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**APPENDIX I**  
**Scope of Work**





**Scope of Work for a Documentary Study and Archaeological Investigations  
Potomac Yard  
Alexandria, Virginia**

August 10, 2006

This scope of work has three components: Archaeological Monitoring, Documentary Study and Archaeological Investigation for the Potomac Yard property including related road and Monroe Street Bridge work and any development on Landbays in the project area. This scope is both broad for the documentary component and specific for the archaeological work to fit the needs of the project. This work is being done to satisfy requirements of the City of Alexandria Archaeological Protection Code prior to grading, excavation and construction associated with the project. The Potomac Yard property and the Monroe Street (Four Corners) area has been the scene of significant historical land uses and possibly prehistoric activities. This significance warrants further research, archaeological testing and archaeological monitoring. Additional scopes of work will be produced for required archaeological investigations on Landbays prior to their development so that the archaeological work will be completed prior to any ground disturbance.

The goals of this scope of work are:

1. To monitor the remaining excavations and grading association with the construction of the Monroe Street Bridge realignment. Excavation started prior to any documentary or archaeological work, so it is essential that a professional archaeologist monitor the remaining subterranean work.
2. To produce a full contextual study from documentary sources and available soil data regarding the changing environment, roads and transportation arteries, potential prehistory, history and cultural themes of the entire Potomac Yard and related neighborhoods and assessments for the need to conduct archaeological investigations of all planned projects that may adversely affect significant resources, such as Landbay development, roads, utilities, grading, landscaping, etc.
3. To analyze information from Goal 2 and develop an archaeological scope of work to identify and evaluate significant resources in the area affected by development of bridge/road changes affecting the Monroe Street (Four Corners) for the

approval of Alexandria Archaeology. Note: This third task should be done in association with the project timetable, which will require the analysis and scope of work to be written prior to completion of the full contextual study. Thus, documentary study should begin in the Monroe Street area, as delineated by the Area of Possible Effect. The consultant should also be in contact with key individuals to determine the timing for all archaeological work needed throughout the project area. All aspects of this investigation will comply with the *City of Alexandria Archaeological Standards* dated January 1996 and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*. Project details are as follows:

#### Monitoring Bridge/Road Excavation

Trained archaeological personnel should be on site during all excavations of trenches for bridge-related construction or any changes to the landscape until such time as the contractor has conducted sufficient documentary study to demonstrate to Alexandria Archaeology that such monitoring is not warranted. Monitoring should begin immediately to insure that significant archaeological resources are not adversely affected by the project. If resources are identified, the contractor should contact Alexandria Archaeology to determine a course of action. All excavation should cease until the resources are properly evaluated and a treatment plan developed and implemented. Consultant should contact Alexandria Archaeology if other monitoring needs in the Potomac Yard are encountered.

#### Documentary Study for Context and Overlay Maps

This study will consist of reviewing maps and both primary and secondary source information. The work will include creating one or more overlay maps that will show all historic and current cultural and natural features on the property. It is of importance to determine what structures were on the property in the past, the degree of ground disturbance and the possibility that archaeological resources may remain on the property. This information must be shown graphically on one or more maps.

Sources should be selected that provide information on the environment, land use and transportation history of Potomac Yard, Route 1, and neighboring areas [Route 1 is thought to have been an Indian foot path and later became a turnpike; the Alexandria Canal stretches through the area; the Yard was a regional rail center; 20<sup>th</sup> century Route 1.] The contextual study should provide a culture history of the Potomac Yard area over time stressing themes and the unique nature of this part of Alexandria, land uses, owners and residents, key people, businesses, and the significance and operation of Potomac Yard (established in 1907) and associating the study area to the larger city and region. This information will be bound as a separate document and include recommendations on the potential significance and need for archaeological investigation of each Landbay and other developmental units.

The consultant should visit Alexandria Archaeology in order to gather map and secondary source information that will assist in establishing the context of the property within Alexandria. These sources include Alexandria secondary source compilations and indexes (like those of T. Michael Miller) and site reports on other Alexandria properties that are in the vicinity and/or may be of a similar nature to this property.

The documentary data will be analyzed to determine the potential for significant archaeological resources to be present. If preservation actions are warranted, a recommendation will be made delineating the action(s) to be taken, including the excavation strategy. The recommended preservation actions will take into account the nature and location of known and potential resources as well as the impact that the development (including all ground disturbance, such as construction of buildings, grading, landscaping, and placement of utilities) will have on these resources. The recommendation will be based upon the specific criteria for evaluating potential archaeological significance as established and specified in the Alexandria Archaeological Protection Code. All preservation measures are to be completed prior to development.

#### Analysis and Scope of Work for Monroe Street

Since the construction of the Monroe Street (Four Corners) area is expected to start in September, it is important that the documentary study for this area be conducted as the first priority. The consultant should review all pertinent source materials and produce overlay maps of this area, as defined as the area of potential effect by the applicant. Consultant should provide this information, overlay maps and recommended Scope of Work for Alexandria Archaeology approval.

Future scopes of work for archaeology related to other parts of the Potomac Yard project area will be done at a later time, in tandem with the development needs but always before any ground disturbance takes place. All coring or other ground disturbance should be coordinated by the applicant with the consultant to insure that no further excavation for development needs occurs prior to archaeological clearance by Alexandria Archaeology.

#### Public Interpretation

The *City of Alexandria Archaeological Standards* require that a public summary be prepared as part of this work. The public summary will be approximately 4 to 8 pages long with a few color illustrations. This should be prepared in a style and format that is reproducible for public distribution and use on the City's web site. Examples of these can be seen on the Alexandria Archaeology Museum website. A draft of the summary should be submitted to Alexandria Archaeology for review along with the draft of the Documentary Study report. Upon approval, a master copy (hard copy as well as on CD or computer disk) will be submitted to Alexandria Archaeology. The summary and graphics should also be e-mailed to Alexandria Archaeology for publication on our web site.

If determined to be warranted by the City Archaeologist, the applicant will be required to erect historical interpretive signs in the project area. The archaeological consultant will supply the written text and graphics for each sign. The text should be up to 200 words in length with a paragraph on the historical significance of the site and a paragraph on material aspects of the past. The graphics (minimally four, with captions) need to be high-quality copies (scanned at a minimum of 600 dpi and saved separately as jpeg or tiff files) of line drawings, historic photographs and maps, or other illustrations in black and white or color. All copyright releases need to be obtained and credit provided for each graphic. The text and graphics must be submitted to Alexandria Archaeology on a CD. Coordinate with the City Archaeologist before writing the text and selecting images.

