

6.5.3 Section 4(f) Use of Historic Properties

As previously stated, FRA’s determinations of effect as part of the separate Section 106 process for the Project, as presented in Chapter 5 and Appendix D of this Final EIS, informed the determinations of Section 4(f) use; FRA and DRPT examined all 120 of the Section 106 resources to evaluate potential Section 4(f) use of historic properties. Table 6.5-3 summarizes the Section 4(f) determinations for historic properties within the DC2RVA corridor by area. Table 6.5-4 presents those same determinations of use by individual resource of the 120 historic properties.

Table 6.5-3: Summary of Section 4(f) Determinations for Section 106 Historic Properties

Alternative Area	Preferred Alternative	Section 4(f) Determinations		
		Use (Permanent Incorporation)	<i>de minimis</i>	No Use
Corridor Wide ¹	–	1	0	0
Area 1: Arlington	1B	0	1	1
Area 2: Northern Virginia	2A	2	2	7
Area 3: Fredericksburg	3B	6	7	10
Area 4: Central Virginia	4A	2	5	7
Area 5: Ashland	5A	3	1	14
Area 6: Richmond	6F	3	17	31
Total for the Preferred Alternative:		17	33	70

Note: 1. The historic RF&P Railroad traverses the Project corridor from the Potomac River to Main Street Station

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
All Areas (Corridor-wide)		
500-0001	Richmond, Fredericksburg, and Potomac Railroad	Use (Permanent Incorporation)
Alternative 1B: Add Two Main Tracks on the West		
029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	<i>de minimis</i>
000-0045	Washington National Airport (Reagan National Airport)	No Use
Alternative 2A: Add a Third or Fourth Main Track		
100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	No Use
100-0133	Parker-Gray Historic District/Uptown	No Use
100-0137	Rosemont Historic District	<i>de minimis</i>
100-0124	Alexandria Union Station, 110 Callahan Drive	<i>de minimis</i>
100-0128	George Washington National Masonic Memorial	No Use
100-0277	Phoenix Mill, 3642 Wheeler Avenue	No Use
029-0953	Old Colchester Road, Potomac Path, King's Highway	No Use
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	No Use
500-0001-0022	RF&P Bridge over Occoquan River	Use (Permanent Incorporation)
076-0023	Rippon Lodge	No Use
44ST1223	Civil War Campsite	Use (Permanent Incorporation)

► Continued – see end of table for notes.

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
Area 3B: Add a Third Main Track Through the City		
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	<i>de minimis</i>
111-5295	Battle of Fredericksburg I	<i>de minimis</i>
111-5296	Battle of Fredericksburg II	<i>de minimis</i>
111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	Use (Permanent Incorporation)
44SP0187	Bridge/Marye's Mill	Use (Permanent Incorporation)
111-0132	Fredericksburg Historic District	Use (Permanent Incorporation)
44SP0688	Block 49	Use (Permanent Incorporation)
111-0067/111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	No Use
111-0132-0458	Robert Adams Residence, 528 Caroline Street	No Use
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	No Use
44SP0687	Block 48	Use (Permanent Incorporation)
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	<i>de minimis</i>
111-0132-0126	The 1770 House, 227 Princess Anne Street	No Use
111-0132-0020	Purina Tower	No Use
111-0132-0522	House, 314–316 Frederick Street	No Use
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	No Use
111-0009	Fredericksburg Historic District Extension	<i>de minimis</i>
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	<i>de minimis</i>
088-5364	Virginia Central Railway Historic District	No Use
111-0145	Fredericksburg Gun Manufactory	No Use
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	No Use
44SP0468	Earthwork/Jackson's Earthwork	Use (Permanent Incorporation)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	<i>de minimis</i>
Area 4A: Add a Third Main Track		
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	No Use
016-0208	House, 12096 Guinea Drive	No Use
016-5165	Excelsior Industry of Caroline County MPD	<i>de minimis</i>
016-0223	First Woodford Post Office	No Use
016-0222	Woodford Freight & Passenger Depot, Woodford Road	<i>de minimis</i>
016-0220	Carolina Mansion, 11146 Woodford Road	No Use
016-5136	Milford Historic District	<i>de minimis</i>
016-0270	Milford State Bank, 15461 Antioch Road	No Use
016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	No Use
042-0123	North Anna Battlefield	<i>de minimis</i>
042-5448	Doswell Historic District	Use (Permanent Incorporation)

► Continued – see end of table for notes.

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Use (Permanent Incorporation)
042-5307	Taylorville Road Historic District	<i>de minimis</i>
042-0556	Hoopers, 11108 McConnell Lane	No Use
Area 5A: Maintain Two Tracks Through Town (No Station Improvements)		
166-5073	Berkleytown Historic District	Use (Permanent Incorporation)
166-0001	Ashland Historic District	No Use
166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	No Use
166-5072	Randolph-Macon College Historic District Expansion	No Use
166-0002	Randolph-Macon College Historic District	No Use
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	No Use
166-5041	Priddy House, 107 Stebbins Street	No Use
166-0001-0055	Emily Gray House, 702 S. Center Street	No Use
166-0001-0060	Fleming Fox House, 708 S. Center Street	No Use
166-0036	MacMurdo House, 713 S. Center Street	No Use
166-0037	Hugo House/Lefebvre House, 904 S. Central Street	No Use
166-0001-0077	House, 1005 S. Center Street	No Use
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	No Use
043-0694	Hunton Treasures, 11701 Greenwood Road	No Use
043-5108	Yellow Tavern Battlefield	<i>de minimis</i>
043-0690	Lewis-McLeod House, 2945 Mountain Road	No Use
043-0292	Laurel Industrial School Historic District, Hungary Road	Use (Permanent Incorporation)
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Use (Permanent Incorporation)
Alternative 6F: Full Service, Staples Mill Road / Main Street Stations		
127-6136	Scott's Addition Historic District	<i>de minimis</i>
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	<i>de minimis</i>
127-6730	Hermitage Road Warehouse Historic District	No Use
127-5978	Todd Lofts, 1128 Hermitage Road	No Use
127-6145	Southern Stove Works, 1215 Hermitage Road	No Use
127-0414	Governor's School, 1000 North Lombardy Street	No Use
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	No Use
127-0822	Carver Residential Historic District	No Use
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	No Use
127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	No Use
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./1100 N 2nd Street	No Use
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	No Use
127-0353	Richmond Nursing Home, 210 Hospital Street	No Use
127-6166	Hebrew Cemetery, 320 Hospital Street	No Use

► Continued – see end of table for notes.

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
44HE1203	Grave Yard for Free People of Color and Slaves	<i>de minimis</i>
127-0344	Shockoe Valley & Tobacco Row Historic District	Use (Permanent Incorporation)
44HE1053	Lumpkins Jail/Devil's Half Acre	No Use
44HE1098	Main Street Station Parking Lot/Railroad	No Use
127-6129	Winfree Cottage, East Main Street	No Use
44HE1097	Railroad, Warehouse	No Use
127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	Use (Permanent Incorporation)
127-6271	Seaboard Air Line Railroad Corridor	Use (Permanent Incorporation)
127-0019	Masons' Hall, 1805 Franklin Street	No Use
127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	No Use
127-0219	Shockoe Slip Historic District and Expansions	<i>de minimis</i>
44HE1094	Warehouse	No Use
127-6793	Chesapeake & Ohio (C&O) Railroad Segment	<i>de minimis</i>
127-0171	James River and Kanawha Canal Historic District	<i>de minimis</i>
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	No Use
127-6792	Southern Railway	<i>de minimis</i>
127-0457	Manchester Warehouse Historic District	<i>de minimis</i>
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	No Use
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	No Use
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	<i>de minimis</i>
127-6213	Davee Gardens Historic District	No Use
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	<i>de minimis</i>
020-5474	DuPont Spruance	No Use
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	<i>de minimis</i>
020-0063	Falling Creek Ironworks Archaeological Site	No Use
020-5320	Proctor's Creek Battlefield	<i>de minimis</i>
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	<i>de minimis</i>
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	<i>de minimis</i>
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, U.S. Department of Defense Supply Center Historic District	No Use
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	No Use
44CF0680/020-0022	Fort Darling/Battlefield, Earthworks, Fort/Centralia Earthworks	<i>de minimis</i>
020-5351	Richmond & Petersburg Electric Railway	<i>de minimis</i>
020-0013	House, 3619 Thurston Road	No Use
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	<i>de minimis</i>

► Continued – see end of table for notes.

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
020-5378	VEPCo Power Transmission Line	No Use
020-0140	Circle Oaks/4510 Centralia Road	No Use
020-0552	Centralia Post Office	No Use
Total for the Preferred Alternative:		Use (Permanent Incorporation): 17 de minimis: 33 No Use: 70

Note: Section 4(f) use determinations presented here for resources located between Richmond and Centralia may not parallel the determinations rendered for the previous SEHSR Richmond to Raleigh (R2R) project as the DC2RVA Project limits of disturbance are based on infrastructure per the Basis of Design for the Project; refer to Chapter 4 of this Final EIS for details.

As presented in Chapter 5 of this Final EIS, FRA determined during the Section 106 process, and DHR concurred,¹³ that the Project will have an adverse effect on 21 historic properties and no adverse effect/no effect on 99 historic properties. The bullets below describe the Section 4(f) uses (as presented in Table 6.5-3 and Table 6.5-4 above) by the Section 106 determinations.

- Of the 21 historic properties with an adverse effect under Section 106:
 - The FRA determined that the Project will have a Section 4(f) use (permanent incorporation)¹⁴ in 17 of these instances, and the DHR was notified of these determinations by letter dated January 4, 2019 (see Appendix E of this Final EIS). The 17 historic properties with a Section 106 adverse effect and a Section 4(f) use are explained in detail for each resource in Section 6.5.3.1.
 - FRA also determined that the remaining 4 of 21 adversely effected Section 106 resources will have no Section 4(f) use. These four resources are discussed in Section 6.5.3.2 to provide contextual data for the no use determination. In these instances, the adverse effect is the result of a viewshed modification wherein there is no physical encroachment or the resource is an archaeological site that is only eligible under NRHP Criterion D, thus preservation in place is not warranted and a no use determination is appropriate. No further action is required on these four resources, and these results were presented to DHR to inform DHR of FRA’s determinations.
- Of the 99 historic properties with no adverse effect/no effect under Section 106, FRA also determined that the Project will have no use or a *de minimis*¹⁵ under Section 4(f), and the DHR was notified of these determinations by letter dated January 4, 2019 (see Appendix E of this Final EIS). Resources with no Section 4(f) use are summarized in Section 6.5.3.2.

¹³ Preliminary dialogues with DHR on effect took place on August 10, 2016. Follow-up meetings were held on June 19, 2018, July 2, 2018, and August 8, 2018. The results of these meetings helped to inform FRA’s Section 4(f) use determinations. Refer to Appendix E of this Final EIS for Section 106 and Section 4(f) coordination details.

¹⁴ As previously presented in Section 6.2.4, a use (permanent incorporation) to a historic property occurs when the undertaking physically encroaches on the NRHP-eligible boundaries of a historic property and the Project will permanently alter the physical integrity of a character-defining feature or function of the resource. For archaeological sites, there is a use if the site is eligible for the NRHP for reasons other than the data it contains, namely that it has an association with an important event, individual, or architectural style.

¹⁵ As previously presented in Section 6.2.4, a *de minimis* use occurs if the NRHP-eligible boundaries are within the encroachment area but the undertaking will not alter the physical integrity and function of the resource. For example, if the Project is requiring the slight widening of a roadway within the NRHP boundaries of a dwelling that is significant for its architectural styling, the use of the land for road widening will not impact the physical integrity or importance of the dwelling’s architectural style.

