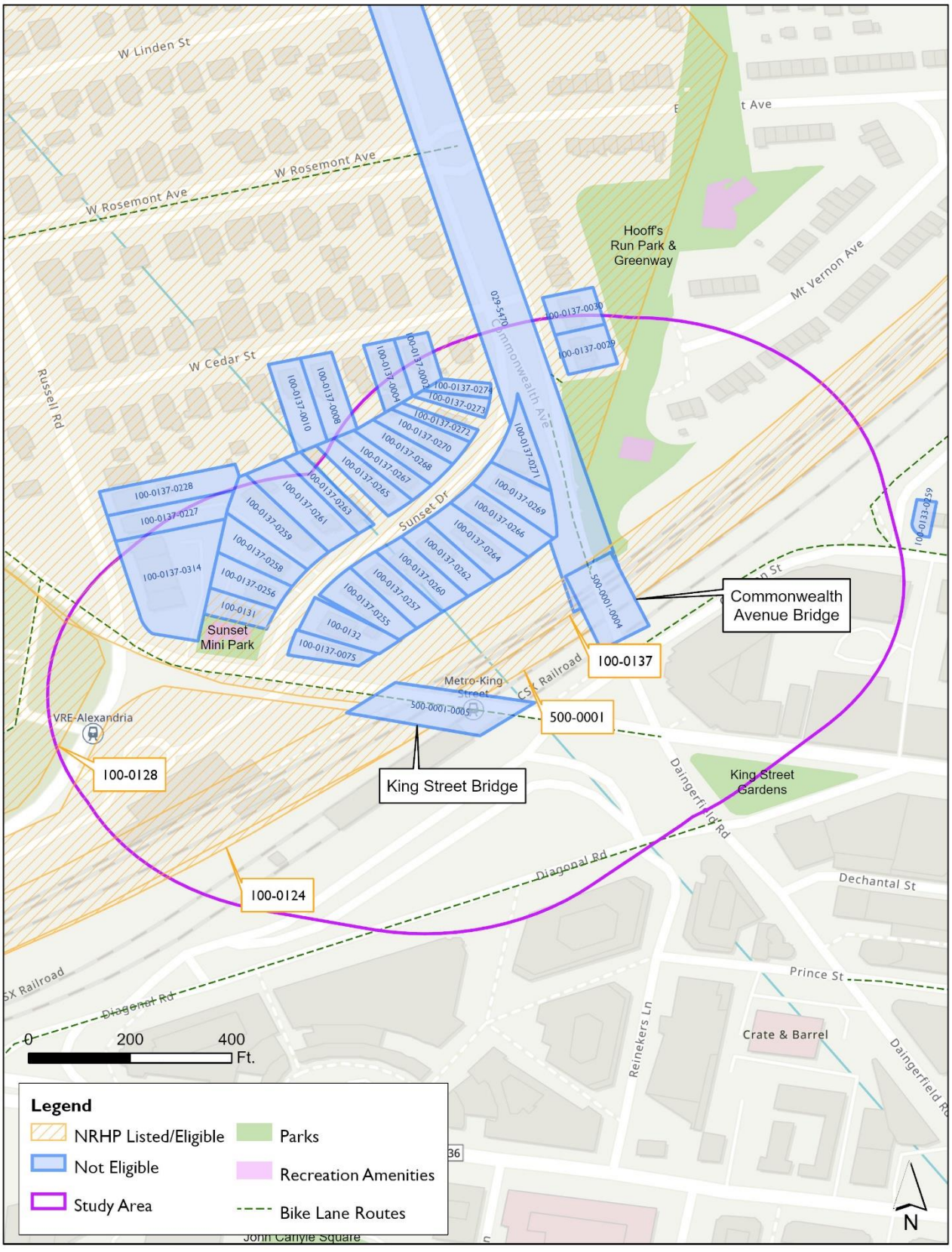


FIGURE 3-1. PREVIOUSLY RECORDED RESOURCES IN THE STUDY AREA (ESRI 2021)

Alexandria Union Station (DHR #100-0124) was built in 1905 in the Colonial Revival style. The original layout had separate waiting rooms divided both by gender and race, with a "colored" waiting room, a white woman's waiting room, and a general "white" waiting room. The resource was listed in the NRHP in 2013. The George Washington Masonic National Memorial (DHR # 100-0128) is a circa-1922, nine-story, Colonial Revival-style memorial and museum designed as a central repository for Masonic documents. The resource was listed in the NRHP in 2015. It is also a National Historic Landmark (NHL). Uptown/Parker-Gray Historic District (DHR #100-0133) is a 45-block district that covers two neighborhoods, one of which is Uptown, an early-nineteenth-century freedman's community. The district features obvious economic stratification between historically white and Black areas. It was listed in the VLR in 2008 and NRHP in 2010 under Criteria A and C for its association with the development of Alexandria and the freedman community as well as containing a building stock architecturally distinctive from the high-style properties found within the Alexandria Historic District (DHR #100-0121) to the north. Rosemont Historic District (DHR #100-0137) is an excellent example of an early-twentieth-century planned neighborhood. Comprising over 450 homes, the area was platted in 1908 with most homes built by 1940. The district was listed in the NRHP in 1992.

Two resources have been determined to be eligible for the NRHP but are not listed: Southwest No. 2 Boundary Marker (DHR #000-0022-0003) and the RF&P Railroad corridor (DHR #500-0001). The Southwest No 2. Boundary Marker, associated and contributing to the Boundary Markers of the Original District of Columbia (DHR #000-0022), is a circa-1920 stone marker located on Russell Road at the intersection of King Street and Callahan Drive and was determined individually eligible in 2018. The other NRHP eligible, but not listed, resource is the RF&P Railroad corridor. The RF&P Railroad opened in 1836. The first segment led from Richmond to Spotsylvania County, with the line reaching Fredericksburg in 1837. Eventually, the system spanned the 126 miles (202.8 km) from the Potomac River to downtown Richmond. The corridor was determined eligible for the NRHP in 2017.

Forty-two of the total 350 previously recorded above-ground resources within 0.25 miles (0.4km) of the study area were formally determined not individually eligible for listing in the NRHP by DHR staff. They comprise single- and multi-family dwellings, a railroad bed, and the two previously discussed bridges. Twenty-one of these resources are located within the boundaries of the Rosemont Historic District (DHR #100-0037) and are contributing resources to said district's historic significance. All of the resources are single- or multi-family dwellings built in the first half of the twentieth century; designed in a multitude of styles that were popular at the time including Colonial Revival, Craftsman, and Arts and Crafts styles; and situated within a lush landscape along curvilinear streets.