## **Tasks**

The following is a summary of the tasks to be completed:

1. Determine all schedules for excavation or other ground disturbing activities associated with project; get copies of cut and fill maps prepared by applicant; identify all areas of potential effect associated with these excavations and depth and type of disturbance. Inform applicant that no other ground disturbance can occur anywhere in the entire Potomac Yard project area without proper assessment and clearance from Alexandria Archaeology.
2. Monitor bridge excavations that have not had archaeological assessment, but are in progress. Identify potential resources and consult with Alexandria Archaeology regarding proper treatment.
3. Visit Alexandria Archaeology to gather information, including to-scale historical maps, site reports and secondary compilations and indexes.
4. Complete research from primary sources on Monroe Street area. Analyze the compiled data to evaluate the potential for the presence of significant archaeological resources; Produce recommendations and scope of work for needed archaeological work in this area and communicate (by email or phone) these to Alexandria Archaeology staff.
5. Complete research from all sources for Potomac Yard Documentary/Contextual Study. Analyze the compiled data to evaluate the potential for the presence of significant archaeological resources for the entire the Potomac Yard project area beyond Monroe Street Bridge and Monroe Street area.
6. Produce and submit a draft Documentary Study to Alexandria Archaeology, including the public summary document and recommendations by each Landbay or development area (roads, etc.). Since construction impact in some Landbays, etc. may not be known, provide general recommendations regarding the potential depth



of resources and what types and depths of excavations would require archaeological investigation.

7. Make required revisions and deliver to Alexandria Archaeology 1 unbound and 3 bound copies of the final study report; plus a CD of the final report and separate CD of the public summary with graphic.
8. If required, coordinate writing of historical interpretive signs with City Archaeologist and produce draft and final text and images on separate CD.

Draft Format for Deliverables:

- |                                 |                              |
|---------------------------------|------------------------------|
| 1. Photographs:                 | .jpg.                        |
| 2. Line Drawings:               | .gif or .jpg as appropriate. |
| 3. Final Report/Public Summary: | Word, PageMaker and/or PDF   |
| 4. Historical Signs:            | Word, PageMaker and./or PDF  |



**APPENDIX II**  
**Four Corners Management Plan**



## **Introduction**

The Four Corners area is situated in the southern portion of the Potomac Yard project area and extends from the northern side of the existing Monroe Avenue Bridge northward to the southern edge of the proposed Howell Avenue. The Four Corners area is bordered to the east and west by the project area boundaries.

Historic topography (from a map of 1865) within the Four Corners area consisted of a portion of a higher terrace, sloping gently to moderately eastwards to a lower terrace overlooking a marsh on the Potomac River. A drainage ravine is indicated in the western portion of the Four Corners area, running northeast towards the Potomac. The relatively low relief topography of these terraces, in close proximity to the river and a river tributary, indicates a likely location for prehistoric settlement.

## **Historic Overview**

Historic documents and maps revealed no evidence of 17th- or 18th-century buildings within the project area. The 18th-century landowners may have leased the land to tenants who farmed it, but, to date, no record of tenant farmers or the locations of their dwellings has been located. By 1800, at least two properties that overlap Potomac Yard were occupied, but the primary residences associated with these properties were located outside of the Monroe Avenue bridge area.

Between 1800 and 1860, the Potomac Yard area developed into a transportation crossroads with the construction of the Alexandria Turnpike (1809), the Alexandria Canal (1843), the Washington and Alexandria (W&A) Railroad (1857), and the Alexandria, Loudoun & Hampshire (AL&H) Railroad (1859). Prior to the Civil War, few if any transportation-related buildings or structures (e.g., train stations, railroad trestles) stood within the Four Corners area. However, by 1865, a few buildings (residences and the Alexandria Poor House) had been erected near the intersection of Monroe Avenue (then called Poor House Lane) and the Alexandria Turnpike.

Between 1865 and 1900, the cluster of buildings in the vicinity of the Monroe Avenue Bridge grew. By 1894, the growing population of the neighborhoods to the west of the study area, combined with nationwide growth in railroad traffic, led to the establishment of St. Asaph's Junction Station.

Historic maps from the 1860s and 1870s show the Slate House, an unnamed building, a schoolhouse and the Alms House along Poor House Lane. The Alms House, reportedly constructed in 1806, is visible in a 1921 photograph of the southern end of Potomac Yard. The Hyde House and the St. Asaph's Junction Station are shown in the northern end of the Four Corners area. The station was closed in 1906 with development of the rail yard, but may have still been standing in 1957.

The construction of Potomac Yard between circa 1904 and 1906 significantly altered the landscape of the Monroe Avenue bridge area. In addition to covering the project area with tracks and railroad-related buildings, the establishment of Potomac Yard led to:

- the demolition of the existing structures within the area,
- the re-alignment of the Alexandria Turnpike (Route 1),
- the construction of an iron or steel bridge to carry Monroe Avenue over Potomac Yard,
- the removal of a portion of East Alexandria Avenue, and
- the construction of a trestle to allow the AL&H/W&OD Railroad to cross the rail yards.

Between 1906 and 1956, Potomac Yard continued to evolve, as old buildings were razed and new ones constructed.

### *Significant Historic Road Changes*

#### Route 1 / Alexandria Turnpike

North of present-day East Howell Avenue, the Alexandria Turnpike followed the route of the current U.S. Route 1. Until at least 1845, the turnpike continued south from East Howell Avenue in roughly a straight line until reaching the approximate location of present-day East Duncan Avenue. At this point, the turnpike angled to the southeast then continued into Alexandria along the route of present-day Powhatan Street (the old turnpike route).

By 1862, the old turnpike route had fallen into disuse in favor of a new route that continued straight into Alexandria (the Alexandria Turnpike).

The establishment of Potomac Yards in 1906 led to the re-alignment of the Alexandria Turnpike/Route 1 south of its intersection with East Howell Avenue, making it curve to the west and parallel the Potomac Yard property line. This re-aligned road is present-day Route 1.

#### Monroe Avenue-Slater's Lane

In the 19th century, present-day Monroe Avenue (then known as Poor House Lane) continued east through what is now Potomac Yards. Present-day Monroe Avenue and Slater's Lane formed a continuous east-west route through the study area.