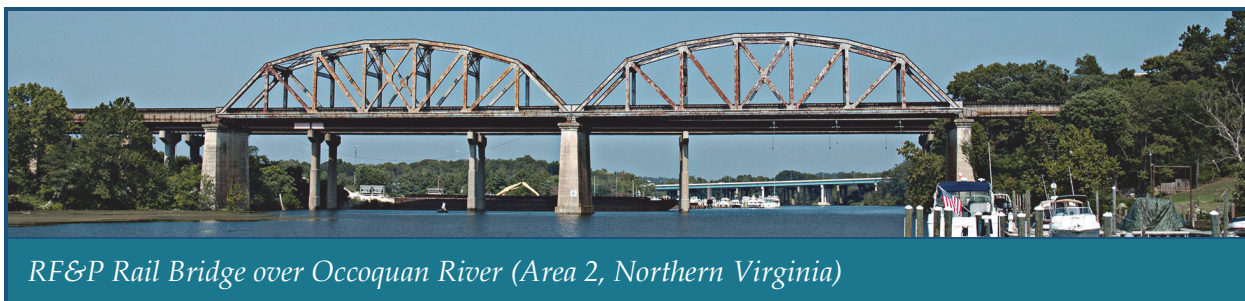
It is important to note that the Section 4(f) use determinations presented herein may not mirror FRA's preliminary determinations presented in the Draft Section 4(f) Evaluation, as additional cultural resource studies were completed between the completion of the Draft EIS and this Final EIS and, in addition, the Project LOD was refined as the Preferred Alternative was selected as part of this Final EIS. In any instance where the Section 4(f) determination varies between the Draft EIS and Final EIS, a comment on this change is provided in the sections below. Appendix D of this Final EIS provides a full listing of resources that have changed since the Draft EIS.

6.5.3.1 Historic Properties with a Section 4(f) Use

As previously stated, of the 21 historic properties that FRA determined, and DHR concurred, would have an adverse effect as part of the separate Section 106 process, FRA also determined that the Project will have a Section 4(f) use (permanent incorporation) on 17 of these same resources. By letter dated January 4, 2019, the DHR was notified of the Section 4(f) use determinations (see Appendix E of this Final EIS). These 17 resources, which are listed above in Table 6.5-4, are described in detail below in north to south order. Maps showing the location of architectural resources¹⁶ with a Section 4(f) use (permanent incorporation) in relation to the Preferred Alternative are provided at the end of this section.

Richmond, Fredericksburg, and Potomac Railroad (500-0001). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-15. Construction associated with the Preferred Alternative will result in removal or large-scale modifications to several contributing elements to the railroad district, including the Doswell Tower in the Doswell Historic District (042-5448), Main Street Station (127-0172) and adjacent properties in Richmond, and several bridges along the corridor. As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) on this historic property.

RF&P Bridge over Occoquan River (500-0001-0022). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-16. The NRHP boundaries of the resource were modified after completion of the Draft EIS based on additional archival and architectural studies. As such, the Section 4(f) use was reevaluated from its preliminary determination of no use. The Preferred Alternative includes constructing a second bridge directly east of the existing span, thus introducing a new element adjacent to the current bridge. The approach to the bridge, which is included in the NRHP boundaries of this resource and is a contributing feature, will also be physically modified. The Preferred Alternative has the potential to diminish the property's integrity through the introduction of a large new element and physical modifications to the rail design. The revised NRHP boundaries of this historic property are encroached by the Preferred Alternative; as such, it will have a Section 4(f) use (permanent incorporation) of this resource.



RF&P Rail Bridge over Occoquan River (Area 2, Northern Virginia)

¹⁶ Locations for archaeological resources are not provided per guidelines set forth in the Archeological Resources Protection Act of 1979 and other applicable legislation (contact DRPT for details).

Archaeological Site 44ST1223 (Civil War Campsite). This archaeological site is eligible under both Criteria A and D, so preservation in place is warranted. The site was recorded after issuance of the Draft EIS during archaeological studies completed in areas where the LOD was expanded; thus, it was not included in the Draft Section 4(f) Evaluation. The Preferred Alternative modifies the rail corridor in this area to add an additional rail track along the existing corridor. The new track will partially overlap this archaeological site and physically destroy data-bearing deposits. Since this action will diminish the data potential of this site, the Preferred Alternative will result in a Section 4(f) use (permanent incorporation) of this historic property.

Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-17. During the Draft EIS evaluation, FRA's preliminary determination was that the Project would have no use on this resource. Since completion of the Draft EIS, the NRHP boundaries of the resource have been expanded to include both the bridge and associated set of platforms and structures in downtown Fredericksburg, thus requiring a Section 4(f) reevaluation. The resource is both individually eligible and a contributing element to the Fredericksburg Historic District (111-0132) and the RF&P Railroad (500-0001). Addition of a third track to the east of the existing alignment as part of Preferred Alternative will require construction of a new bridge adjacent to the old structure, thus diminishing its integrity. In addition, portions of the platform and structural system will be removed and rebuilt during the work, thus physically impacting character-defining elements of this resource. As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the historic property.



Rappahannock River Railroad Bridge (Area 3, Fredericksburg)

Fredericksburg Historic District (111-0132): The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-18. Installation of the third track associated with the Preferred Alternative would be constructed in the existing rail right-of-way, but it would entail building a multi-story parking deck to the east (south) of the tracks in an existing parking lot. This new structure would impact the viewshed of the district. It would also physically impact numerous contributing elements to the district, including the existing rail structures and platforms, as well as a potential new rail station. Because work encroaches on the NRHP boundaries of the district and there are physical impacts, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the district.

Archaeological Sites 44SP0187 (Marye’s Mill), 44SP0688 (Block 49), and 44SP0687 (Block 48). These three archaeological sites are eligible under both Criteria A and D, so preservation in place is warranted. While Site 44SP0187 was included in the Draft EIS, sites 44SP0688 and 44SP0687 were recorded with the DHR after issuance of the Draft EIS and therefore were not included in that document. Construction of a new bridge across the Rappahannock River to accommodate a third track for Preferred Alternative will physically impact the subsurface archaeological deposits in this area, thus diminishing the data potential of these three sites. The Preferred Alternative will have a Section 4(f) use (permanent incorporation) of these sites.

Archaeological Site 44SP0468 (Earthworks/Jackson’s Earthworks). This archaeological site is eligible under both Criteria A and D, so preservation in place is warranted. Changes to the LOD after completion of the Draft EIS resulted in additional archaeological studies, which led to an expansion of the boundaries of this site. As such, the Section 4(f) impacts were reevaluated during the Final EIS analysis. Modifications to the rail corridor associated with the Preferred Alternative in this area to aid in rail performance will result in physical impacts to this archaeological site. It is possible that small portions of intact earthworks may also be altered. Since this action will diminish the data potential of this resource, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of this historic property.

Doswell Historic District (042-5448). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-19. Although the community was founded along the rail lines, the Preferred Alternative will adversely affect one contributing element to the district, the Doswell Depot and Tower (042-0093), as listed below. This includes physically moving the tower and taking land from the parcel, thus diminishing the characteristics that render it eligible for the NRHP. In addition, roads within the district will also be physically modified during the Project, thus altering its historic road plan. Because of the adverse physical effects to a contributing element and other physical changes, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of this historic property.



Doswell Historic District (Area 4, Central Virginia)

Doswell Depot and Tower (042-0093). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-20. The Doswell Depot is located on the west of a Y intersection of two railroads; the tower is located just south of the depot on the east side of the active rail corridor. Both are contributing elements to the Doswell Historic District (042-5448). The LOD of the Preferred Alternative in this area was refined after the publication of the Draft EIS. The modified LOD encroaches on the NRHP boundaries of this resource and requires changes to the physical matrix of the Doswell Tower. In particular, adding the third track associated with the Preferred Alternative east of the extant tracks in this area will result in permanent impacts on the

tower, which will be moved as a result of this action. This activity compromises the integrity of this resource, including its design, workmanship, and materials. As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of this historic property.

Berkleystown Historic District (166-5073). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-21. While this resource was presented in the Draft Section 4(f) Evaluation, additional research and architectural survey completed after the issuance of the Draft EIS resulted in the expansion of the property's NRHP-eligible boundaries. Concurrently, the LOD was refined in this area during the selection of the Preferred Alternative after the publication of the Draft EIS. Together, these actions required a reevaluation of the Section 4(f) use of this resource.

Construction of an overpass carrying Vaughan Road over the rail tracks associated with the Preferred Alternative will require physical alterations to the historic road pattern within the district and require a new bridge structure within the viewshed of the district and several contributing elements. Because the Preferred Alternative encroaches on the district boundaries and results in a physical impact, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the district.

Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building/Bluford Office Building (043-0292-0001). The location of these resources in relation to the Preferred Alternative are shown in Figures 6.5-22 and 6.5-23. These resources were presented in the Draft Section 4(f) Evaluation, but additional research and architectural survey completed after issuance of the Draft EIS refined resource boundaries. In addition, the LOD was modified in this area as the Preferred Alternative was refined. These actions resulted in a reevaluation of the Section 4(f) use of these resources. The Preferred Alternative includes grade-separating (i.e., raising) Hungary Road over the rail corridor. This action will result in the construction of a new road overpass structure and physical modifications of the road system and parking areas. It will also result in a modified physical relationship between the Main Building and the surrounding landscape/streetscape, which are contributing elements to the Main Building. These actions will impact the physical integrity both the historic district and the main building, and the Preferred Alternative will result in a Section 4(f) use (permanent incorporation) of both resources.

Shockoe Valley & Tobacco Row Historic District (127-0344). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-24. The Preferred Alternative includes several physical changes to the existing rail infrastructure, including lengthening the passenger platforms at Main Street Station and creating new structural elements (piers) to support the platforms. In addition, the district contains numerous archaeological sites associated with the early history and prehistory of the Shockoe Bottom area, including pre-Civil War sites associated with the slave trade, such as the "Burial Ground for Negroes" (44HE1089) and Lumpkins Jail/Devil's Half Acre (44HE1053). The Project will not physically impact these resources, but a new platform will be added within the viewshed of the Devil's Half Acre site and other potential, unknown slave-trade-related sites (see below for minimization and mitigation efforts associated with these potential resources). As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the Shockoe Valley & Tobacco Row Historic District.

Main Street Station and Trainshed (127-0172). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-25. The building is a National Historic Landmark (NHL) and is also a contributing element to both RF&P Railroad (500-0001), which is listed above) and the Seaboard Air Line Railroad (127-6271), listed below.

Construction of the Preferred Alternative will alter physical elements of the property including the addition of a new passenger platform on both sides of the train shed, installation of new support piers, and construction of a new maintenance platform southeast of the station. The Preferred Alternative will result in a permanent Section 4(f) use (permanent incorporation) of this resource due to physical modifications..

Seaboard Air Line Railroad Corridor (127-6271). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-26. Work associated with improvements to the Preferred Alternative will include physical modifications to contributing elements to this resource, such as Main Street Station, the S-Line bridge over the James River, and other road and rail structures south of Richmond. As such, the Preferred Alternative will result in a Section 4(f) use (permanent incorporation) of the historic property.