Of the 350 previously recorded resources located within the 0.25-mile (0.4-km) background review buffer, 300 have not received a formal eligibility determination by DHR staff. A majority (n=292) are single- or multi-family dwellings, 132 of which are located within the Rosemont Historic District, 73 are located in the Parker-Gray Historic District, and 54 are located within the Uptown portion of the Parker-Gray Historic District. The remaining eight unevaluated resources include a school complex located in the Parker-Gray Historic District, a church, a restaurant, an office building, and two commercial buildings.

3.4 Historic Map Review

The earliest mapping of the City of Alexandria focuses primarily on the port town of Alexandria, established in 1748. The study area and surrounding vicinity comprised a fairly rural area on the outskirts of the port town. In 1789, when the 10-square-mile (2,590-sq-ha) District of Columbia was plotted, the study area and surrounding vicinity was where the original southwest boundary line was drawn. It was not until 1801 that most of Alexandria was formally ceded into Washington, D.C., and Alexandria would remain within the legal boundaries of the District of Columbia until it

was retroceded back to Virginia in 1847 (City of Alexandria 2022). Around 1806, the Little River Turnpike (currently VA 236/Duke Street), still located just south of the study area, was constructed and brought easy land travel from the west, allowing farmers another option to bring their goods to the port town. The Alexandria and Leesburg Turnpike (current Route 7/King Street), which leads from Alexandria and travels northwest towards Leesburg, was approved by Congress in 1813; however, not much was constructed until the 1820s (City of Alexandria 2022). During the first half of the nineteenth century, the study area of was fairly rural with some buildings lining those main thoroughfares.

Fairfax County entered the competitive railroad industry in 1852 with the Alexandria, Loudon, and Hampshire Railroad, intended to link Washington, D.C. and the coal fields in the west (Netherton et al. 1992). The Orange & Alexandria Railroad (O&A Railroad), the original line running east-west south of the study area, was constructed along the western outskirts of Alexandria in 1849 and was first under operation in 1851 (City of Alexandria 2022). During the beginning of the Civil War, the extent of the study area remained fairly unchanged and appeared to have been a mix of open or wooded areas (Figure 3-2; Figure 3-3, p. 14) (Bachman 1861; Magnus 1863). Due to its location immediately outside of the core of Alexandria with Fort Lyons and Ellsworth to the west, and the fact that the city was the capital of the Restored Government of Virginia, the area more than likely experienced some activity such as encampments, command or communication areas, or maneuver grounds (see Figure 3-3, p. 14).

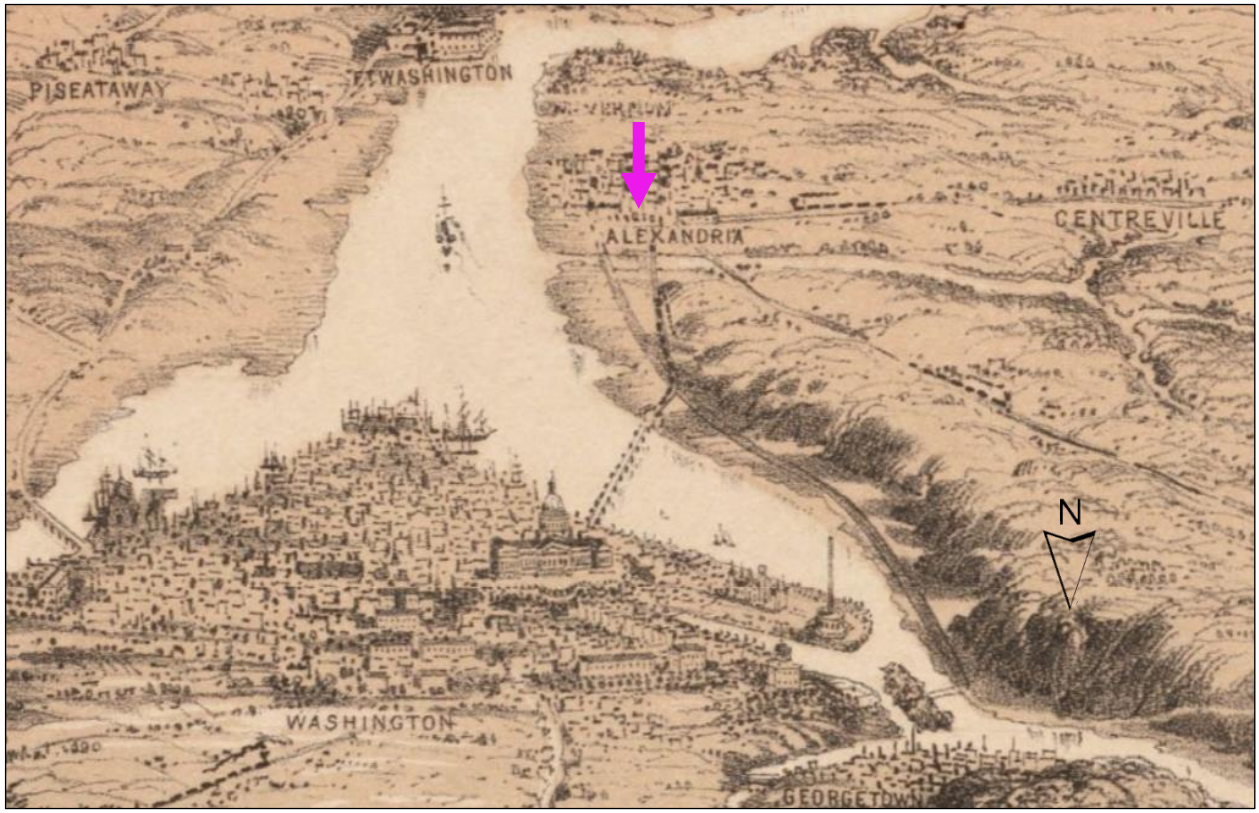


FIGURE 3-2. 1861 BIRD'S EYE VIEW OF ALEXANDRIA WITH WASHINGTON, D.C., IN THE FOREGROUND, MOUNT VERNON IN THE BACKGROUND (BACHMAN 1861). PINK ARROW DENOTES APPROXIMATE STUDY AREA. NOT TO SCALE

Not much in the area changed during the latter half of the nineteenth century according to historic mapping (Figure 3-4, p. 15) (Hopkins 1879). Development along the two main western thoroughfares out of Alexandria remained sporadic and although the downtown area grew and expanded, it did not yet enter into the study area until the turn of the twentieth century (Figure

3-5, p. 15) (USGS 1890, 1900). The 1900 USGS map indicates that the street grid was extending into the study area and a city reservoir was built west of the study area to supplement the city with water. Shortly after this map was developed, the 1901 Plan for Washington, D.C., proposed to consolidate the region's rail operations under the RF&P (Cohen 2022). The Alexandria Union Station (DHR # 100-0124), located within the study area, and the Potomac Yard, opened in 1905 and 1906, respectively (Cohen 2022).