#### Alexandria, Loudoun & Hampshire (AL&H) Railroad

Later known as the Washington and Old Dominion (W&OD) Railroad, this railroad traversed the northern portion of Potomac Yards and crossed the Alexandria Turnpike just north of the intersection with Mount Ida Avenue. It continued southeast across the project area, exiting present-day Potomac Yards north of Slater's Lane.

### Alexandria and Washington (A&W) Railroad

North of Bellefonte Avenue, the A&W Railroad (also known as the Washington, Alexandria & Georgetown Railroad) ran parallel to the Alexandria Turnpike. The tracks lay to the east of the turnpike, between it and the Alexandria Canal. Civil War-era maps suggest that originally the tracks followed the old turnpike route into Alexandria and that during the war, a new route that continued straight into Alexandria via Henry Street was established. By 1878 both routes were in use, with the Henry Street track splitting into two separate tracks. By 1885, the route along the old turnpike was no longer in use.

### **Previous Archeological Research**

An inventory of the existing and potential cultural resources in the Potomac Yards was compiled in 1989 by Engineering Science (Walker and Harper 1989). This study then briefly evaluated whether the resources had potential archeological or architectural significance. No extant rail yard buildings were identified in the Four Corners portion of the Potomac Yard project area during the 1989 survey; early to middle 20<sup>th</sup> century maps depict numerous rail lines through this area, but no buildings.

However, the researchers identified six archeological resources with potential significance that were located within or continued through what they called the Slaters Lane Neighborhood (essentially the Four Corners area). The resources include the:

- 1) Alexandria Canal,
- 2) Alexandria & Washington Railroad,
- 3) Alexandria, Loudoun & Hampshire Railroad,
- 4) Washington & Alexandria Turnpike,
- 5) St. Asaph Junction Station, and the
- 6) St. Asaph Junction neighborhood.

The researchers felt that there was a high probability that much of the Alexandria Canal existed within Potomac Yard at that time (1989). Exploratory testing was recommended (Walker and Harper 1989:22). No further work was recommended on the Alexandria & Washington Railroad, which was the earliest line in this area (Walker and Harper 1989:23). The Alexandria, Loudoun & Hampshire Railroad trestle is visible in early 20<sup>th</sup> century historic photographs of the Yard. At the time of the 1989 survey, several piers survived on the property and further research was recommended (Walker and Harper 1989:45). No recommendations were made for the Turnpike.

Extensive disturbance of the St. Asaph Junction neighborhood was evidenced in a circa 1921 photograph of the southern end of the Potomac Yards. The researchers felt that the area was completely graded and that the potential 19<sup>th</sup> century domestic sites were not as significant as other resources in the project area (Walker and Harper 1989:44). The St. Asaph Junction Station area also appeared to have been graded and was considered to be of low archeological potential (Walker and Harper 1989:44).

### *Monitoring of Construction within the Four Corners Area*

During September 2006, five locations within the Four Corners area were monitored in conjunction with construction for the new Monroe Avenue Bridge. These locations included the sites of the three bridge piers, the bridge abutment walls and a sediment pond to the north of the existing bridge.

Construction of Pier 1, Pier 2 and Abutment Wall A had already taken place or was in the final stages when monitoring was requested. No evidence of historic resources was visible in the vicinity of these structures. Historic maps suggest that the Slate House was located in the vicinity of Pier 2, but no evidence of a building was observed in this area. It is possible that the Pier 2 trench did not disturb any resources associated with the Slate House or that work conducted on the property prior to the current development may have destroyed any remains of the building.

Located at the east end of the existing Monroe Avenue Bridge, the future location of Pier 3 and Abutment Wall B appeared likely to have been previously disturbed during roadwork and construction of the existing bridge. Topography in this location has been previously altered to create the existing bridge abutment. The walls of the excavated Pier 3 trench were examined, but no indications of historic resources were observed.

Excavation of a sediment pond located north of the existing Monroe Avenue Bridge was monitored and no evidence of historic resources was found. Historic maps depict an unidentified building in this general location but no evidence for the building was observed during examination of the sediment pond area. It is possible that the sediment pond excavations did not disturb any resources associated with this building, or that work conducted on the property prior to the current development may have destroyed any remains of the building.

### **Proposed Infrastructure within the Four Corners Area**

The proposed infrastructure (roads, associated utilities and the Pump Station) in the Four Corners area is comprised of elements of several site plans. Portions of the proposed Potomac Avenue, Main Street, South Main Street, Howell Avenue, Route One Bridge, and Monroe Avenue are within the Four Corners area. The existing Monroe Avenue Bridge is located along the southern edge of this area.

The following discussion is organized by individual roads and/or site plans. Within the individual road corridors, locations are referred to by the station numbers which appear in the various site plans. Stations are spaced at 100 foot intervals along each of the roads.



## Howell Avenue East (Station 13+50 to 17 + 12.82)

### *Location*

Extending through the northern portion of the Four Corners area, Howell Avenue East continues the east-bound lanes of Howell Avenue to the intersection with Potomac Avenue.

### *Historic Resources*

Potential historic resources within or near the path of the proposed road include the route of the Alexandria, Loudoun & Hampshire (AL&H) Railroad, later known as the Washington and Old Dominion (W&OD) Railroad. Depicted on historic maps from the 1860s onward, tracks were still present along this route through the 1950s. The 1953 plat of the rail yard depicts one building, number 820, to the south of the proposed road.

### *Existing Conditions*

The existing ground surface is estimated to be between 10 and 16.5 feet below the historic ground surface, based upon comparison of the topography from 1865 and 2004. Soil borings indicate fill to a depth of 3 feet below ground surface near Station 13+50 (bore P-8) and 1-2 feet of fill some 60 feet north and south of the proposed road (bores R-2 and S-2).

Proposed work includes the addition of 9 to 12 feet of fill along the proposed road; utility cuts will not impact the existing surface except at station 16 + 00, where a utility cut will extend approximately 1 foot below the existing surface. At the intersection of Howell and Potomac Avenues, the existing ground surface is estimated to be approximately 10 feet below the 1865 ground surface; however, proposed work from Station 17 + 00 to the intersection will involve the addition of 9.5 feet of fill and no utility cuts are planned. Due to the estimated depth of previous grading work, no impacts to the historic ground surface are predicted as a result of the proposed work.