Main Street Station (Area 6, Richmond)

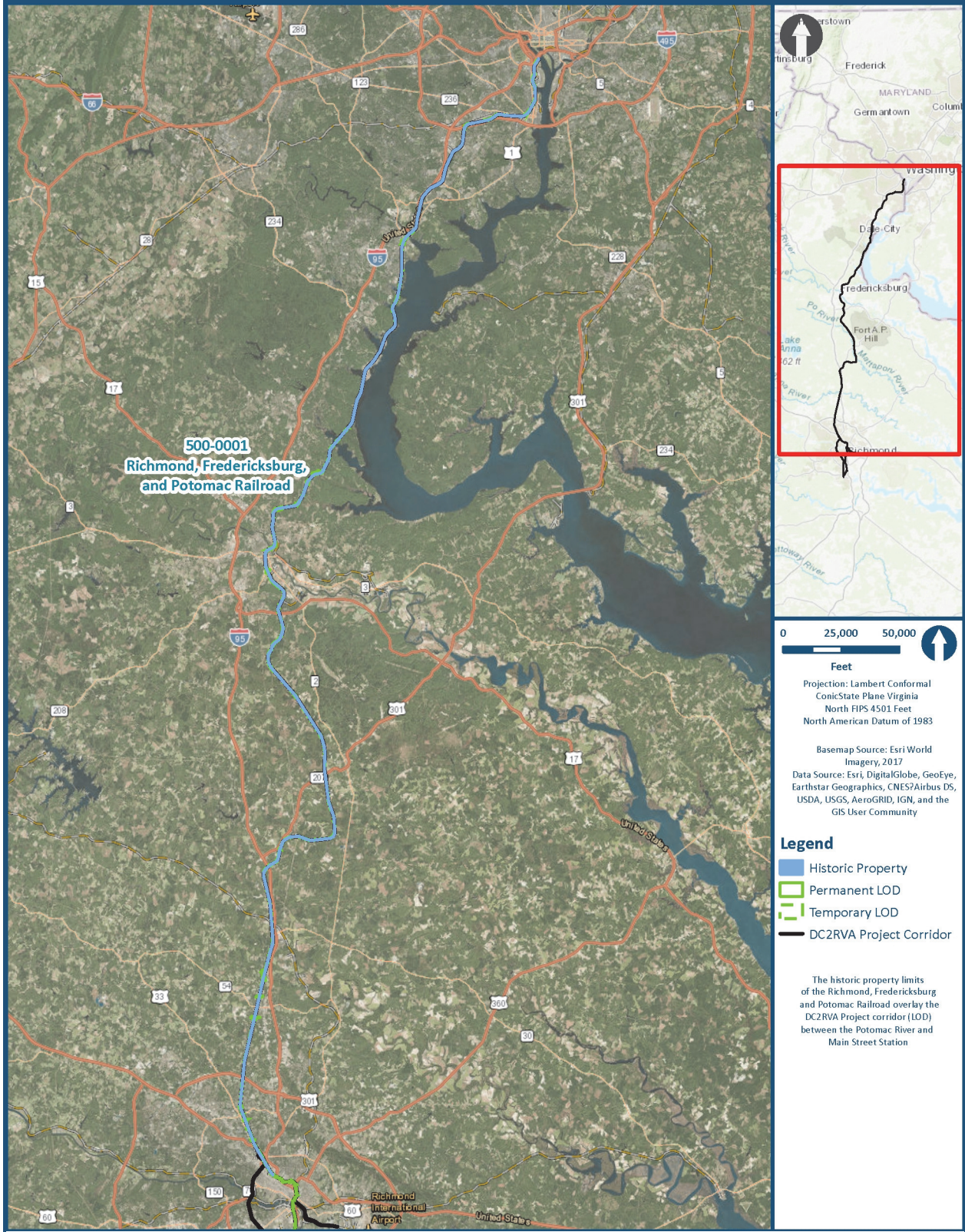


Figure 6.5-15: Section 4(f) Use (Permanent Incorporation) of the RF&P Railroad

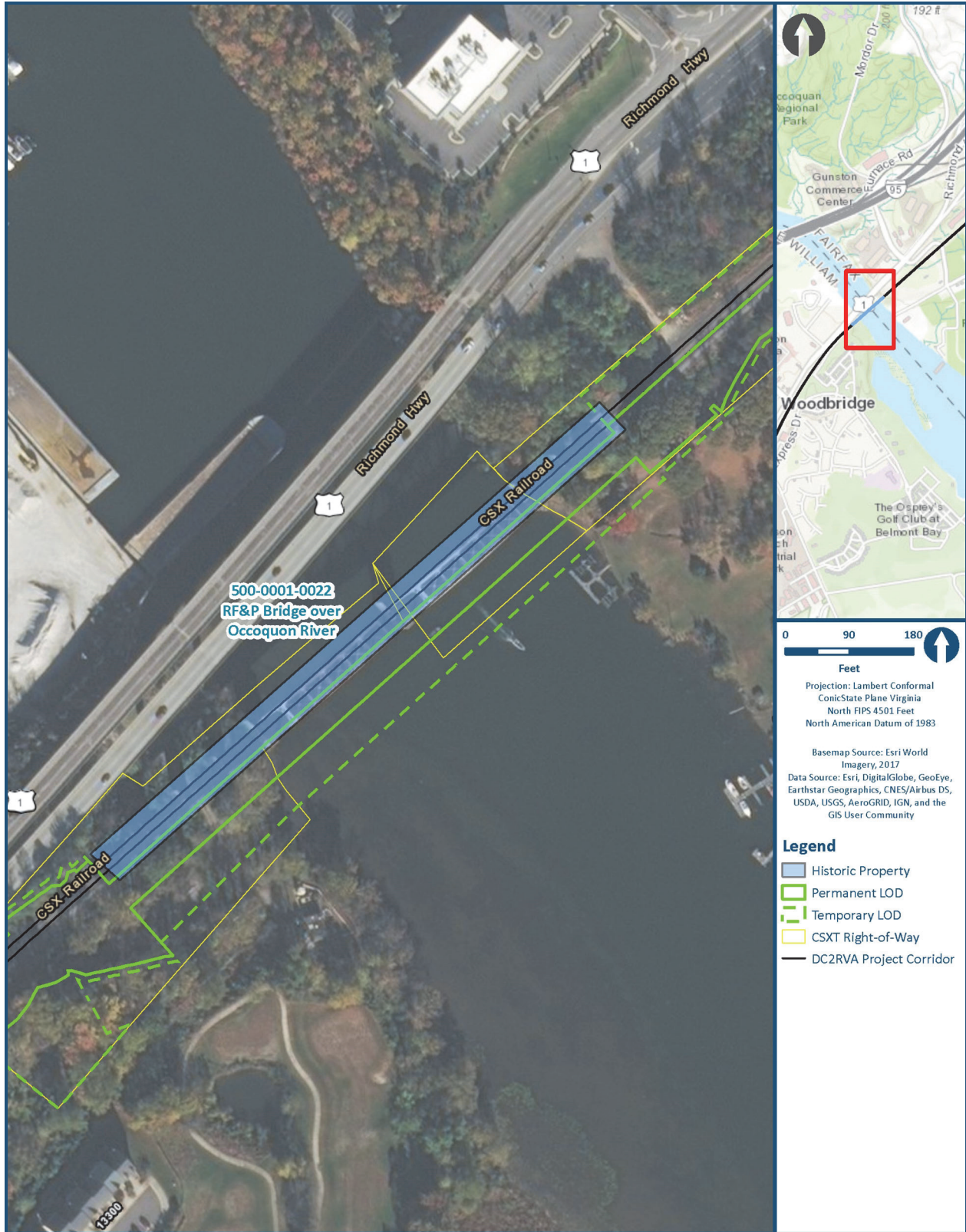


Figure 6.5-16: Section 4(f) Use (Permanent Incorporation) of RF&P Bridge over Occoquan River



Figure 6.5-17: Section 4(f) Use (Permanent Incorporation) of Rappahannock River Railroad Bridge and Associated Structures/Platform

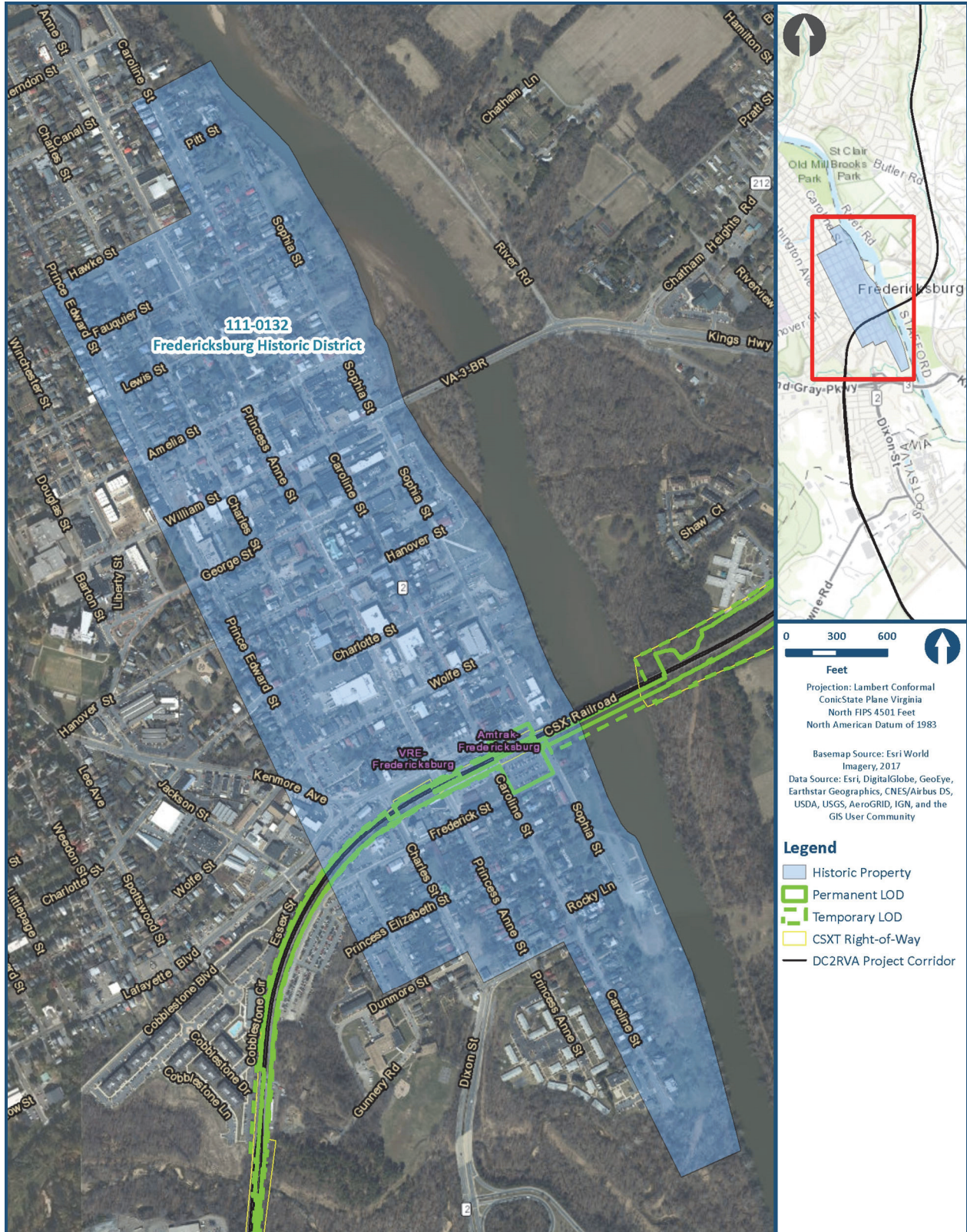


Figure 6.5-18: Section 4(f) Use (Permanent Incorporation) of Fredericksburg Historic District



Figure 6.5-19: Section 4(f) Use (Permanent Incorporation) of Doswell Historic District