FIGURE 3-3. 1863 BIRD'S EYE VIEW OF ALEXANDRIA SHOWING THE POTOMAC RIVER IN THE FOREGROUND AND FORT LYONS (DENOTED AS 2), FORT ELLSWORTH (DENOTED AS 3), AND THE FAIRFAX SEMINARY (DENOTED AS 4) IN THE BACKGROUND AND THE O&A RAILROAD DEPOT (DENOTED AS 7) IN THE MIDDLE GROUND (MAGNUS 1863). AT THIS TIME, THE STUDY AREA (DENOTED BY PINK ARROWS), LOCATED NORTH OF THE O&A RAILROAD AND LITTLE RIVER TURNPIKE AND A PORTION OF WHICH EVENTUALLY CARRIES KING STREET, WAS A COMBINATION OF OPEN AND WOODED LAND. NOT TO SCALE

Following the rail expansion in the area, a boom in development surged westward around the study area and included the platting of the Rosemont and George Washington Park as well as the establishment of the George Washington Masonic National Memorial (DHR # 100-0128) around 1922 near the reservoir, within the study area (Figure 3-6, p. 16). Baseball grounds and a gasoline service station along King Street are noted in the 1921 Sanborn Fire Insurance Company (Sanborn) mapping immediately east of the study area while the subdivisions to the northwest were partially filled by brick and frame dwellings by the time (Figure 3-7, p. 16) (Sanborn 1921:Plates 25–27).

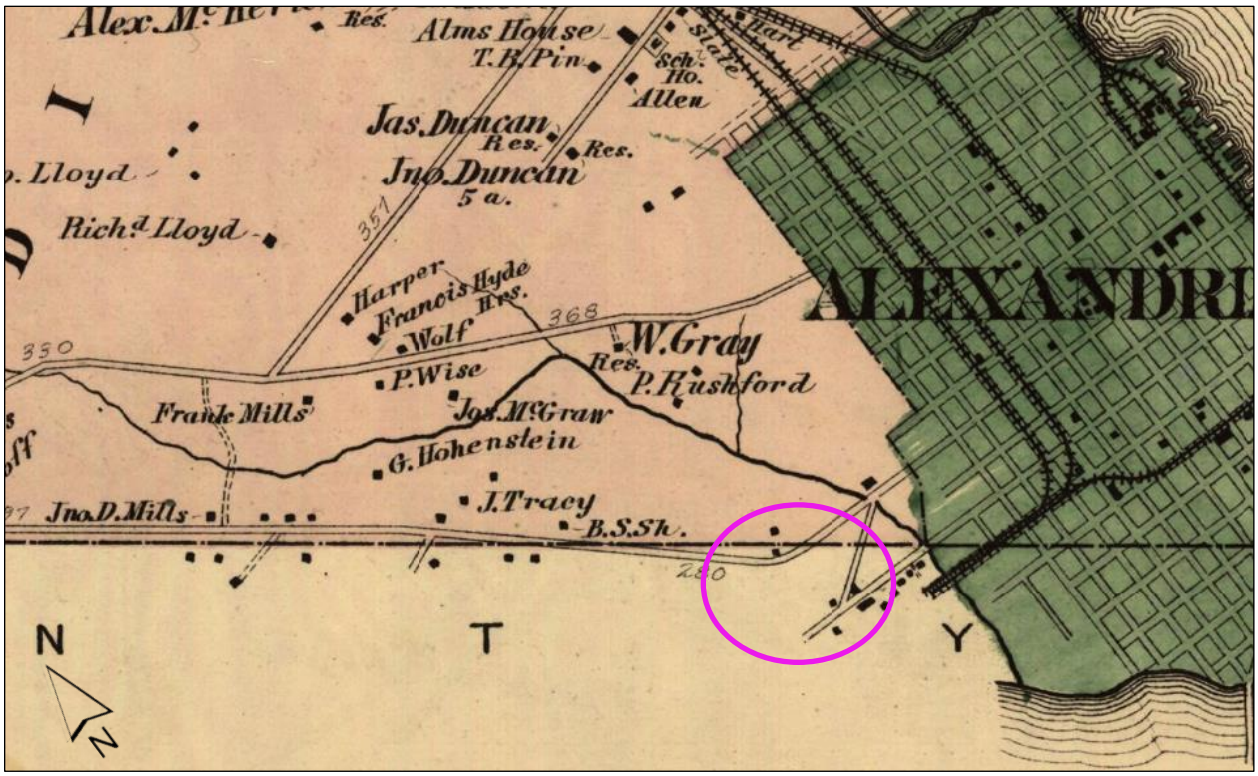


FIGURE 3-4. 1879 HOPKINS MAP OF WASHINGTON AND SURROUNDING COUNTIES WITH APPROXIMATE LOCATION OF STUDY AREA CIRCLED IN PINK (HOPKINS 1879). NOT TO SCALE