### *Recommendations*

Due to the estimated depth of previous ground disturbances associated with rail yard activities, the potential for locating archeological sites is considered to be very low or non-existent. From Station 17 + 00 to the intersection with Potomac Avenue at Station 17 + 12.82, there is a very low potential of extant archeological resources, but no impacts below the existing ground surface will occur in this section of the proposed road.

No archeological work is recommended for the portion of Howell Avenue East located within the Four Corners Area.

## Potomac Avenue (Station 62 + 50 to 73 + 85.78)

### *Location*

This portion of Potomac Avenue extends from the intersection of Howell Avenue south towards the Route 1 Bridge.

### *Historic Resources*

Potential historic resources within the path of the proposed road include a section of the Alexandria Canal; the mapped location of the canal appears to cross the road between Stations 68+00 and 69+00. The 1862 McDowell map shows rail lines and the canal in the vicinity of the proposed road, as well as a road leading to buildings north of the project area, but no buildings that appear to be within the project area. The 1878 Hopkins map shows rail lines, roads, and possibly the George Hyde and the Slate houses within this area. The Hyde house may have been located in the vicinity of the Potomac Avenue/re-aligned Route 1 intersection. The Heavy Car Repair Complex appears to have been located north of the intersection of Potomac Avenue and South Main Street and likely extended as far as the former WO&D railroad trestle (in the vicinity of the future Howell Avenue East). This complex included a large one story brick building and several smaller frame buildings.

Twentieth century maps only depict rail lines in the portions of the yard traversed by the proposed road. A 1953 plat of the rail yard suggests that the area between Stations 62+50 and 71+00 of the proposed road was occupied by railroad tracks at that time; the area between 71+00 and 72+50 appears to be free of tracks or rail yard buildings; and the area between Stations 72+50 and the end of the proposed road appears to be occupied by tracks.

Historic photographs from the 1920s suggest that the proposed road between approximately Stations 62 + 50 and 69 + 50 traverses an area of higher ground that is bounded by deep track cuts to the east and west. This higher ground may be the original ground surface. Between Stations 71 + 00 and 72 + 50, the proposed road appears to cross a second strip of higher ground, also bounded by track cuts to the east and the west. As suggested by the 1953 rail yard plat, however, the higher ground between Stations 62 + 50 and 69 + 50 may have been graded at a later date for track cuts.

### *Existing Conditions*

The existing ground surface along this section of Potomac Avenue is estimated to be between 6 and 16 feet below the level of the historic ground surface, based upon comparison of the topography from 1865 and 2004.

Between Stations 62+00 and 72+00, nine previously excavated soil bores (R-2, S-3, ECS-22, P1, B6-B9 and P1A) indicate fill layers extending to between 2 and 8.5 feet below the existing ground surface. Between Stations 67+00 and 72+00, a layer of railroad ballast

(0.5-0.6 feet deep) overlay fill layers that extended to between 3.5 and 8.5 feet below the ground surface.

Proposed work along this portion of Potomac Avenue will involve the addition of 7.5 to 13.5 feet of fill; most utility cuts will not extend below the existing ground surface, except at Stations 62 + 00 and 63 + 00, where utilities will extend to a depth of approximately 21 feet below the existing ground surface.

### *Recommendations*

Comparison of the 1865 and 2004 topography suggests that the proposed road corridor has been previously graded to depths that would preclude the possibility of extant archeological resources. Examination of photographs of the 1920s, however, suggests that much of the road corridor traverses two elevated strips of land which may represent remnants of the original ground surface.

Given this contradictory evidence, it is recommended that sections of the proposed road be subjected to geomorphological testing (soil boring) to ascertain whether any portion of the historic ground surface is extant. Geomorphological testing is recommended for the sections of the proposed road between approximately Stations 62 + 50 and 69 + 50, and between Stations 71 + 00 and 72 + 50. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended. No archeological work is recommended for the remaining portions of the road; based on the historic photographs, these portions appear to traverse areas where deep track cuts were present.

## Pump Station

### *Location*

Situated within Landbay K, the Pump Station is located approximately 25 feet east of Potomac Avenue Stations 65 + 00 and 66 + 00.

### *Historic Resources*

Potential historic resources within or adjacent to the location of the proposed pump station include railroad-related resources, but no earlier buildings appear to have been located in this vicinity. An 1841 map shows a small creek that is in the general vicinity of the pump station. The 19th century Daingerfield Farm property encompassed the area of the pump station, but the main farm complex was situated further east. The 1906 railroad trestle, carrying the WO&D tracks over the rail yard, appears to cross the area of the pump station. The trestle was dismantled in the 1960s, although the piers remained until the 1980s. The 1953 plat of the rail yard shows multiple tracks, but no buildings in the vicinity of the pump station.

Historic photographs of the 1920s suggest that the location of the proposed pump station is within an “island” of elevated land (perhaps the original ground surface) which extends from the railroad trestle and under the Monroe Avenue Bridge to the south. This strip of higher ground is bounded by deep track cuts to the east and west. A one story building appears just south of the railroad trestle, near the location of the proposed pump station. The 1953 rail yard plat shows only railroad tracks in this portion of the yard, however, which suggests that this strip of higher ground may have been graded at a later date for track cuts, however, suggests that this area of higher ground may have been graded away at a later date; only railroad tracks are shown in this portion of the yard on the plat.

### *Existing Conditions*

The existing ground surface is estimated to be between 10.5 and 16 feet below the level of the 1865 ground surface, based on data from Potomac Avenue Stations 64 + 00 through 66 + 00.

No soil bores have been previously excavated in the vicinity of the proposed pump station.

Approximately 15 feet of fill will be added in the area of the proposed pump station. The buildings itself will be approximately 20-foot square with a circa 10-foot diameter holding tank inside. The tank will cut below the existing surface by as much as 15 feet.

### *Recommendations*

Comparison of the 1865 and 2004 topography suggests that the location of the proposed pump station has been previously graded to depths that would preclude the possibility of extant archeological resources. Examination of photographs of the 1920s, however,

suggests that the location of the pump station is within an elevated strip of land which may represent a remnant of the original ground surface.

Given this contradictory evidence, it is recommended that the location of the proposed pump station be subjected to geomorphological testing (soil boring) to ascertain whether any portion of the historic ground surface is extant. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.

## Main Street (Station 30 + 50 to 37 + 00)

### *Location*

The section of Main Street located within the Four Corners area extends southward from Howell Avenue to the Potomac Avenue intersection. South of this intersection, the road is called South Main Street and is discussed separately below.