Figure 6.5-20: Section 4(f) Use (Permanent Incorporation) of Doswell Depot/Tower

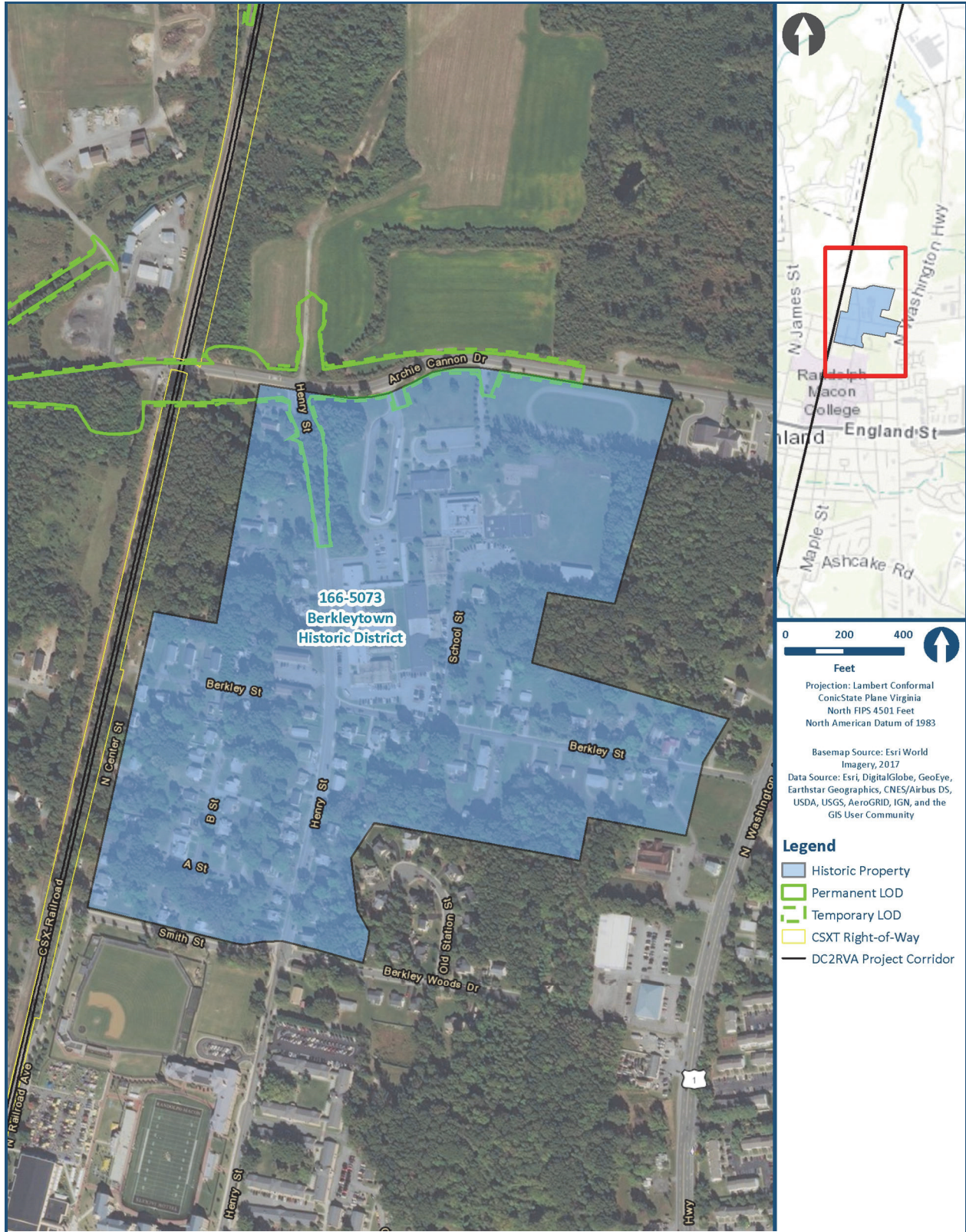


Figure 6.5-21: Section 4(f) Use (Permanent Incorporation) of Berkleytown Historic District

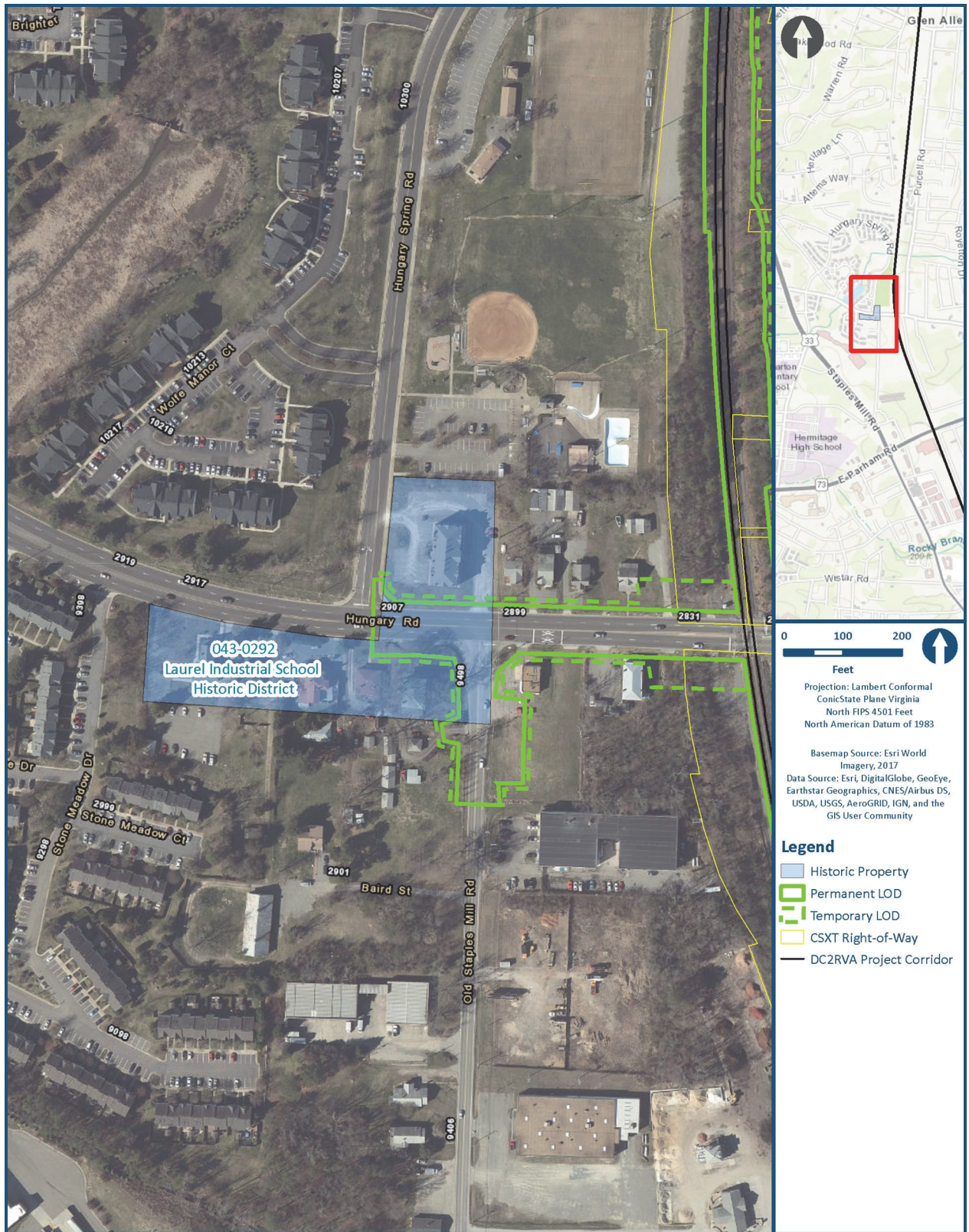


Figure 6.5-22: Section 4(f) Use (Permanent Incorporation) of Laurel Industrial School Historic District

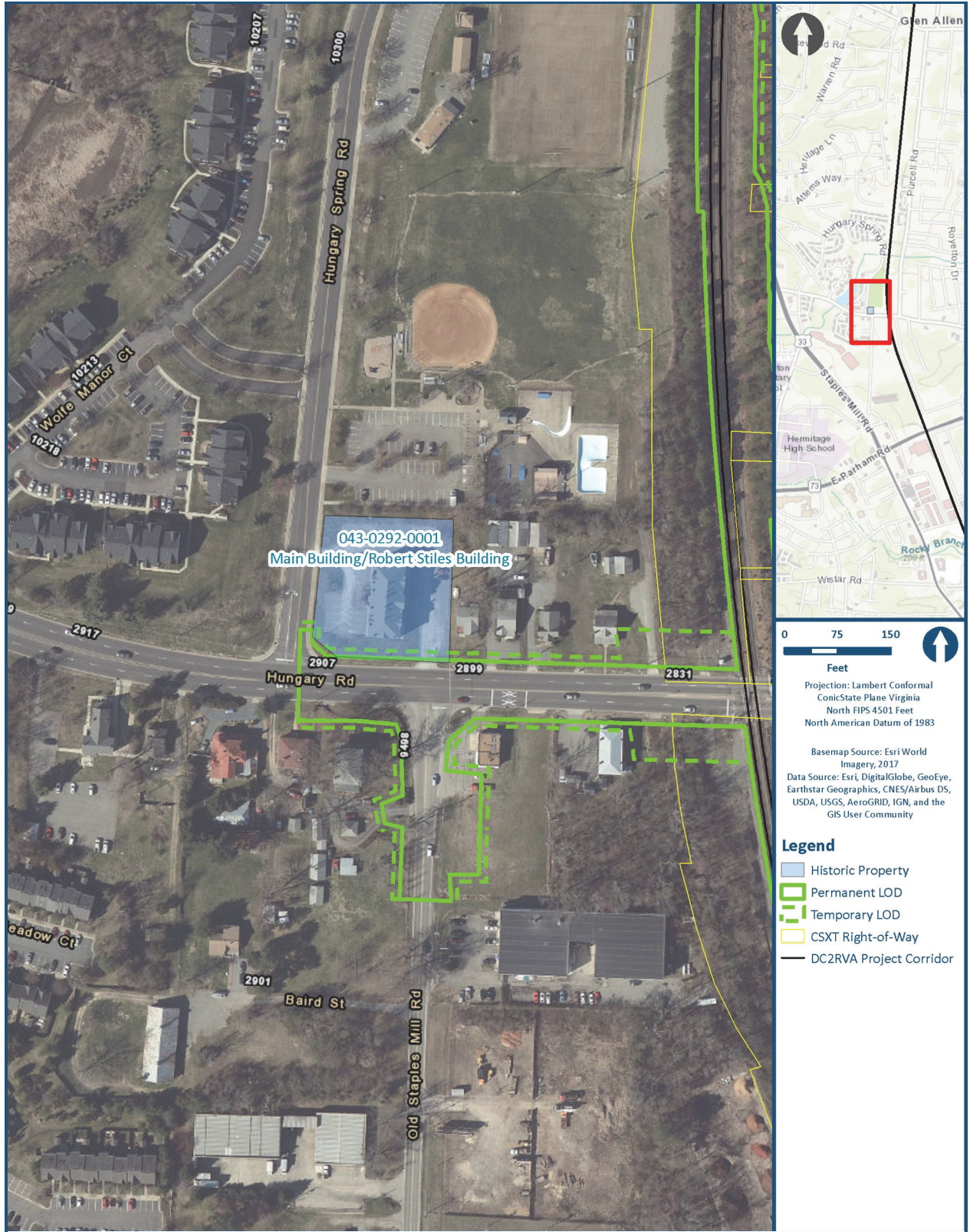


Figure 6.5-23: Section 4(f) Use (Permanent Incorporation) of Main Building/Robert Stiles Building/Bluford Office Building