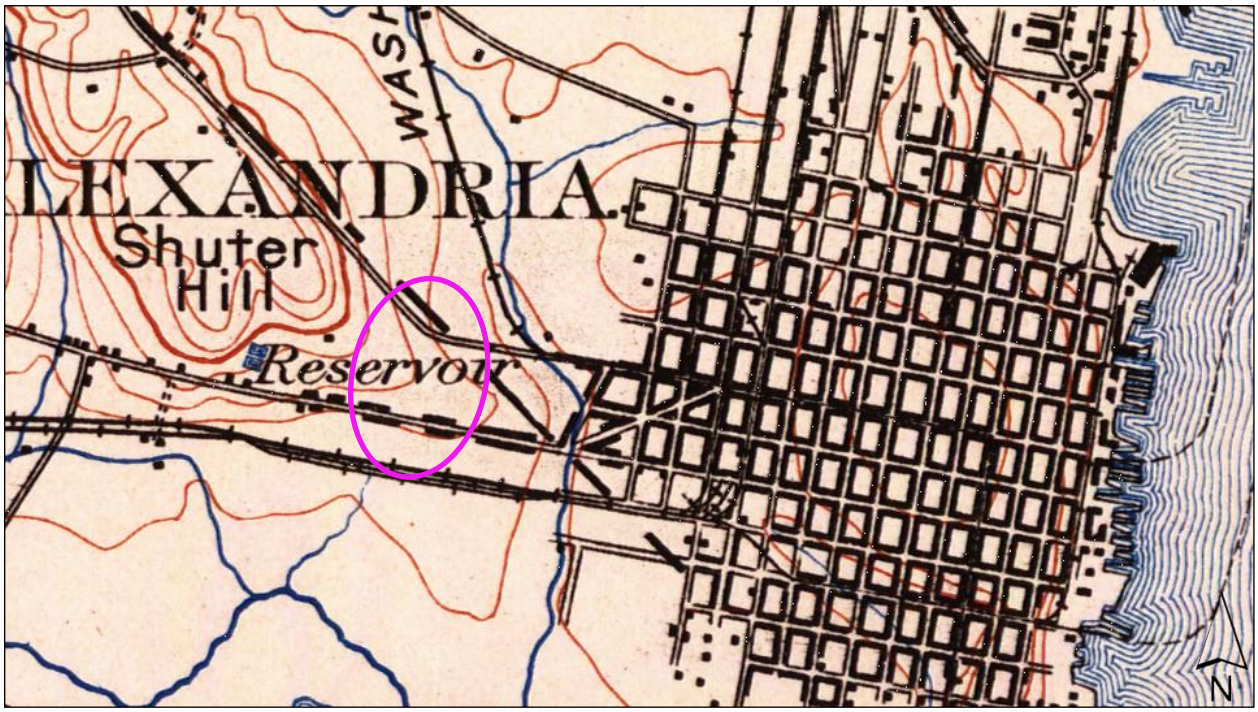


FIGURE 3-5. 1900 USGS MAP WITH APPROXIMATE LOCATION OF STUDY AREA CIRCLED IN PINK (USGS 1900). NOT TO SCALE

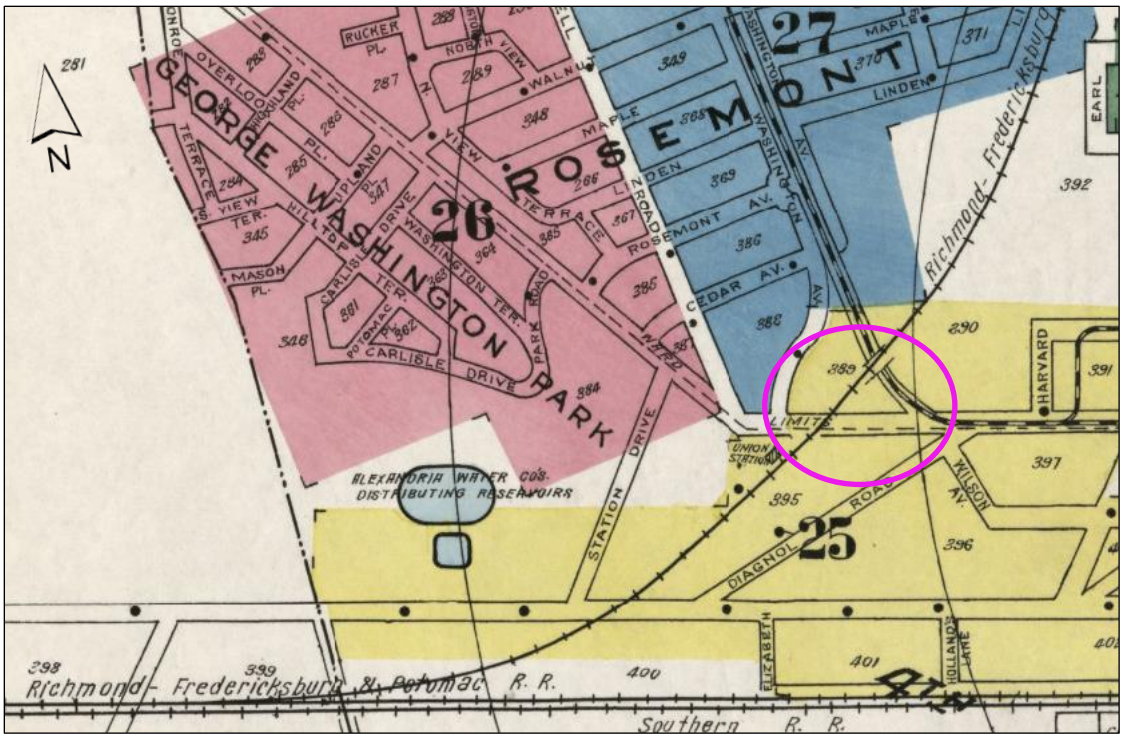


FIGURE 3-6. KEY MAP OF THE 1921 SANBORN MAPS WITH LOCATION OF STUDY AREA CIRCLED IN PINK (SANBORN 1921). NOT TO SCALE

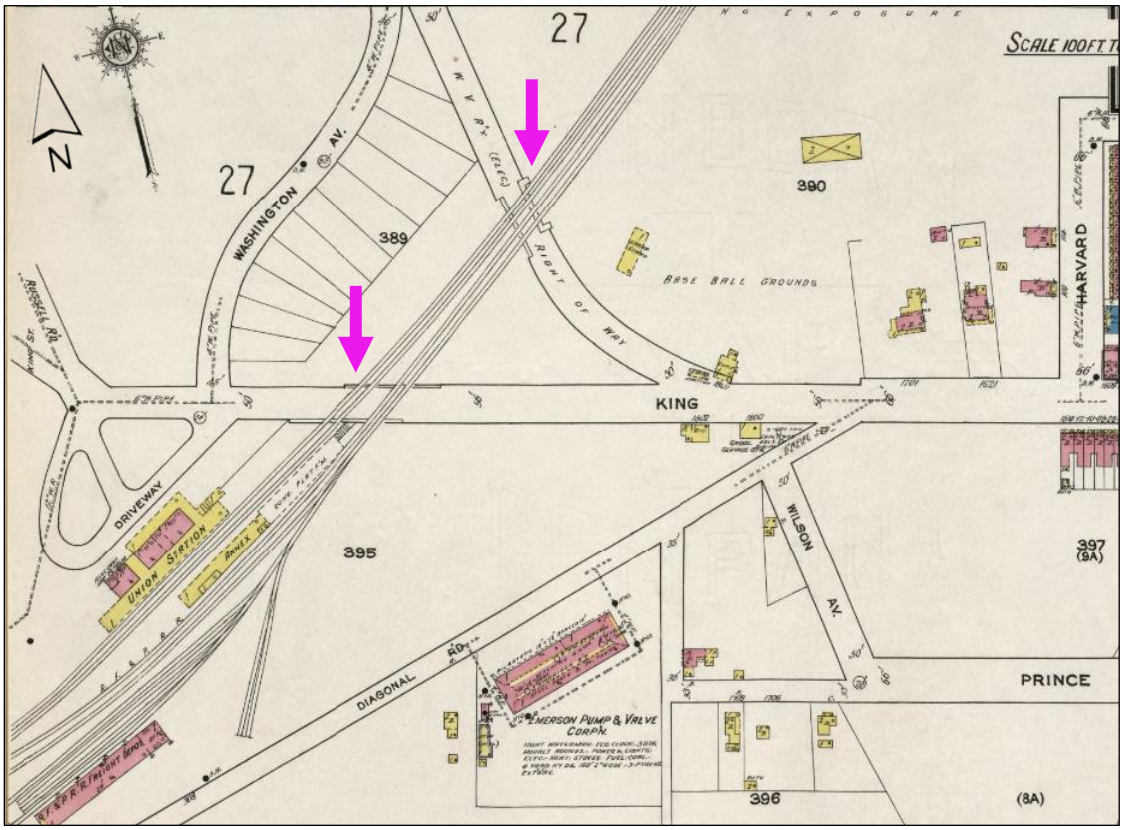


FIGURE 3-7. DETAIL MAP OF THE 1921 SANBORN MAPS WITH LOCATION OF STUDY AREA INDICATED BY PINK ARROWS (SANBORN 1921:PLATE 25). NOT TO SCALE

By the mid-twentieth century, the subdivisions to the north of the study area were fully constructed and the beginnings of newer subdivisions were being platted and constructed between Little River Turnpike and King Street, northwest of the Masonic memorial. Further small-scale residential and commercial development occurred to the east in open lots on blocks near the railroad (Figure 3-8). At the tail end of the 1950s, the area just southwest of the study area began to experience some change, namely the demolition of the smaller residential and commercial buildings to make room for parking lots and larger commercial buildings (Nationwide Environmental Title Research, LLC [NETR] 1949, 1957). The early 1960s brought the Capital Beltway south of the study area which was the beginning of major change for the area, particularly southeast of the study area (NETR 1962). By the late 1980s, the triangular block between Diagonal Road, Duke Street, and Daingerfield Road was almost all razed to make way for multi-story office buildings, which then spread to the north side of King Street near the railroad, east, and south of Duke Street by 2000 to include more office space, hotels, and community resources such as shopping centers (Figure 3-9, p. 18) (Maxar Technologies 2000; USGS 1988). The rail yard, owned by the Southern Railway, located south of the study area was eliminated and the area now comprises the United States Patent and Trademark Office campus (Maxar Technologies 2005).

FIGURE 3-8. 1946 AERIAL OF ALEXANDRIA WITH THE APPROXIMATE LOCATION OF THE STUDY AREA CIRCLED IN PINK (UNITED STATES ARMY MAP SERVICE 1946)

FIGURE 3-9. 1988 AERIAL OF ALEXANDRIA WITH THE APPROXIMATE LOCATION OF THE STUDY AREA CIRCLED IN PINK (USGS 1988)

4 Summary and Recommendations

The preliminary cultural resource studies for the King Street and Commonwealth Avenue Rail Bridges feasibility project included a background literature and records review and an evaluation of historic maps of the study area to ascertain the potential for resources.

4.1 Summary