### *Historic Resources*

Potential historic resources within or near the path of the proposed road include the Alexandria Canal. The proposed road crosses the projected location of the canal between Stations 30 + 00 and 34 + 00. The canal, built in 1843 and abandoned by 1886, appears to have been filled in during the early 20<sup>th</sup> century.

While no buildings appear to be in the vicinity of the proposed road on earlier maps, the 1953 plat of the rail yard indicates that Building 820 was located just east of the proposed road, while Building 819 stood along the eastern edge of the road. Buildings 817 and 818 stood further south and to the east of the proposed road.

Photographs of the 1920s and 1930s suggest that the proposed road would lie within a deep cut where multiple railroad tracks are located; the road appears to cross this cut area between approximately Station 30 + 50 and 32 + 50. Between approximately Stations 32 + 50 and 37 + 00, the proposed road crosses what appears to be an elevated strip of land adjacent to the deep track cut. An analysis of historic maps and aerial photographs prepared for a 1992 report on Potomac Yard suggests that this strip of land may have been graded away by 1948. The report indicates that a “a raised strip of soil containing cut slopes” that appeared underneath the Monroe Avenue Bridge in previous years had been removed.

### *Existing Conditions*

The existing ground surface is estimated to be between 18 and 24 feet below the level of the 1865 ground surface. Soil borings indicate fill layers to a depth of between 4.5 and 8.5 feet from Station 30 + 00 through 33 + 00 (bores ECS-20 and ECS-21 and TP-26). In the vicinity of Stations 34 + 00 and 35 + 00, however, fill layers extend to 18.5 feet below the ground surface (bore B-6). To the south of this, fill layers extend to 3.5 feet below the surface through Station 37 + 00.

Proposed work will add between 5 and 10 feet of fill to the existing ground surface and utility cuts will extend between 2.5 and 9 feet below the existing ground surface. Due to the estimated depth of previous grading work, no impacts to the historic ground surface are predicted as a result of the proposed work.

### *Recommendations*

Due to the estimated depth of previous ground disturbances associated with rail yard activities, the potential for locating archeological sites is considered to be very low or non-existent between Stations 30 + 50 and 32 + 50. Proposed impacts will extend below the existing ground surface, but as no extant archeological resources are anticipated, no impacts will occur.

It is possible that the historic ground surface may be extant between approximately Stations 32 + 50 and 37 + 00. Historic photographs of the 1920s and 1930s appear to show an “island” of higher terrain in this section of the yard, between deep track cuts to the east and west. Although one previously excavated soil bore in the vicinity of Stations 34 + 00 and 35 + 00 indicates fill layers in this section as deep as 18.5 feet below the ground surface, bores to the north and south did not indicate fill layers of this depth. Additional geomorphological testing (soil boring) is recommended to assess the possibility of encountering the historic ground surface or any archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.

## South Main Street (Station 37 + 00 to 47 + 00)

### *Location*

The section of South Main Street located within the Four Corners area extends southward from the Potomac Avenue intersection to the southern limits of the Four Corners area along the north side of the existing Monroe Avenue Bridge.

### *Historic Resources*

Potential resources identified from historic maps that appear to be within or near the path of the proposed road include three 19<sup>th</sup> century residences as well as later buildings associated with the rail yard. An unidentified building (Building “A”), possibly a residence, appears on an 1845 map on the east side of the old turnpike route and north of Monroe Avenue; this building does not appear on any later maps. A second residence, the Hart house, is depicted on the 1878 Hopkins map on the west side of the old turnpike route and south of Monroe Avenue, may be the same as another building on the 1845 map; this residence may have stood until 1906 or later. The Hart house may have been located within what is now the CSX rail corridor. A third residence, the Slate (or Slater) house at the southwest corner of the Alexandria Turnpike and Monroe Avenue intersection, is depicted on the 1862 McDowell map and likely stood until circa 1906.

The Fruit Growers Express buildings, located along the east side of the rail yard and to the north and south of the Monroe Avenue Bridge, were constructed circa 1906 and stood until 1926 or later. North of the Monroe Avenue Bridge, the buildings included a two-story office, a long one or two story storehouse and lumber shed, a building identified on plats as “Lockers”, a large car repair shed, two small unidentified buildings and a saw mill. One building is depicted in the vicinity of the proposed road on the 1953 rail yard plat; Building 816 appears to be immediately west of the proposed road.

Historic photographs of the 1920s suggest that the proposed road may lie within a deep track cut, but it is also possible that the road passes through the western edge of the Fruit Growers Express Complex, which appears to be situated on somewhat higher ground, possibly a remnant of the original ground surface. The 1953 plat of the rail yard shows this as an area of railroad tracks; it is possible that this area was graded for tracks after the Fruit Growers buildings were removed.

### *Existing Conditions*

The existing ground surface is estimated to be between 12 and 22 feet below the 1865 ground surface between Stations 38 +00 and Station 44 + 00. Between Stations 45 + 00 and 47 + 00, the existing ground surface is estimated to be between 5 and 9 feet below the 1865 ground surface.

Soil borings indicate between 2 and 6.5 feet of fill at the northernmost portion of this section of South Main Street, in the vicinity of Stations 38 + 00 and 39 + 00. No soil



borings appear to have been undertaken in the vicinity of Stations 41 + 00 through Station 47 + 00 of the proposed road.

### *Recommendations*

Due to previous grading work within the rail yard, there appears to be very little potential for extant archeological resources between Stations 38 + 00 and 41 + 00. Grading from Station 41 + 00 through 47 + 00 appears to have been less severe, however, and historic photographs suggest that the proposed road corridor may be located along a higher strip of land where rail yard buildings were formerly located. Given this, there appears to be at least moderate potential for encountering extant archeological resources in this section of the proposed road.

No archeological work is recommended for the section of South Main Street between Stations 37 + 00 and 41 + 00. Between Stations 41 + 00 and 47 + 00, geomorphological testing (soil boring) is recommended to assess the possibility of encountering the historic ground surface or any archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.

## Route 1 (Station 61 + 35 to 69 + 50)

### *Location*

This section of the re-aligned road extends from the proposed Route 1 Bridge to the western edge of the Four Corners area.