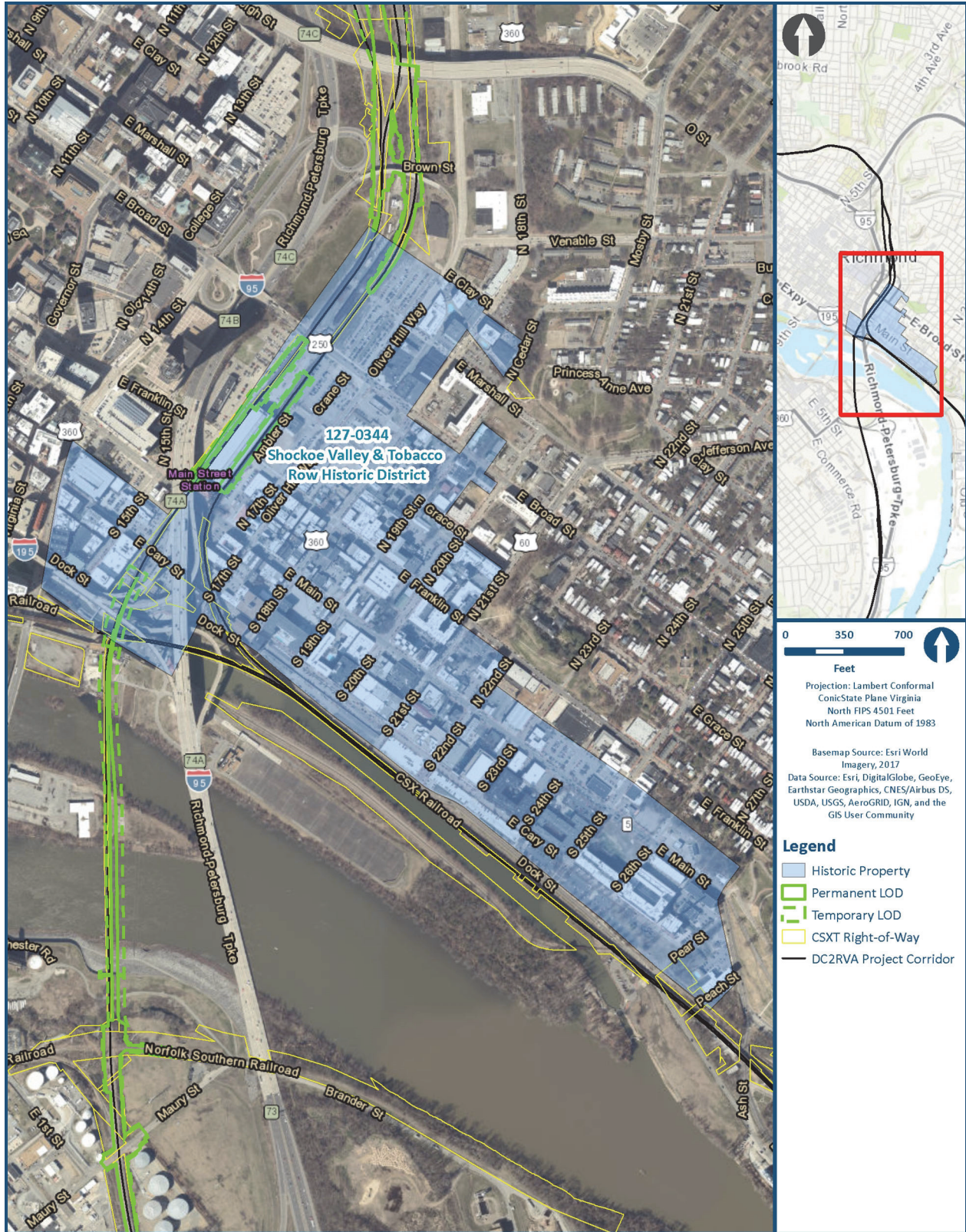


Figure 6.5-24: Section 4(f) Use (Permanent Incorporation) of Shockoe Valley & Tobacco Row Historic District



Figure 6.5-25: Section 4(f) Use (Permanent Incorporation) of Main Street Station and Trained

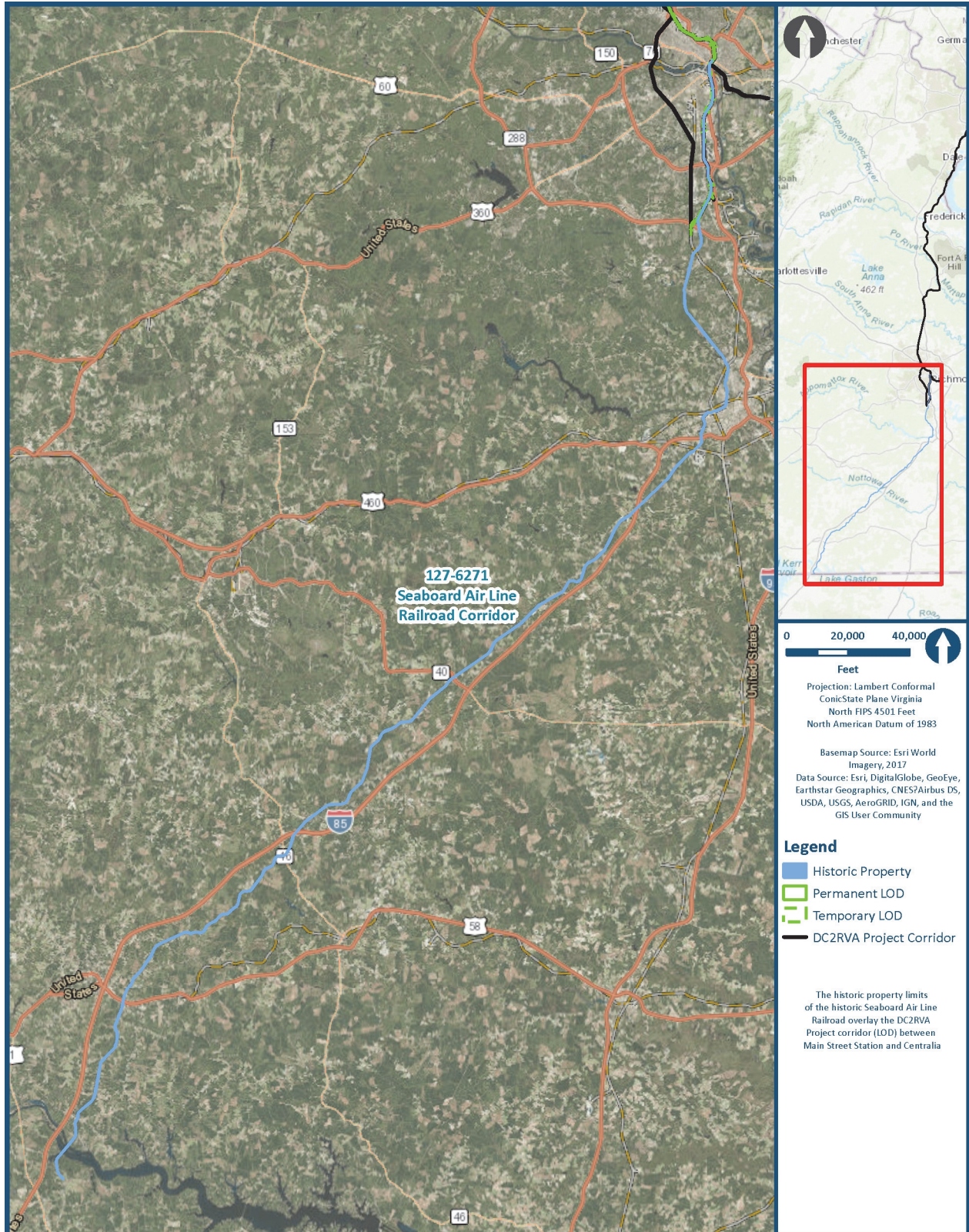


Figure 6.5-26: Section 4(f) Use (Permanent Incorporation) of Seaboard Air Line Railroad Corridor

6.5.3.2 Historic Properties with No Section 4(f) Use or *de minimis* Use

As stated at the beginning of this section, FRA determined, and DHR concurred, that there are 103 historic properties that will have no use (70 properties) or *de minimis* use (33 properties) under Section 4(f), as previously listed in Table 6.5-3 and Table 6.5-4. Of the 70 properties with no use, there are 4 resources for which the Preferred Alternative will also have a Section 106 adverse effect; these 4 resources with Section 106 adverse effect are discussed below separately from the remaining 99 resources with no Section 106 adverse effect, to provide additional contextual data for the determination.

Historic Properties with a Section 106 Adverse Effect but No Section 4(f) Use

Rippon Lodge (076-0023). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-27. The vista from Rippon Lodge looking down Neabsco Creek (and current site of the railroad and associated bridge) was documented by Benjamin Latrobe in the late-eighteenth century, and the waterway viewshed is a character-defining feature. A new railroad bridge across Neabsco Creek will be built as part of this Preferred Alternative. The new bridge will be west of the existing span and will be a new primary element within the viewshed from Rippon Lodge, thus impacting a significant element of the property. This historic property is located over 5,000 feet west of the Project corridor. As such, the Preferred Alternative will have no Section 4(f) use as the action will not result in a substantial impairment to the resource.



Rippon Lodge (Area 2, Northern Virginia)

Archaeological Sites 44HE1098, 44HE1097, and 44HE1094. The Preferred Alternative includes installation of new piers to support expanded tracks near Main Street Station. Installation of the piers will result in subsurface disturbances within these three recorded archaeological sites. However, all three sites are only eligible under Criterion D (which has been determined since the publication of the Draft EIS) for their data potential, and they do not require preservation in place. Thus, the Preferred Alternative will have no Section 4(f) use of these resources.

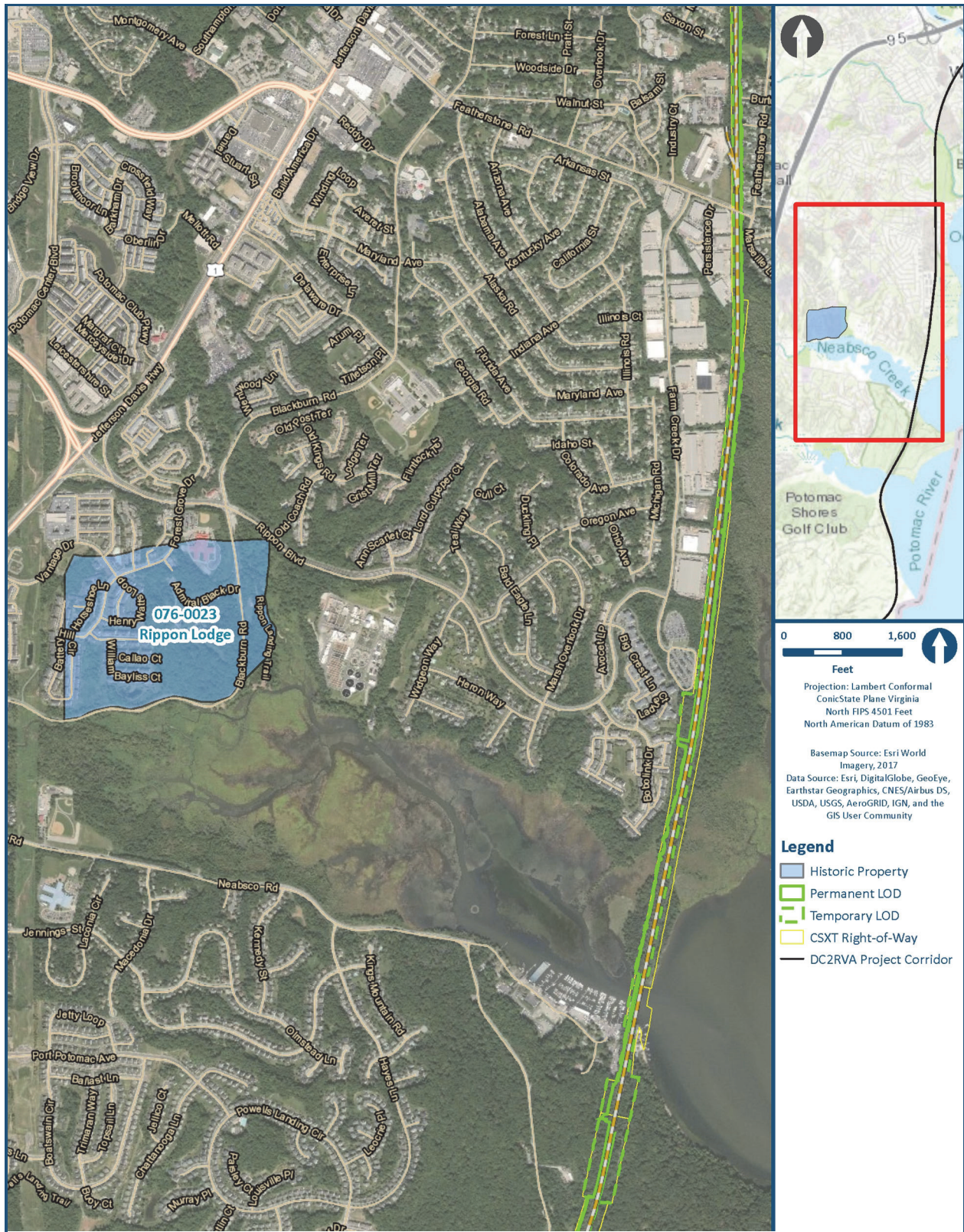


Figure 6.5-27: No Section 4(f) Use of Rippon Lodge

Historic Properties with No Section 106 Adverse Effect and No Section 4(f) Use or *de minimis* Use

Of the 120 historic properties in the Project APE, 99 received a no adverse effect/no effect determination during the Section 106 evaluation. In evaluating the 99 properties for Section 4(f) use, FRA determined that the Project will have no use or a *de minimis* use on these resources as follows:

- For the 66 properties that received a Section 4(f) no use determination (as previously listed in Table 6.5-3 and Table 6.5-4 above), the Preferred Alternative will not encroach on the NRHP boundaries; thus, there is no use.
- In the 33 instances where the Preferred Alternative will encroach on the boundaries but there will be no physical impacts to character-defining features or changes in function, the Project will have a *de minimis* use on these resources; these properties were previously included in Table 6.5-4 above and are further detailed (north-to-south) in Table 6.5-5 below. The DHR was informed of these determinations in a letter dated December 4, 2018 and they acknowledged receipt on January 4, 2019.