The background literature and records review explored the 500-foot (152.4-m) study area as well as a 0.25-mile (0.4-km) buffer around the study area in order to better understand the cultural resource context of the study area. This review identified 13 cultural resource surveys, nine archaeological sites, and 350 architectural resources that have been recorded with the DHR within the background review buffer. Six previous surveys overlap the study area; no recorded archaeological sites are within the project footprint or surrounding study area. Of the 350 architectural resources, 40 are located within the study area. Of those 40, four have been listed in the NRHP or were determined by DHR staff as eligible for listing in the NRHP (DHR #100-0124, 100-0128, 100-0137, and 500-0001) and the remaining resources were determined not individually eligible for listing in the NRHP. Thirty-two are located within the Rosemont Historic District and two (the bridges under study, King Street Rail Bridge [500-0001-0004] and Commonwealth Avenue Rail Bridge [500-0001-0005]) are associated with the RF&P Railroad (500-0001). Of the 310 resources located within the 0.25-mile (0.4-km) background review buffer and situated outside of the study area, three are listed in the NRHP (000-0022, 100-0047, and 100-0133), one was determined eligible for the NRHP (000-0022-0003), 20 resources were determined not eligible for listing in the NRHP, and the remainder were not formally evaluated for the NRHP by DHR staff.

4.2 Recommendations

Given the presence of cultural resources within the project study area, additional survey will likely be required. The architectural study area (500-foot [152.4-m] buffer around the project footprint) was surveyed between 2015 and 2016 as part of the DC2RVA project. A total of 40 resources were identified in the 500-foot (152-4-m) study area. Of these resources, three are listed in the NRHP (Alexandria Union Station [100-0124], George Washington Masonic National Memorial [100-0128], and the Rosemont Historic District [100-0137]) and one is eligible for the NRHP (RF&P Railroad [500-0001]). The remaining 37 are not individually eligible but are contributing elements to their respective historic districts. This includes the two bridges to be replaced, which both contribute to the RF&P Railroad. To meet DHR guidelines, future architectural studies should include a brief revisit of all resources that were evaluated more than five years ago. This includes a revisit of 37 of the 40 recorded architectural properties (three were studied in 2019 as part of another project and therefore no revisit is needed as long as the environmental studies are completed by 2024). The study will then be summarized in a project report and DHR VCRIS packets will be completed for each resource as required by state guidelines.

Regarding archaeology, the project footprint/area of archaeological impact has been previously surveyed for subsurface resources (Klein et al. 2014; McCloskey et al. 2016). No sites are located in the LOD. As such, no additional archaeological studies will likely be required.

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6 Appendix A

TABLE 6-1. PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES LOCATED WITHIN THE STUDY AREA AND THE 0.25-MILE (0.4-KM) BACKGROUND REVIEW BUFFER