### *Historic Resources*

Potential historic resources within or adjacent to the proposed road include one residence and a few railroad-related buildings. The George Hyde house was located on the west side of the Alexandria Turnpike; this location appears to lie within or adjacent to the path of the re-aligned Route 1. The Hyde house was likely constructed before 1865 and stood until circa 1906. St. Asaph's Junction Station was constructed between 1878 and 1894 and was demolished in the late 1950s; based upon a 1921 photograph, the station appears to have been a relatively small three-sided building of frame construction. The 1953 plat of the rail yard depicts Building 815 to the north of Station 61 + 00 of the proposed road.

Historic photographs of the 1920s and 1930s appear to show an "island" of higher elevation between deep track cuts to the east and west. Within the proposed re-aligned Route 1 corridor, this area appears to lie beneath the future bridge location.

### *Existing Conditions*

The existing ground surface is estimated to be between 13 and 20.5 feet below the historic ground surface, based on the comparison of 1865 and 2004 topography. Soil borings indicate between 8 and 13 feet of fill along the path of the proposed road.

Proposed work will add between 2 and 11 feet of fill between Stations 61 + 35 and 67 + 00; between Stations 67 + 00 and 69 + 50, cutting will extend to 0.5 to 1.5 feet below the existing surface. Utility cuts will extend between 3.5 and 11 feet below the existing surface.

### *Recommendations*

Due to the estimated depth of previous ground disturbances associated with rail yard activities, the potential for locating archeological resources in the vicinity of the proposed road is considered to be very low or non-existent. Proposed impacts will extend below the existing ground surface, but as no extant archeological resources are anticipated, no impacts are anticipated. No archeological work is recommended in this section of the proposed road.

## Monroe Avenue (Station 10 + 00 to 15 + 00)

### *Location*

This section of Monroe Avenue extends westward from its intersection with South Main Street to the western limits of the Four Corners area.

### *Historic Resources*

The Alexandria Alms House, or Poor House, appears to have been located outside of the project area, but the lot may have extended into the western edge of the Four Corners area in the vicinity of the proposed road. The Alms House was built circa 1800 and was demolished in the 1950s. The Slate (or Slater) house, located at the southwest corner of the Alexandria Turnpike and Monroe Avenue, was built before 1862 and likely stood until circa 1906. An unidentified building and a school house were located west of the Slate house, adjacent to Monroe Avenue. Identified on the 1953 plat of the rail yard, Building 804 appears to lie within the path of the proposed road, between Stations 13 + 00 and 14 + 00.

Historic photographs of the 1920s and 1930s show the Alms House standing on the western side of the turnpike. A deep cut for railroad tracks appears to occupy the area between approximately Stations 10 + 00 and 10 + 50 of the proposed road. Between approximately Stations 10 + 50 and 11 + 50, however, there appears to be higher ground; this may be a remnant of the original topography. This strip of land may have been graded away in the mid-20<sup>th</sup> century. From Station 11 + 50 through 15 + 00, the proposed road appears to cross an area of deep track cuts.

### *Existing Conditions*

Between Stations 10 + 00 and 11 + 00, the existing ground surface is estimated to be between 9 and 10.5 feet below the 1865 ground surface. At Station 12 + 00, the existing ground surface is estimated to be approximately 5.5 feet above the historic ground surface, but is estimated to be two feet below the historic ground surface at Station 13 + 00. From Station 14 + 00 through 15 + 00, the existing surface is between one and 10 feet above the historic ground surface. Historic photographs suggest, however, that a deep cut for railroad tracks between approximately Stations 12 + 00 and 14 + 00.

No soil bores have been previously excavated in the vicinity of the proposed road.

Proposed work within this section of Monroe Avenue will involve the addition of between 4.5 and 12.5 feet of fill. Utilities will cut between 1.5 and 2.5 feet below the existing ground surface. Impacts to the historic ground surface may occur between Stations 12 + 00 and 14 + 00 of Monroe Avenue.

### *Recommendations*

It is estimated that the existing ground surface is significantly lower than the historic (1865) ground surface. As no soil bores have been previously excavated in this portion of the Four Corners area, however, geomorphological testing (soil boring) is recommended to assess the possibility of encountering the historic ground surface or any archeological resources. This testing should be limited to the area approximately between Stations 10 + 50 and 11 + 50, as the remainder of this road traverses former deep track cuts with no potential for extant archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.

### **Summary and Conclusions**

This report has presented an archeological treatment plan for infrastructure development within the Four Corners Area. Portions of the Four Corners area that lie outside of the proposed road corridors have generally not been addressed within this plan.

### *Historic Resources*

The Four Corners area is defined as extending from the south side of Howell Avenue to the north side of the existing Monroe Avenue Bridge, and to the east and west edges of the project area. Potential historic resources within or adjacent to the Four Corners area include the Alexandria Canal, the WL&H rail corridor, and several mid-late 19<sup>th</sup> century residences. A number of railroad buildings dating to the first half of the 20<sup>th</sup> century, including portions of the Fruit Growers Express complex, the Heavy Car Repair Shop and the St. Asaph's Junction Station were also located within the Four Corners area.

### *Recommendations*

- Howell Avenue East: no archeological work is recommended for the portion of this road within the Four Corners area. Previous grading work is estimated to have extended to depths that would preclude the possibility of extant archeological resources along much of this section of the road. An area of extant historic ground surface may be present at the eastern end of this road, but proposed construction will not extend to depths to impact this potentially extant historic ground surface.
- Potomac Avenue: no archeological work is recommended for the sections of the proposed road between Stations 69 + 50 and 71 + 00 or between Stations 72 + 50 and 73 + 85.78. Geomorphological testing (soil boring) is recommended for the sections of the proposed road between Stations 62 + 50 and 69 + 50 as well as between Stations 71 + 00 and 72 + 50 to assess the possibility of encountering the historic ground surface or archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.