Excelsior Industry of Caroline County MPD (Area 4, Central Virginia)

Table 6.5-5: Historic Properties with Section 4(f) *de minimis* Determination

DHR ID	Name/Description	Justification for <i>de minimis</i> Determination
Alternative 1B: Add Two Main Tracks on the West		
029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Highway generally parallels Project area, but there are small areas of minor physical encroachment; however, the Project will not impact character-defining features or property function.
Alternative 2A: Add a Third or Fourth Main Track		
100-0137	Rosemont Historic District	Minor physical encroachment on the southeastern edge of the district as the railroad is the resource boundary, but the Project will not impact character-defining features or property function.
100-0124	Alexandria Union Station, 110 Callahan Drive	Physical encroachment along the rail tracks and within the parking lot but avoidance of physical changes to the historic station assure that the Project does not impact character-defining features or property function.
Area 3B: Add a Third Main Track Through the City		
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	Minor physical encroachment along Lansdowne Road that does not impact character-defining features or property function.
111-5295	Battle of Fredericksburg I	Minor physical encroachment along extant rail corridor that does not impact character-defining features or property function.
111-5296	Battle of Fredericksburg II	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	Minor physical encroachment along the southern resource boundary where it abuts the extant platform and rail structures, but changes will not impact character-defining features or property function.
111-0009	Fredericksburg Historic District Extension	Minor physical encroachment in southern half of district along rail corridor that does not impact character-defining features or property function.
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Minor physical encroachment along eastern edge of property boundary that does not impact character-defining features or property function.
Area 4A: Add a Third Main Track		
016-5165	Excelsior Industry of Caroline County MPD	Minor physical encroachment along extant rail corridor that does not impact character-defining features or property function.
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Minor physical encroachment along eastern edge of property boundary that does not impact character-defining features or property function.
016-5136	Milford Historic District	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.
042-0123	North Anna Battlefield	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.
042-5307	Taylorsville Road Historic District	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.
Area 5A: Maintain Two Tracks Through Town (No Station Improvements)		
043-5108	Yellow Tavern Battlefield	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.

► *Continued.*

Table 6.5-5: Historic Properties with Section 4(f) *de minimis* Determination

DHR ID	Name/Description	Justification for <i>de minimis</i> Determination
Alternative 6F: Full Service, Staples Mill Road / Main Street Stations		
127-6136	Scott's Addition Historic District	Minor physical encroachment along northeastern edge of district that includes rail as property boundary, but Project will not impact character-defining features or property function.
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	Minor physical encroachment along northeastern edge of district that includes rail as property boundary, but Project will not impact character-defining features or property function.
44HE1203	Grave Yard for Free People of Color and Slaves	Per coordination with the FRA and DHR, the Project will have no adverse effect on this resource; however DRPT has agreed to three commitments upon final design: landscape study with boundary evaluation; archaeological testing; and archaeological monitoring.
127-0219	Shockoe Slip Historic District and Expansions	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
127-6793	Chesapeake & Ohio (C&O) Railroad Segment	Minor physical encroachment at crossing of C&O Railroad with Project corridor, just north of the James River in Richmond, that does not impact character-defining features or property function.
127-0171	James River and Kanawha Canal Historic District	Minor physical encroachment at crossing with rail corridor that does not impact character-defining features or property function.
127-6792	Southern Railway	Minor physical encroachment at crossing of Southern Railway and Project rail corridor that does not impact character-defining features or property function.
127-0457	Manchester Warehouse Historic District	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	Minor physical encroachment along eastern resource boundary that does not impact character-defining features or property function.
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	Minor physical encroachment along western resource boundary that does not impact character-defining features or property function.
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
020-5320	Proctor's Creek Battlefield	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/Centralia Earthworks	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
020-5351	Richmond & Petersburg Electric Railway	Minor physical encroachment at intersections of Richmond & Petersburg Electric Railway and Project corridor, south of the James River, that does not impact character-defining features or property function.
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	Minor physical encroachment at intersection of two rail corridors in Centralia that does not impact character-defining features or property function.

6.6 AVOIDANCE ALTERNATIVES

A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other effects of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. An alternative is not prudent if:

- It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- It results in unacceptable safety or operational problems;
- After reasonable mitigation, it still causes:
 - Severe social, economic, or environmental impacts;
 - Severe disruption to established communities;
 - Severe disproportionate impacts to minority or low-income populations; or
 - Severe impacts to environmental resources protected under other Federal statutes;
- It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- It causes other unique problems or unusual factors; or
- It involves multiple factors that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

If FRA concludes that there is no feasible and prudent alternative to the use of Section 4(f) property, then it may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives.

An avoidance alternative for an individual Section 4(f) resource used by the Project must be evaluated within the area of the Project where the resource is located. An avoidance alternative must not impact other Section 4(f) resources.

Avoidance alternatives are not required when a finding of *de minimis* use is made for Section 4(f) resources because Section 4(f) is satisfied once *de minimis* applies.

The following avoidance alternative sections discuss the resources for which FRA has determined that the Preferred Alternative would result in a 4(f) use, excluding *de minimis* use for the reason noted above. The resources are discussed by the overall corridor first and then by Alternative Areas 1 through 6. See Chapter 5 of the Draft EIS for a discussion of historic properties as they relate to all other alternatives previously under consideration, including whether any of the other alternatives would qualify as feasible and prudent avoidance alternatives under Section 4(f).

6.6.1 Summary of Section 4(f) Use Determinations

As presented in Section 6.5 above, FRA has determined that all impacts to parklands, recreational areas, and wildlife refuges will result in *de minimis* impacts; therefore, no avoidance alternatives analysis is required. FRA's determination is that there are 17 historic resources for which the Preferred Alternative will result in a permanent Section 4(f) use. One resource, the historic RF&P Railroad, traverses the Project corridor from the Potomac River to Main Street Station. There is no avoidance alternative for this resource other than the No Build Alternative, which does not meet the Project Purpose and Need.

No other Section 4(f) resources are located along the Preferred Alternative in Area 1 (Arlington). There are two historic properties along the Preferred Alternative in Area 2 (Northern Virginia) with a permanent Section 4(f) use, and there are six historic properties along the Preferred Alternative in Area 3 (Fredericksburg) with a permanent Section 4(f) use. There are no feasible and prudent avoidance alternatives in Areas 2 or 3. The No Build Alternative would be the avoidance alternative for resources in these areas, and it does not meet the Project Purpose and Need.

There are two historic resources with a permanent Section 4(f) use along the Preferred Alternative in Area 4 (Central Virginia). No avoidance alternatives were identified for the Preferred Alternative in this area; therefore, the No Build Alternative would be the avoidance alternative. The No Build Alternative does not meet the Project Purpose and Need. Three resources along the Preferred Alternative in Area 5 (Ashland) have a permanent Section 4(f) use. There is no avoidance alternative besides the No Build in this area. There are three resources along the Preferred Alternative in Area 6 (Richmond) with a permanent Section 4(f) use. Due to extensive resources in Area 6 (Richmond), there is no avoidance alternative that would avoid all potential Section 4(f) use other than the No Build Alternative. The No Build Alternative does not meet the Project Purpose and Need.

Each alternative area is discussed individually below.

6.6.2 Entire DC2RVA Corridor

One historic property is located throughout the majority of the Project corridor. Given that the historic RF&P Railroad (500-0001) traverses the Project corridor from the Potomac River on the north to Main Street Station on the south, FRA has determined that there is a permanent Section 4(f) use with the Preferred Alternative in all six of the alternative areas. The No Build is the only alternative that would avoid all Section 4(f) uses within the corridor, and this would not meet the Project Purpose and Need.

6.6.3 Preferred Alternative in Area 1

FRA determined that Preferred Alternative in Area 1 will not result in a Section 4(f) use for any resources.

6.6.4 Preferred Alternative in Area 2

FRA determined that the Preferred Alternative in Area 2 will result in a Section 4(f) use of two resources: the RF&P Bridge over the Occoquan River (500-0001-0022) and archaeological site 44ST1223, a Civil War campsite that abuts the railroad tracks. The only alternative that avoids these resources is the No Build, which does not meet the Project Purpose and Need.

6.6.5 Preferred Alternative in Area 3

FRA determined that the Preferred Alternative in Area 3 will result in a Section 4(f) use of six historic resources. Four of the six resources with a Section 4(f) use are archaeological sites that straddle the rail line: site 44SP0187 (Marye's Mill), site 44SP0688 (Block 49), site 44SP0687 (Block 48), and site 44SP0468 (Jackson's Earthwork). Because the archaeological sites straddle the extant rail corridor and the bridge/structures comprise the physical fabric of the elevated rail system in this area, there is no prudent and feasible avoidance to these resources except for the No Build Alternative.

The remaining two historic resources are the Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025) and the Fredericksburg Historic District (111-0132). Impacts to both resources are the result of physical modifications to the built environment. The Project would necessitate changes to the extant rail structures and platforms in downtown Fredericksburg through the widening of the extant rail structural system, rebuilding piers, and redesigning the passenger waiting area. It will also require the construction of a new parking deck near the rail station. Use of both areas is required to achieve the Project goals, and reuse of the historic rail structural system rather than building a new system limit impacts on surrounding historic properties. The only alternative that avoids all impacts in this area is the No Build Alternative, which does not meet the Project Purpose and Need.

6.6.6 Preferred Alternative in Area 4

FRA determined that the Preferred Alternative in Area 4 will result in a Section 4(f) use of two historic resources along the existing tracks: the Doswell Depot and Tower (042-0093) and the Doswell Historic District (042-5448). The depot and tower are located on opposite sides of the tracks. With the addition of a third track, the depot will remain, but the tower will be moved to the east. This action will result in a 4(f) use of this resource. The only prudent and feasible alternative is the No Build Alternative, which would leave the extant track system intact. This does not meet the Project Purpose and Need. The Doswell Historic District is located on both sides of the existing tracks; as such there is no avoidance alternative other than the No Build Alternative which does not meet the Purpose and Need of the Project.

6.6.7 Preferred Alternative in Area 5

FRA determined that the Preferred Alternative in Area 5 will result in a Section 4(f) use of three historic resources along the existing tracks. Although the Preferred Alternative in Area 5 avoids the addition of a third track in this area, work requires the construction of road overpasses at Vaughan Road (Archie Cannon Drive) and Ashcake Road. The new overpass and associated road modifications at Vaughan Road (Archie Cannon Drive) will result in a 4(f) use of the Berkleytown Historic District (166-5073). The district is located east of the track, and the only avoidance alternative is to not modify the road. This does not meet the Project Purpose and Need.

The Preferred Alternative also includes grade-separating (i.e., raising) Hungary Road over the rail corridor. This action will result in the construction of a new road overpass structure and physical changes to the road system, which will result in a Section 4(f) use of the Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building within the Laurel District (043-0292-0001). The only avoidance alternative is to not construct the overpass and not modify the road to accommodate the new bridge, both of which are part of the No Build Alternative. This does not meet the Project Purpose and Need.