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
000-0022	Boundary Markers of the Original District of Columbia, Boundary Markers of the Original District of Columbia Federal City	N/A	NRHP Listing (1992), VLR Listing (1991)
000-0022-0003	Southwest No. 2 Boundary Marker	Boundary Markers of the Original District of Columbia	DHR Staff: Eligible (2018)
029-5470	Washington and Virginia Railway Company, Washington, Arlington and Falls Church Electric Railway	N/A	DHR Staff: Not Eligible (2016)
100-0046	House, 1621 Duke Street	N/A	Not Evaluated
100-0047/ 44AX0172	Bruins Slave Jail, Fairfax County Court House, House, 1707 Duke Street, West End Village Building	Underground Railroad Network to Freedom	NRHP Listing (2000), VLR Listing (1999)
100-0124	Alexandria Depot, Alexandria Union Station	N/A	NRHP Listing, VLR Listing (2013)
100-0128	George Washington Masonic Lodge National Memorial, George Washington Masonic National Memorial	N/A	NHL Listing (2015), NRHP Listing (2015)
100-0131/ 100-0137-0254	Apartment Building, 6 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0132/ 100-0137-0253	Miller House, 5 Sunset Drive, Railroad Hotel	Rosemont Historic District	Not Evaluated
100-0133	Parker-Gray Historic District, Uptown/Parker-Gray Historic District	Parker-Gray Historic District	NRHP Listing (2010), VLR Listing (2008)
100-0133-0156	House, 108 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0157	House, 110 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0158	House, 112 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0159	House, 114 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0160	House, 116 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0161	House, 118 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0162	House, 120 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0163	House, 122 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0164	House, 124 Baggett Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0165	House, 1615 Boyle Street North	Parker-Gray Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0133-0166	House, 1613 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0167	House, 1611 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0168	House, 1609 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0169	House, 1607 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0170	House, 1605 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0171	House, 1603 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0172	House, 1601 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0173	House, 1622 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0174	House, 1620 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0175	House, 1618 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0176	House, 1616 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0177	House, 1614 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0178	House, 1612 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0179	House, 1610 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0180	House, 1608 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0181	House, 1606 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0182	House, 1604 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0183	House, 1602 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0184	House, 1600 Boyle Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0185	House, 211 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0186	House, 213 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0187	House, 215 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0188	House, 217 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0189	House, 219 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0190	House, 221 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0191	House, 225 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0192	House, 227 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0193	House, 229 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0194	House, 231 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0195	House, 233 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0196	House, 235 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0197	House, 237 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0198	House, 239 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0199	House, 241 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0200	House, 243 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0201	House, 245 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0202	House, 303 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0203	House, 305 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0204	House, 307 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0205	House, 309 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0206	House, 311 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0207	House, 313 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0208	House, 315 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0209	House, 317 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0210	House, 319 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0211	House, 321 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0212	House, 323 Buchanan Street North	Parker-Gray Historic District	Not Evaluated
100-0133-0238	House, 1414 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0239	House, 1416 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0240	House, 1418 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0241	House, 1420 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0133-0242	House, 1422 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0243	Jefferson Houston School, Auditorium, and Pool Complex, USO Auditorium, 1501 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0244	House, 1500 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0245	House, 1502 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0246	House, 1504 Cameron Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0247	House, 1715 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0248	House, 1717 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0249	House, 1719 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0250	House, 1721 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0251	House, 1723 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0252	House, 1725 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0253	House, 1727 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0254	House, 1729 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0255	House, 1731 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0256	House, 1733 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0257	House, 1735 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0258	House, 1737 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0259	House, 1739 Cameron Street	Parker-Gray Historic District	Not Evaluated
100-0133-0432	House, 106 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0434	House, 108 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0435	House, 110 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0436	House, 112 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0437	House, 114 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0438	House, 116 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0439	House, 118 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0440	House, 120 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0441	House, 122 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0442	House, 124 Harvard Street	Parker-Gray Historic District	Not Evaluated
100-0133-0443	House, 126 Harvard Street	Parker-Gray Historic District	Not Evaluated
100-0133-0444	House, 103 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0133-0445	House, 105 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0446	House, 107 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0447	House, 109 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0448	House, 111 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0449	House, 113 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0450	House, 115 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0451	House, 117 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0452	House, 119 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0453	House, 121 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0454	House, 123 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0455	House, 125 Harvard Street	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0456	House, 127 Harvard Street	Parker-Gray Historic District	Not Evaluated
100-0133-0986	House, 111 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0987	House, 113 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0988	House, 115 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0989	House, 117 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0990	House, 119 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0991	House, 121 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0992	House, 123 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0993	House, 125 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0133-0994	House, 110 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0995	House, 112 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0996	House, 114 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0997	House, 116 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0998	House, 118 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-0999	House, 120 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-1000	House, 122 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-1001	House, 124 Peyton Street North	Uptown/Parker-Gray Historic District; Parker-Gray Historic District	Not Evaluated
100-0133-1117	House, 1613 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1119	House, 1600 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1120	House, 1602 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1121	House, 1604 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1122	House, 1606 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1123	House, 1608 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1124	House, 1610 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1125	House, 1612 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0133-1126	House, 1614 Princess Street	Parker-Gray Historic District	Not Evaluated
100-0137	Rosemont Historic District (NRHP Listing)	Rosemont Historic District	NRHP Listing, VLR Listing (1992)
100-0137-0001	Lindrew House	Rosemont Historic District	Not Evaluated
100-0137-0002	Dwelling, 4 West Cedar Street, Giese House , Water Commissioner's House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0003	Sloan House	Rosemont Historic District	Not Evaluated
100-0137-0004	Dwelling, 6 West Cedar Street, Murtagh House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0005	Coleman House, Kimmelfield House	Rosemont Historic District	Not Evaluated
100-0137-0006	Dwelling, 8 West Cedar Street, Sidley House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0007	Gore House	Rosemont Historic District	Not Evaluated
100-0137-0008	Dwelling, 8 West Cedar Street, Gartlam House, Jackson House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0009	Elmor House, King House	Rosemont Historic District	Not Evaluated
100-0137-0010	Dwelling, 10 West Cedar Street, Harris House , Nazzaro House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0011	Newton House, Poole House	Rosemont Historic District	Not Evaluated
100-0137-0012	Gore House, Ward House	Rosemont Historic District	Not Evaluated
100-0137-0013	Goldsworthy House	Rosemont Historic District	Not Evaluated
100-0137-0014	Kline House, Warfield House	Rosemont Historic District	Not Evaluated