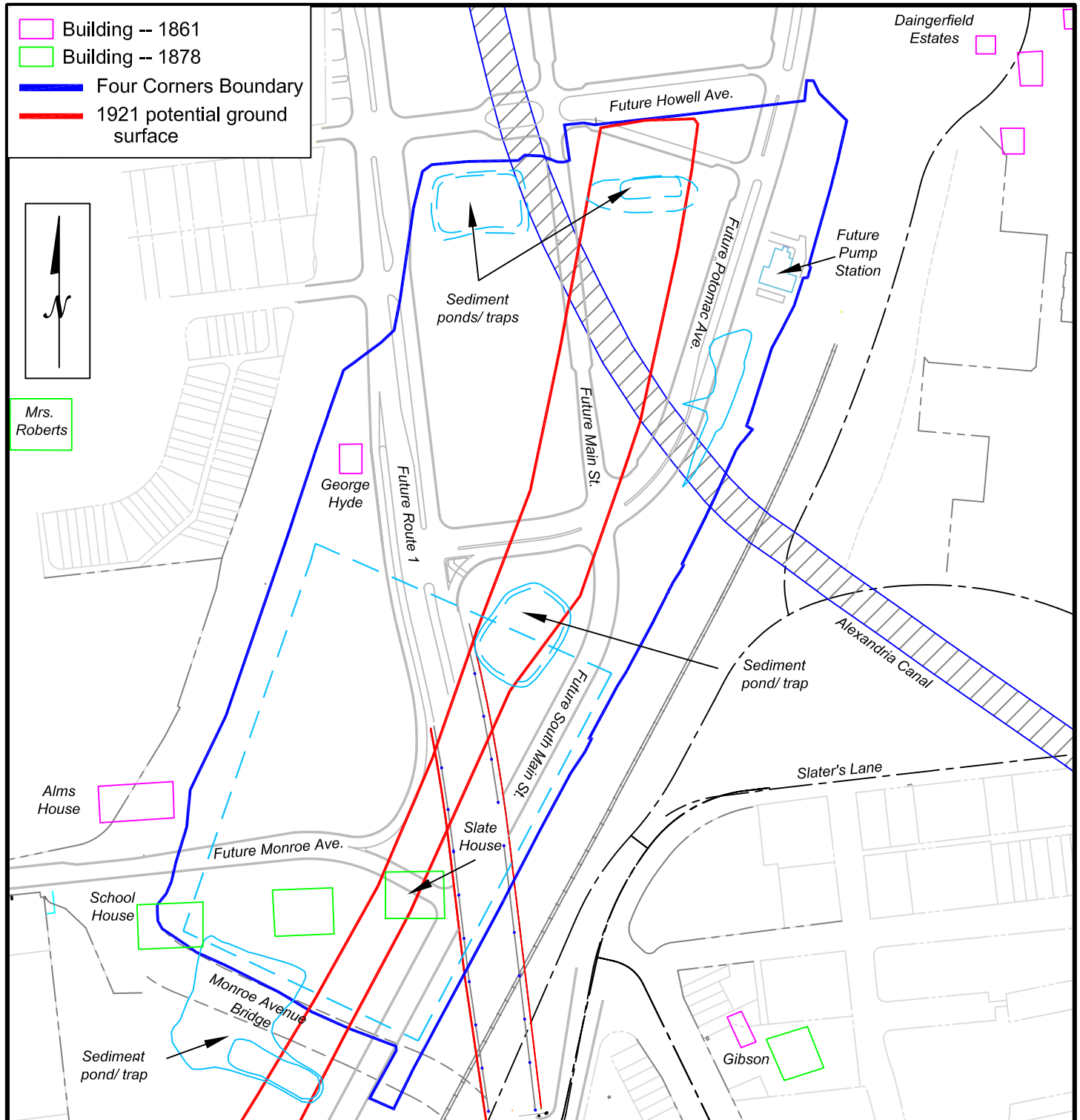
- Pump Station: geomorphological testing (soil boring) is recommended for the location of the proposed pump station to ascertain whether any portion of the historic ground surface is extant. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.
- Main Street: no archeological work is recommended for the portion of this road between Stations 30 + 50 and 32 + 50. Topographic comparison suggests a low potential for extant archeological resources in this portion of the road. Between Stations 32 + 50 and 37 + 0, topographic comparison also suggests a low potential for archeological resources, but historic photographs suggest that an extant historic ground surface may be present in this area. Geomorphological testing (soil boring) is recommended in this section of the proposed road to assess the possibility of an extant historic ground surface and archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.
- South Main Street: no archeological work is recommended for the section of the proposed road between Stations 37 + 00 and 41 + 00, due to the estimated depth of previous ground disturbances. Between Stations 41 + 00 and 47 + 00, where past grading appears to have been shallower, geomorphological testing (soil boring) is recommended in this section of the proposed road to assess the possibility of an extant historic ground surface and archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.
- Route 1: no archeological work is recommended for the portion of this road within the Four Corners area. Previous grading work, associated with rail yard activities, is estimated to have extended to depths that would preclude the possibility of extant archeological resources.
- Monroe Avenue: no archeological work is recommended between Stations 10 + 00 and 10 + 50, and between Stations 11 + 50 and 15 + 00. Between Stations 10 + 50 and 11 + 50, however, historic photographs suggest the possibility of an extant historic ground surface. Geomorphological testing (soil boring) is recommended in this section of the road to assess the possibility of encountering the historic ground surface or archeological resources. Depending on the results of this testing, further archeological work, to consist of trenching or other forms of excavation, may be recommended.

All of the areas recommended for geomorphological testing above are not considered to be of equal potential for extant historic ground surface and archeological resources. The areas recommended for testing within Main Street, the western portion of Potomac Avenue and Monroe Avenue appear to have the highest potential. These areas appear to lie within an area of higher ground that is visible in photographs of the 1920s; this higher