6.6.8 Preferred Alternative in Area 6

FRA determined that the Preferred Alternative in Area 6 will result in a Section 4(f) use of three historic resources. The three resources with a 4(f) use include one historic district, one above ground resource, and one linear district. The Preferred Alternative includes several modifications in Shockoe Bottom. These include construction of new passenger platforms on new piers, installation of a new rail on existing viaducts on both the east and west sides of Main Street Station, and construction of a new rail maintenance access platform southwest of the station.

FRA has determined that the Preferred Alternative in Area 6 will result in a Section 4(f) use of Main Street Station and Trainshed (127-0172) and the surrounding Shockoe Valley and Tobacco Row Historic District (127-0344) due to these physical alterations. There is no prudent and feasible avoidance alternative for these resources with the exception of the No Build Alternative, which would not meet the Purpose and Need of the Project. The Station is also a contributing element to the Seaboard Air Line (SAL) Railroad Corridor (127-6271); thus, impacts to the station, the structures, and the rail line itself will result in a Section 4(f) use of the associated rail line as a historic property. There is no avoidance alternative.



Seaboard Air Line (SAL) Railroad Corridor (Area 6, Richmond)

6.7 MEASURES TO MINIMIZE HARM

Section 4(f), as applied by FRA and in this document, requires a description of the measures undertaken to minimize harm where the Preferred Alternative will result in a Section 4(f) use and where there is no feasible and prudent alternative to that use. Minimization measures are not required when a finding of *de minimis* use is made for Section 4(f) resources because Section 4(f) is satisfied once *de minimis* applies.

FRA has determined that all impacts to parklands, recreational areas, and wildlife refuges will result in *de minimis* impacts; therefore, no further minimization measures are required.

FRA has determined that the Preferred Alternative will result in a Section 4(f) use of 17 historic resources. For all 17 resources with Section 4(f) use, as presented below in north-to-south order, FRA and DRPT evaluated measures to minimize harm and identified mitigation measures for unavoidable impacts.¹⁷ The following sections describe these measures for each of the 17 resources. Full details of mitigation measures are included in the Section 106 Draft Memorandum of Agreement (MOA), which is Appendix K of this Final EIS.

6.7.1 Richmond, Fredericksburg, and Potomac Railroad (500-0001)

The Preferred Alternative is parallel to, and in some instances overlaps, the historic RF&P Railroad, which extends from the Potomac River on the north to Main Street Station on the south. The design of the Project has minimized impacts on the extant rail corridor to the maximum extent practicable through retention of the general alignment, maintenance of existing tracks, and minimizing the LOD outside of the current right-of-way. Preferred Alternative impacts come through replacement of several contributing bridges and culverts—replacements that are required to bring the alignment in compliance with current safety standards and operational protocols—as well as modifications to the Doswell Tower and Main Street Station which are contributing elements to this resource. Measures to mitigate the adverse impacts are detailed in the Section 106 Draft MOA (Appendix K) and include the following:

- Architectural evaluation/Phase II-level study of bridges to be demolished as part of the Project that are contributing elements to the railroad district
- Oral histories of two individuals with an in-depth knowledge/long tenure working on structures along the historic RF&P
- Creation of an online Project map/story board to highlight historic properties along the corridor

6.7.2 RF&P Bridge over Occoquan River (500-001-0022)

The circa 1915 bridge carries the rail over the Occoquan River. Plans include the construction of a new bridge adjacent to the existing structure and physical modifications to the bridge approach. To minimize harm, the existing bridge will be left intact and the new bridge will be constructed to the east of the existing structure, with both bridges to be used for rail travel after the modifications. The new bridge will mirror the general configurations of the historic structure.

¹⁷ In addition to the 17 resources with Section 4(f) use, FRA and DRPT evaluated measures to avoid and mitigate the remaining 4 adversely effected Section 106 resources with no Section 4(f) use, as part of the Section 106 process. Similarly, commitments have been made to conduct additional studies on the Grave Yard for Free People of Color and Slaves (44HE1203) outside of the Section 106 and 4(f) processes. Details on all commitments are included in the list of Project commitments, which is provided as a preface to the chapters in this Final EIS.

Changes to the rail system were also minimized to the greatest degree possible. However, the work still includes physical encroachment on the NRHP-eligible boundaries of this resource. Mitigation measures are detailed in the Section 106 Draft MOA (Appendix K) and include the following:

- Design review of new structure to assure historic resource compatibility
- Historic American Engineering Record (HAER) documentation of extant structure to include measured drawings, large-format photographs, archival research and production of HAER report

6.7.3 Site 44ST1223 (Civil War Campsite)

This resource includes the remains of a Civil War-era encampment used during the winter of 1862 through spring 1863. The camp was purposefully placed along the historic rail corridor for ease of access to both transportation and goods.

There is no avoidance alternative; however, revised designs of the Preferred Alternative have further minimized harm by reducing the LOD to the greatest degree possible in this area while still meeting all required safety and design components. Mitigation of impacts to this resource are detailed in the Section 106 Draft MOA (Appendix K) and includes the following:

- Archaeological data recovery on the portion of the site to be impacted by the Project
- Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
- Scholarly article discussing the historical and archaeological importance of the site

6.7.4 Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025) and Fredericksburg Historic District (111-0132)

These resources include the bridge that carries the railroad tracks across the Rappahannock River, the rail passenger platform, and a series of raised structures that bring the rail through Fredericksburg. All are contributing elements to the surrounding Fredericksburg Historic District. The bridge and the raised rail facility were constructed in 1927 when the rail was raised to avoid at-grade crossings in the city's core. The resource only included the bridge during preliminary studies associated with the Draft EIS but the historic boundaries were expanded to include all rail structures during architectural evaluation studies completed in association with the Final EIS. The Preferred Alternative includes the construction of a new bridge adjacent to the extant structure, which will not in itself result in a 4(f) use, as well as the replacement and repair of some of the structural elements and the rail platform; these constitute a use.

The bridge, structural elements, and platform are contributing elements to the Fredericksburg Historic District. The changes associated with these elements will cause physical impacts to the district. In addition, the construction of a new parking deck, building a new rail station, and modifications to the roadways will cause additional physical impacts. For all of these resources, there is no avoiding these impacts. In an effort to minimize harm, Project engineers worked with cultural resource professionals to reduce the impacts to the greatest degree possible while still meeting the Project's Purpose and Need as well as applicable rail standards.

Mitigation of impacts to these resources are detailed in the Section 106 Draft MOA (Appendix K). For the Rappahannock River Railroad Bridge and associated structures and platform (111-0132-0025), mitigation includes:

- Design review of new structure to assure historic resource compatibility
- HAER documentation of extant structure to include measured drawings, large-format photographs, archival research, and the production of HAER report
- Cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg

For the Fredericksburg Historic District (111-0132), mitigation includes:

- Design review of new parking deck and passenger train station to assure historic district compatibility
- Historic context on the evolution of the rail system in downtown Fredericksburg
- Lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg
- Abbreviated narrative for use in developing a webpage on the history of the railroad in Fredericksburg, as well as details of the Project

6.7.5 Site 44SP0187 (Bridge/Marye's Mill), Site 44SP0688 (Block 49) and Site 44SP0687 (Block 48)

Site 44SP0187 comprises a set of stone piers located within and directly adjacent to the Rappahannock River, just east of the rail trestle, in Fredericksburg. The piers may represent a mill once located in this area or be associated with the pre-1927 rail bridge, but additional research is needed to determine their exact use. Sites 44SP0688 (Block 49) and 44SP0687 (Block 48) are newly recorded resources that were not presented in the Draft EIS. Modifications to the LOD in this area due to additional engineering associated with the Preferred Alternative resulted in their addition to the list of historic properties. These two sites represent two blocks of dense historic use straddling the rail corridor just west of the river. The footprints of all three sites overlap with the LOD for the new Rappahannock River rail bridge and associated structural/platform modifications. Construction of the bridge, and more specifically the approach to the structures and the construction of the structures/platform themselves, will physically impact significant archaeological deposits. DRPT evaluated alternatives to the currently designed bridge approach/structural changes of the Preferred Alternative in order to minimize harm to these archaeological sites; however, other approaches and new structural locations caused greater disturbances to nearby historic properties. The footprint of the Project was lessened to the greatest extent possible to minimize impacts on the site. Mitigation measures for the impacts to these resources are detailed in the Section 106 Draft MOA (Appendix K) and include the following:

- Archaeological data recovery on the portions of each site to be impacted by the Project
- Scholarly article discussing the historical and archaeological importance of the sites
- Lecture presented to the general public on the history and archaeology of the three sites
- Museum display in new Fredericksburg passenger station to highlight the sites and showcase artifacts retrieved during data recovery

- Interpretive sign to be placed within or near Fredericksburg passenger station describing the archaeology of the area

6.7.6 Site 44SP0468 (Earthworks/Jackson's Earthworks)

This set of earthworks is located on both sides of the railroad tracks south of Fredericksburg. They represent the intense occupation of the Fredericksburg area by both Union and Confederate armies throughout the duration of the Civil War. Additional archaeological studies completed after the publication of the Draft EIS associated with LOD modifications resulted in the expansion of this site. Proposed work in this area will include construction of a third railroad track, which will result in impacts to this archaeological site. Because the site straddles the track, there is no avoidance alternative. Impacts were minimized through design efforts of DRPT to reduce the LOD as much as possible while still achieving the Project goals. Mitigation of impacts to this resource are outlined in the Section 106 Draft MOA (Appendix K) and includes the following:

- Archaeological data recovery on the portion of the site to be impacted by the Project
- Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
- Scholarly article discussing the historical and archaeological importance of the site

6.7.7 Doswell Historic District (042-5448) and Doswell Depot and Tower (042-0093)

The Doswell Historic District is located at the intersection of the main rail corridor (historic RF&P Railroad) and the Buckingham Branch Railroad, which was historically a main line of the Chesapeake and Ohio Railroad. The community developed around the two railroads, including a store, a bank, an inn, and numerous dwellings. The current rail station and associated tower were built in 1929. The district straddles the extant rail lines and, as such, the Project runs through the center of the district. Similarly, the depot is located on the west of the tracks while the associated tower is on the east side of the tracks, and the existing rail that is part of the DC2RVA Project corridor threads through the narrow space in between these two historic buildings.