100-0137-0015	Cradlin House, Rubenstein House	Rosemont Historic District	Not Evaluated
100-0137-0016	Hoffman House, Lee House	Rosemont Historic District	Not Evaluated
100-0137-0017	Finnell House	Rosemont Historic District	Not Evaluated
100-0137-0018	Downs House, Goodloe House	Rosemont Historic District	Not Evaluated
100-0137-0019	Amos House	Rosemont Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0137-0020	Thomas House	Rosemont Historic District	Not Evaluated
100-0137-0021	Davis House, Oden House	Rosemont Historic District	Not Evaluated
100-0137-0022	Dugan House, Presbyterian Manse	Rosemont Historic District	Not Evaluated
100-0137-0023	Lukens House	Rosemont Historic District	Not Evaluated
100-0137-0024	Collier-Jameson House, Cox House	Rosemont Historic District	Not Evaluated
100-0137-0025	Burke House, Pearson House	Rosemont Historic District	Not Evaluated
100-0137-0026	Hosefros House	Rosemont Historic District	Not Evaluated
100-0137-0027	Krafft-May House, Warthen House	Rosemont Historic District	Not Evaluated
100-0137-0028	Agner House, Mann House	Rosemont Historic District	Not Evaluated
100-0137-0029	Townhouse, 67, 69, and 71 Commonwealth Avenue	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0030	Townhouse, 73, 75, and 77 Commonwealth Avenue	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0031	House, 100 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0032	Dornin House, House, 102 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0033	Townhouse, 103, 105, and 107 Commonwealth Avenue	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0034	House, 104 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0035	Townhouse, 109, 111, and 113 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0036	House, 115 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0037	Townhouse, 117 and 119 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0038	House, 121 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0039	Townhouse, 123 and 125 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0040	House, 127 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0041	House, 201 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0042	Townhouse, 203 and 205 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0043	House, 204 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0044	Campbell House, Holland House	Rosemont Historic District	Not Evaluated
100-0137-0045	Townhouse, 207, 209, and 211 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0046	Townhouse, 213 and 215 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0047	House, 217 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0048	Apartment Building, 300 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0049	House, 301 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0050	Townhouse, 303 and 305 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0052	Townhouse, 307, 309, and 311 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0053	Townhouse, 313 and 315 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0054	House, 317 Commonwealth Avenue	Rosemont Historic District	Not Evaluated
100-0137-0075	Building, 1921 King Street	Rosemont Historic District	Not Evaluated
100-0137-0076	Welch House	Rosemont Historic District	Not Evaluated
100-0137-0077	Miller House	Rosemont Historic District	Not Evaluated
100-0137-0081	3 East Linden Street	Rosemont Historic District	Not Evaluated
100-0137-0082	4 East Linden Street	Rosemont Historic District	Not Evaluated
100-0137-0083	5,7,9 East Linden Street	Rosemont Historic District	Not Evaluated
100-0137-0087	14-16 East Linden Street	Rosemont Historic District	Not Evaluated
100-0137-0089	18 East Linden Street	Rosemont Historic District	Not Evaluated
100-0137-0090	21 East Linden Street	Rosemont Historic District	Not Evaluated
100-0137-0091	Davis House	Rosemont Historic District	Not Evaluated
100-0137-0092	Bennheimer House	Rosemont Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0137-0093	Davis House, Givens House	Rosemont Historic District	Not Evaluated
100-0137-0094	Penn House, Young House	Rosemont Historic District	Not Evaluated
100-0137-0095	Humphries House, Painter House	Rosemont Historic District	Not Evaluated
100-0137-0096	Barton House, Trigaux House	Rosemont Historic District	Not Evaluated
100-0137-0097	Gilliam House, St. Clair House	Rosemont Historic District	Not Evaluated
100-0137-0098	Allen House, Shultz House	Rosemont Historic District	Not Evaluated
100-0137-0099	Eddy House, Lucas House	Rosemont Historic District	Not Evaluated
100-0137-0100	Everly House, Meltzer House	Rosemont Historic District	Not Evaluated
100-0137-0101	Dove House, Morgan House	Rosemont Historic District	Not Evaluated
100-0137-0102	Lemon House Stout House	Rosemont Historic District	Not Evaluated
100-0137-0103	Bradley House, Moore House	Rosemont Historic District	Not Evaluated
100-0137-0104	Egan House, Schurtz House	Rosemont Historic District	Not Evaluated
100-0137-0105	Erion House, Orley House	Rosemont Historic District	Not Evaluated
100-0137-0106	Shuman House, Wilkening House	Rosemont Historic District	Not Evaluated
100-0137-0107	Cannon House, Spoor House	Rosemont Historic District	Not Evaluated
100-0137-0108	Sklar House, Smith House	Rosemont Historic District	Not Evaluated
100-0137-0112	Hansen House, Waller House	Rosemont Historic District	Not Evaluated
100-0137-0114	3 East Maple Street	Rosemont Historic District	Not Evaluated
100-0137-0116	9 East Maple	Rosemont Historic District	Not Evaluated
100-0137-0119	House, 4 West Maple Street	Rosemont Historic District	Not Evaluated
100-0137-0121	Furr House, Jamison House	Rosemont Historic District	Not Evaluated
100-0137-0123	Armstrong House, Zanone House	Rosemont Historic District	Not Evaluated
100-0137-0125	Crahan House, Curtin House	Rosemont Historic District	Not Evaluated
100-0137-0127	Walters House	Rosemont Historic District	Not Evaluated
100-0137-0129	Helwig House	Rosemont Historic District	Not Evaluated
100-0137-0150	Anderton House, Talmadge House	Rosemont Historic District	Not Evaluated
100-0137-0151	Blount House, Brooke House	Rosemont Historic District	Not Evaluated
100-0137-0152	Blackwell House	Rosemont Historic District	Not Evaluated
100-0137-0153	Acton House, Williams House	Rosemont Historic District	Not Evaluated
100-0137-0175	3 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0176	4 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0179	9 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0181	12 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0182	14 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0183	15 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0185	17 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0186	20 East Rosemont Ave.	Rosemont Historic District	Not Evaluated
100-0137-0187	Reddan House	Rosemont Historic District	Not Evaluated
100-0137-0188	Rao House	Rosemont Historic District	Not Evaluated
100-0137-0189	Cox House, White House	Rosemont Historic District	Not Evaluated
100-0137-0190	Harper House, Strader House	Rosemont Historic District	Not Evaluated
100-0137-0191	Bode House, Burke House	Rosemont Historic District	Not Evaluated
100-0137-0192	Norris House	Rosemont Historic District	Not Evaluated
100-0137-0193	Little House	Rosemont Historic District	Not Evaluated
100-0137-0194	Stephens House, Young House	Rosemont Historic District	Not Evaluated
100-0137-0195	Briggs-Shine House, Dienelt House	Rosemont Historic District	Not Evaluated
100-0137-0196	Deane House, Walsh House	Rosemont Historic District	Not Evaluated
100-0137-0197	Elliott House, 14 W Rosemount Ave, Goodman House	Rosemont Historic District	Not Evaluated
100-0137-0198	Callahan House, Manstof House	Rosemont Historic District	Not Evaluated
100-0137-0200	Dare House, Jones House	Rosemont Historic District	Not Evaluated
100-0137-0201	Grueneberger House, Kidd House	Rosemont Historic District	Not Evaluated
100-0137-0202	House, 19 West Rosemont Avenue	Rosemont Historic District	Not Evaluated
100-0137-0203	Rhodes House, Shelton House	Rosemont Historic District	Not Evaluated
100-0137-0204	Lynch House, Pohl House	Rosemont Historic District	Not Evaluated
100-0137-0205	Adams House, Amstutz House	Rosemont Historic District	Not Evaluated
100-0137-0206	Holden House, Holladay House	Rosemont Historic District	Not Evaluated
100-0137-0207	Carlson House, Hultish House	Rosemont Historic District	Not Evaluated
100-0137-0208	Burke House, Rodgers House	Rosemont Historic District	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-0137-0209	Kennedy House, Taylor House	Rosemont Historic District	Not Evaluated
100-0137-0211	Tong House	Rosemont Historic District	Not Evaluated
100-0137-0212	Kemper House, Schlickeisen House	Rosemont Historic District	Not Evaluated
100-0137-0213	Beaver House, Slaymaker House	Rosemont Historic District	Not Evaluated
100-0137-0227	Burns House, Dwelling, 11 Russell Road, Marsh House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0228	Rennings House, Tatspaugh House	Rosemont Historic District	Not Evaluated
100-0137-0229	Wine House	Rosemont Historic District	Not Evaluated
100-0137-0230	House, 15 Russell Road	Rosemont Historic District	Not Evaluated
100-0137-0233	Bock House, Garner House	Rosemont Historic District	Not Evaluated
100-0137-0234	Graham House, Gurlea House	Rosemont Historic District	Not Evaluated
100-0137-0235	Bayly House, Ertel House	Rosemont Historic District	Not Evaluated
100-0137-0255	House, 7 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0256	Apartment Building, 8 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0257	Attached Houses, 9-11 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0258	Alexandria Lodgings	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0259	Apartment Building, 12A and 12B Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0260	Apartment Building, 13 Sunset Drive, Rosemont Apartments	Rosemont Historic District	Not Evaluated
100-0137-0261	The Fisher House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0262	Double House, 15–17 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0263	Double House, 16 and 18 Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0264	Davis House, House, 19 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0265	The Grant House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0266	Double House, 21-23 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0267	House, 22 Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0268	Yowell House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0269	Double House, 25-25 1/2 Sunset Drive	Rosemont Historic District	Not Evaluated
100-0137-0270	Apartment Building, 26 Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0271	House, 27 Sunset Drive, Tolbert House	Rosemont Historic District	Not Evaluated
100-0137-0272	Double House, 28 and 28A Sunset Drive	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0273	Czekalski House, House, 30 Sunset Drive, Stickley House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0274	The Harrison House	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0137-0314	Condominiums, 3 Russell Road	Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-0195	House, 1520 King Street	N/A	Not Evaluated
100-0196	House, 1522 King Street	N/A	Not Evaluated
100-0197	House, 1524 King Street	N/A	Not Evaluated
100-5081	House, 122 South Peyton Street	N/A	Not Evaluated
100-5082	Commercial Building, 130 South Peyton Street	N/A	Not Evaluated
100-5099	Office Building, 1420 Prince St.	N/A	Not Evaluated
100-5110	House, 1415 King Street	N/A	Not Evaluated
100-5111	House, 1417 King Street	N/A	Not Evaluated
100-5112	Alleyne AME Zion Church	N/A	Not Evaluated
100-5113	Building, 1501 King Street	N/A	Not Evaluated
100-5114	House, 1503 King Street	N/A	Not Evaluated
100-5115	House, 1505 King Street	N/A	Not Evaluated
100-5116	Building, 1507 King Street	N/A	Not Evaluated

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-5117	Building, 1509 King Street	N/A	Not Evaluated
100-5118	House, 1511 King Street	N/A	Not Evaluated
100-5119	House, 1513 King Street	N/A	Not Evaluated
100-5120	House, 1515 King Street	N/A	Not Evaluated
100-5121	House, 1517 King Street	N/A	Not Evaluated
100-5122	House, 1519 King Street	N/A	Not Evaluated
100-5123	House, 1521 King Street	N/A	Not Evaluated
100-5124	House, 1523 King Street	N/A	Not Evaluated
100-5125	House, 1525 King Street	N/A	Not Evaluated
100-5126	Building, 1601 King Street	N/A	Not Evaluated
100-5127	House, 1607 King Street	N/A	Not Evaluated
100-5128	Building, 1609 King Street	N/A	Not Evaluated
100-5291	Ernie's Crab House Restaurant, Restaurant, 1743 King Street	N/A	Not Evaluated
100-5298	Townhouses, 121–129 East Linden Street	N/A	Not Evaluated
100-5299	Townhouses, 120–130 East Rosemont Avenue	N/A	Not Evaluated
100-5300	Townhouses, 112–118 East Rosemont Avenue	N/A	Not Evaluated
100-5301	Townhouses, 129–141 Mount Vernon Avenue	N/A	Not Evaluated
100-5302	Townhouses, 115–127 Mount Vernon Avenue	N/A	Not Evaluated
100-5303	Townhouses, 101–113 Mount Vernon Avenue	N/A	Not Evaluated
100-5304	Townhouses, 49–61 Mount Vernon Avenue	N/A	Not Evaluated
100-5305	Townhouses, 35–47 Mount Vernon Avenue	N/A	Not Evaluated
100-5306	Townhouses, 25–33 Mount Vernon Avenue	N/A	Not Evaluated
100-5307	Townhouses, 19–23 Mount Vernon Avenue	N/A	Not Evaluated
100-5341	East Rosemont Historic District	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5381	House, 104 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5382	House, 102 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5383	House, 100 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5384	Townhouses, 107-119 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5385	House, 105 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5386	House, 103 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5387	House, 101 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5388	House, 39 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5389	House, 37 E. Linden Street	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5390	Multi-Family, 60–110 E. Rosemont Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5391	Multi-Family, 46–58 E. Rosemont Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5392	Multi-Family, 32–44 E, Rosemont Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5393	Multi-Family, 31–43 E. Rosemont Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5394	Multi-Family, 49–57 E. Rosemont Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5395	Multi-Family, 48–110 Mt. Vernon Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
100-5396	Multi-Family, 38–46 Mount Vernon Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)

DHR #	Property Names/ Addresses	Historic District Affiliation	DHR Eligibility Determination
100-5397	Multi-Family, 22–32 Mt. Vernon Avenue	East Rosemont Historic District	DHR Staff: Not Eligible (2018)
500-0001	Richmond, Fredericksburg and Potomac Railroad	N/A	DHR Staff: Eligible (2017)
500-0001-0004	Bridge, CSX Tracks over Commonwealth Avenue	RF&P Railroad	DHR Staff: Not Eligible (2017)
500-0001-0005	Bridge, CSX Tracks over King Street	RF&P Railroad	DHR Staff: Not Eligible (2017)