DRPT carefully refined plans of the Preferred Alternative in this area to minimize impacts to the district. Original design concepts ranged from a rail bridge spanning the historic district to enlarging the intersection to accommodate additional rail traffic. DRPT conducted consulting party charrettes on the design of the rail in this location (see Appendix E of this Final EIS for additional details). The resulting plans are greatly reduced and minimize the footprint in this area to the maximum extent practicable. Plans for utilities were also minimized to limit impacts. Despite these efforts, the rail will be widened on the east side of the railroad right-of-way in the vicinity of the Doswell interlocking tower, a contributing element to the district, causing the tower to be moved from its original location to a new site to the east. While retention of the tower minimizes the Project impacts, moving the structure constitutes a 4(f) use. Mitigation measures for the adverse effects to these resources are detailed in the Section 106 Draft MOA (Appendix K), and include the following:

- NRHP nomination form for the Doswell Historic District
- Virginia state historical highway marker on the Doswell Historic District
- Abbreviated narrative for use in developing a webpage on the history of Doswell, as well as details of the Project

- Historic American Building Survey (HABS) Level II documentation of the tower to include measured drawings, large-format photography, archival research, and production of a HABS report
- Move tower from limits of disturbance to new site adjacent to tracks but outside Project limits
- Interpretive sign to be placed within or near depot or tower on the history of the resource

6.7.8 Berkleytown Historic District (166-5073)

This historic district is located southeast of the intersection of the railroad and Vaughan Road (Archie Cannon Drive). The area was settled by African-American residents of Ashland as a domestic enclave outside of town. The Preferred Alternative includes the construction of an overpass bringing the roadway over the rail in this area, thus requiring physical modifications to the road system inside the district boundaries and the construction of a new, large structure within the viewshed of the district. Project engineers have worked to refine Preferred Alternative plans in this area to minimize impacts to the district, including narrowing the LOD to the degree possible while still achieving the Project Purpose and Need. The footprint of the road has thus been minimized, but changes to the original road configuration are still required, as well as building the new overpass itself. Mitigation for these impacts is detailed in the Section 106 Draft MOA (Appendix K), and includes the following:

- Design review of new road structure (Vaughan Road) to assure historic district compatibility
- Oral histories of two individuals with long tenure living or working in district
- NRHP nomination form for the historic district
- Create text for historic walking tour of district in consultation with Town of Ashland and Ashland Museum
- Virginia state historical highway marker on the Berkleytown Historic District

6.7.9 Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building (043-0292-0001)

The historic district and main building are located west of Hungary Road. The school was established in 1892 to educate wayward youth; the main building was constructed as the primary administrative center in 1985. The Preferred Alternative involves the construction of an overpass to bring Hungary Road over the railroad corridor. The new overpass will result in physical modifications to the road system within the district and surrounding the main building. It will also involve the construction of the overpass itself, a new visual element. Engineering associated with the Preferred Alternative was minimized to the greatest degree possible, including lowering the height of the overpass and narrowing the LOD to minimize road changes while meeting the Project Purpose and Need. Mitigation for the impacts to both resources is detailed in the Section 106 Draft MOA (Appendix K), and includes the following:

- Design review of new road structure (Hungary Road) to assure historic district compatibility
- Historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia

- Series of georeferenced, GIS-based overlays to illustrate the evolution of the landscape and road system in this area
- Interpretive sign to be placed within or near Main Building/Robery Styles Building on the history of the resource

6.7.10 Shockoe Valley and Tobacco Row Historic District (127-0344) and Main Street Station Trainshed (127-0172)

The Shockoe Valley and Tobacco Row Historic District comprises the historic core of Shockoe Bottom and includes resources spanning the eighteenth through twentieth centuries. Main Street Station, located within the district, was built in 1901 as the main terminal for the Seaboard Air Line (SAL) Railroad and was a major station for the historic Chesapeake and Ohio Railroad. The property includes the Beaux Arts-style station as well as the associated trainshed, platform, and other landscape elements. The area within the district and around Main Street Station has been the subject of extensive coordination and consultation among FRA, DRPT, the City of Richmond, other cooperating agencies, consulting parties, ACHP, and the public. DRPT worked to minimize the extent of the changes to the District and its contributing elements by making the footprint of the Preferred Alternative as minimal as possible, reducing the size of the new platforms, and committing to include design review in the final designs to minimize harm to this resource. This includes avoiding recorded nearby archaeological sites associated with the slave trade, such as the “Burial Ground for Negroes” (44HE1089) and Lumpkins Jail/Devil’s Half Acre (44HE1053). In addition, DRPT will conduct archaeological studies in all pier locations within the historic district, regardless of the presence or absence of recorded sites to assure that any intact archaeological sites in the LOD are explored. The Section 106 Draft MOA (Appendix K) details all mitigation for the adverse effects to the Shockoe Valley and Tobacco Row Historic District and Main Street Station, and includes the following:

- Design review of platform and other station modifications to assure historic district compatibility
- Development of historic context on the association of the slave trade and the RF&P railroad/ the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
- Lecture presented to the general public on the association of the slave trade and the RF&P railroad/ the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
- Work with City of Richmond and others to create boundaries for a potential slave trade-related historic district in Shockoe Bottom
- Fabrication and installation of a Virginia state historical highway marker documenting the slave trade and nearby associated sites
- Design review of platform modifications and new structures to assure resource compatibility
- Development of historic context on the evolution of the rail system in downtown Richmond
- Creation of webpage documenting the evolution of the rail system in downtown Richmond

6.7.11 Seaboard Air Line (SAL) Railroad Corridor (127-6271)

The historic SAL Railroad was a competing company to the ACL. This operation also ran between Richmond and Florida, commencing at Main Street Station and crossing the James River, then running parallel to the ACL before veering west in Petersburg. Known today as the “S-Line,” this historic property is composed of the rail itself, stations, track houses, and structures. As with the RF&P, DRPT vigorously sought to minimize harm by narrowing the LOD where possible, maintaining historic bridges, and reusing the extant corridor. Despite these efforts, several structures—and Main Street Station itself—require modifications to meet ridership needs and safety features. As such, avoidance of all contributing elements is not possible. Due to the adverse effect/use of the property, the Section 106 Draft MOA (Appendix K) includes mitigation measures to address the adverse effects to the SAL, and includes the following:

- Design review of modifications to contributing elements to the district to assure resource compatibility
- Development of historic context on railroad depots along the SAL Railroad in Virginia
- Document stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO

6.8 COORDINATION

This section describes the Section 4(f) coordination with the agencies with jurisdiction over the properties and the U.S. Department of the Interior (DOI), including correspondence and meetings:

- Section 6.8.1 describes the coordination related to parks, recreation areas, and wildlife and waterfowl refuges.
- Section 6.8.2 describes the coordination related to historic resources.
- Section 6.8.3 describes the coordination with the DOI.

6.8.1 Parks, Recreation Areas, Wildlife and Waterfowl Refuge Coordination

Throughout the Project, DRPT has coordinated with the Section 4(f) resource owners regarding permanent incorporation and temporary occupancy of park resources, as summarized in Table 6.8-1. Copies of letters and concurrence statements are included in Appendix U of the Draft EIS and Appendix E of the Final EIS.



National Park Service's Fredericksburg and Spotsylvania National Military Park (Area 3)

Table 6.8-1: Parks, Recreation, Wildlife and Waterfowl Refuge Section 4(f) Coordination

Resource Owner	Type ¹	Date	Purpose
Arlington County Department of Parks and Recreation	Letter	June 16, 2017	Provided summary of preliminary impacts to Long Bridge Park and Mount Vernon Trail and requested concurrence with <i>de minimis</i> use and temporary occupancy
NPS – George Washington Memorial Parkway Headquarters	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of George Washington Memorial Parkway
City of Alexandria	Letter	June 30, 2017	Provided summary of preliminary impacts and requested concurrence with <i>de minimis</i> use and temporary occupancy of Dog Run Park at Carlyle
NPS – Fredericksburg and Spotsylvania National Military Park	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
Prince William County Parks and Recreation Department	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Veterans Memorial Park
Town of Ashland Parks and Recreation	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of North Ashland Park, and Railside Park, and <i>de minimis</i> use of Carter Park
Hanover County Department of Parks and Recreation	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding <i>de minimis</i> use of Ashland Trolley Line
Virginia Department of Game and Inland Fisheries	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Mattaponi Wildlife Management Area
Maggie Walker Governors School	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Maggie Walkers Governors School Fields
City of Richmond, Department of Public Works	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence with <i>de minimis</i> use and temporary occupancy of Walker's Creek Retention Basin Park
Prince William County Parks and Recreation	Response Letter	June 29, 2017	Concurrence with temporary occupancy of Veterans Memorial Park
Virginia Department of Game and Inland Fisheries	Meeting	July 14, 2017	Discussed Section 4(f) impacts
City of Alexandria	Teleconference	July 14, 2017	Discussed Section 4(f) impacts
Town of Ashland	Meeting	July 14, 2017	Discussed Section 4(f) impacts
NPS – George Washington Memorial Parkway	Meeting	August 29, 2017	Project update
Arlington County	Response Letter	September 8, 2017	Expressed concern with <i>de minimis</i> assumption based on Draft EIS impacts
Virginia Department of Game and Inland Fisheries	Response Letter	October 12, 2017	Concurrence with temporary occupancy of Mattaponi Wildlife Management Area

► Continued – see end of table for notes.

Table 6.8-1: Parks, Recreation, Wildlife and Waterfowl Refuge Section 4(f) Coordination

Resource Owner	Type ¹	Date	Purpose
Arlington County	Meeting	February 2, 2018	Review of Draft EIS comments
City of Richmond, Department of Public Works	Letter	October 22, 2018	Provided update of impacts, requested concurrence with <i>de minimis</i> use and temporary occupancy of Walker's Creek Retention Basin Park
City of Richmond, Department of Parks, Recreation, and Community Facilities	Letter	October 22, 2018	Provided update of impacts, requested concurrence with <i>de minimis</i> use and temporary occupancy of Walker's Creek Retention Basin Park
Arlington County Department of Parks and Recreation	Letter	October 29, 2018	Provided update of impacts to Long Bridge Park and Mount Vernon Trail, and requested concurrence with temporary occupancy for Long Bridge Park
NPS – George Washington Memorial Parkway Headquarters	Letter	October 29, 2018 and December 6, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of George Washington Memorial Parkway and Mount Vernon Trail
City of Alexandria	Letter	October 29, 2018	Provided update of impacts and requested concurrence with temporary occupancy of Dog Run Park at Carlyle, Four Mile Run Trail, Potomac Yard Park, Potomac Yard Landbay N., and Rail Park
NPS – Fredericksburg and Spotsylvania National Military Park	Letter	October 29, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
Prince William County Parks and Recreation Department	Letter	October 29, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of Veterans Memorial Park
Henrico County Recreation and Parks	Letter	October 29, 2018	Provided impacts and requested concurrence regarding temporary occupancy of Laurel Recreation Area
Henrico County Recreation and Parks	Response Letter	October 31, 2018	Concurrence regarding temporary occupancy of Laurel Recreation Area
Prince William County Parks and Recreation Department	Response Letter	November 2, 2018	Concurrence regarding temporary occupancy of Veterans Memorial Park
City of Richmond, Department of Public Works	Response Letter	November 16, 2018	Concurrence regarding <i>de minimis</i> use and temporary occupancy of Walker's Creek Retention Basin Park
NPS – Fredericksburg and Spotsylvania National Military Park	Response Letter	December 7, 2018	Concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
NPS – George Washington Memorial Parkway Headquarters	Response Letter	December 12, 2018	Concurrence regarding temporary occupancy of George Washington Memorial Parkway and Mount Vernon Trail
City of Alexandria	Response Letter	December 13, 2018	Concurrence regarding temporary occupancy of Dog Run Park at Carlyle, Four Mile Run Trail, Potomac Yard Park, Potomac Yard Landbay N., and Rail Park
Arlington County Department of Parks and Recreation	Response Letter	December 18, 2018	Concurrence regarding temporary occupancy of Long Bridge Park

Notes: 1. "Letter" denotes a letter from DRPT to the resource owner; "Response Letter" denotes a letter from the resource owner to DRPT. Row highlighted in gray denotes meeting that was held or letter sent/received subsequent to the release of the Draft EIS in September 2017.

6.8.2 Historic Resources Section 4(f) Coordination

DRPT coordinated with numerous property owners and officials with jurisdiction over resources protected under Section 4(f), both before and after the issuance of the Draft EIS . Most of the coordination was done as part of the Section 106 process, but, when relevant, Section 4(f) was also discussed. In total, DRPT held over 50 meetings and formal conference calls with interested parties and sent over 75 formal emails and letters soliciting feedback from consulting parties, interested citizens, and involved agencies. In addition, by letter dated December 4, 2018, DRPT notified the DHR of FRA's 4(f) determinations, including all *de minimis* determinations. By letter dated January 4, 2019, DHR acknowledged FRA's 4(f) determinations. Full rosters of all coordination efforts and copies of all of the correspondence can be found in Appendix U of the Draft EIS and Appendix E of the Final FEIS.

6.8.3 U.S. Department of Interior

The Draft Section 4(f) Evaluation was included as Chapter 5 of the Draft EIS and submitted to the DOI for review in September 2017. Comments were received from several DOI agencies on both documents and are presented in Appendix B1 of this Final EIS.

This Final Section 4(f) Evaluation is being submitted to DOI for review and their concurrence will be provided in the Record of Decision.

6.9 FINAL SECTION 4(F) EVALUATION

FRA will issue its final Section 4(f) determination as part of the Record of Decision for the DC2RVA Project.