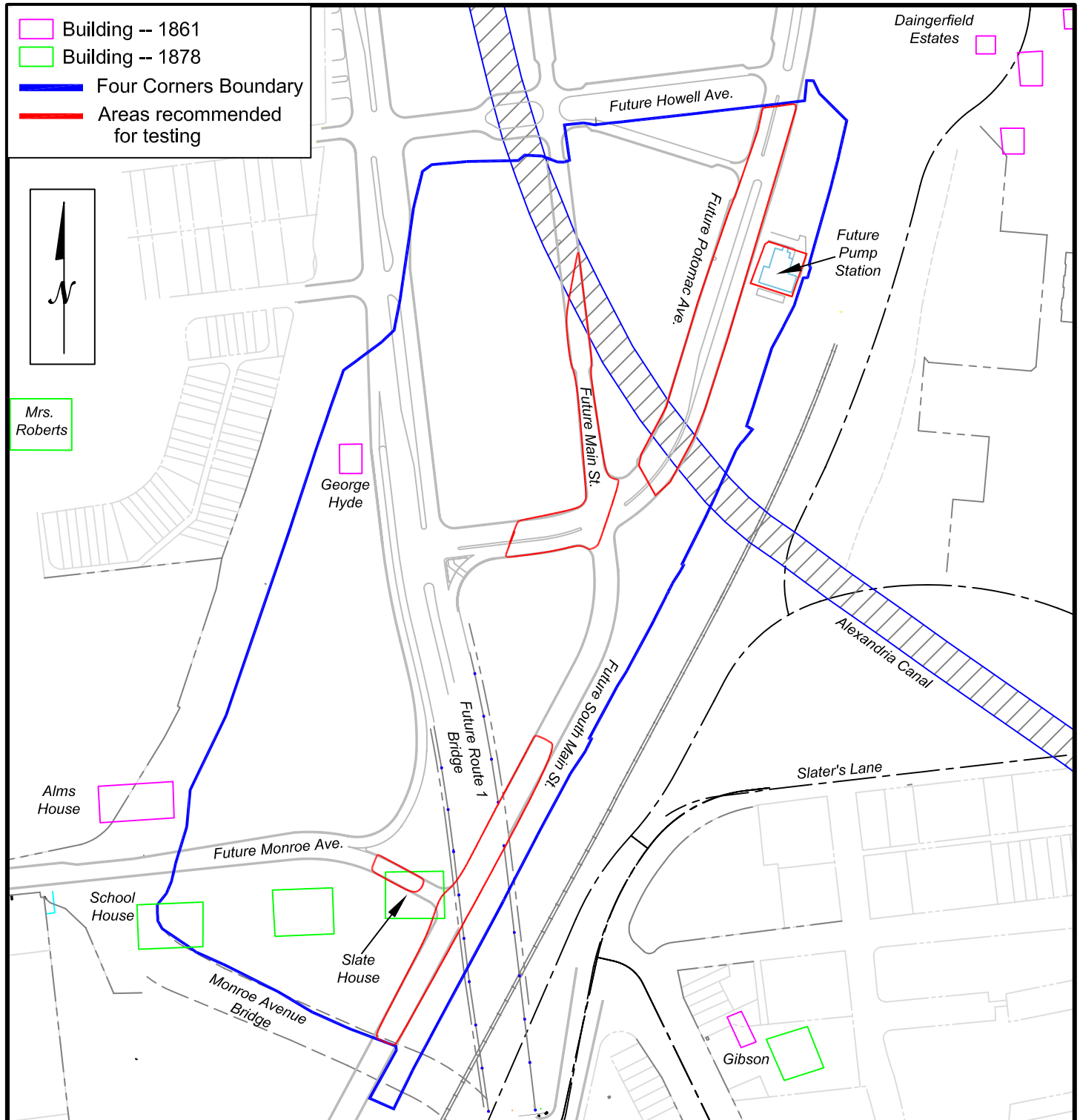
ground likely represents the original ground surface. On the 1953 plat of the rail yard, this island of higher ground appears to persist, as a mostly undeveloped area between sets of tracks to the east and the west.

The areas recommended for geomorphological testing within the northern portion of Potomac Avenue, at the Pump Station location and within the southern portion of South Main Street are considered to be of lesser potential. Although the 1920s photographs do appear to show another strip of higher land along the eastern edge of the Four Corners area (on which the Fruit Growers Express buildings were situated), by the time of the 1953 plat of the rail yard, this entire area is covered by railroad tracks. Thus, while this area may have contained original ground surface in the 1920s, by the 1950s, it is possible that it had been graded.

As a caveat to the recommendations for geomorphological testing, it must be noted that additional cartographic and photographic materials are currently being gathered and additional evidence may be found which could alter these recommendations. If such evidence shows later grading in areas that have been recommended for testing above, then that testing would no longer be deemed necessary.



**Four Corners Area - 1950s Potentially Undisturbed Strip of Land**  
**Potomac Yards WSSI #21486.01**  
**Scale: 1" = 250'**



**Four Corners Area - Areas Recommended for Testing**  
**Potomac Yards WSSI #21486.01**  
**Scale: 1" = 250'**



**Potomac Yard - Four Corners Resource Management Plan**  
**Addendum**  
**11/14/06**

This document serves as an addendum to the Four Corners Resource Management Plan, prepared by Wetland Studies and Solutions, Inc. and previously submitted to Alexandria Archaeology. Additional documentary and photographic materials have been compiled since the submission of that plan and the management recommendations have changed as a result of this additional information.

Additional monitoring was conducted in the Four Corners area since preparation of the original management plan; observations made during that work have also been used to amend the recommendations that were presented in the resource management plan.

*Additional Monitoring*

In addition to the monitoring work previously described in the resource management plan, two utility trenches in the Four Corners area were monitored in October 2006 (Exhibit 1).

A sanitary sewer line trench, extending between Stations 34 + 50 and 38 + 00 of Main / South Main Streets and Stations 70 + 50 and 71 + 00 of Potomac Avenue, was excavated on October 11-13. The sewer trench extended 350 feet along the center of the proposed Main / South Main Streets corridor. The trench was approximately ten feet wide and extended to depths ranging between 13 feet below ground surface at the northern end to 16 feet below surface at the southern end.

Stratigraphy within most of the trench consisted of approximately seven feet of recent fill (added approximately nine months ago, according to Shirley Construction) over approximately three feet of older fill layers. At approximately ten feet below the present ground surface, a one to two foot thick layer of cinder was observed. Below this, a thin (less than one foot thick) layer of clay with numerous cobbles overlay a relatively homogenous B horizon.

The layer between the bottom of the cinder and the top of the B horizon is interpreted as fill, probably used to create the proper grade for the railroad tracks. In the northernmost portion of the trench, a layer of dark gray fill with numerous pieces of modern trash (concretes, tires, plastic sheeting/bagging, wires, scrap metal, etc.) was observed below the cinder layer. The dark gray fill extended at least two feet, to the base of the excavation.

The stratigraphic sequence observed in this trench is consistent with stratigraphy recorded during previous archeological testing in other parts of the yard. Reports of limited archeological testing within portions of the former rail yard (conducted by International Archaeological Consultants and John Milner Associates in 1996) indicates that a stratigraphic sequence of rail yard-related fill layers (ballast, cinders, and 1950s or

later trash fills) directly overlying a homogenous B horizon or bedded sands is common. It appears that upper soil horizons, which would have related to any pre-1906 historic period occupation, were completely stripped from the site during the construction of the rail yard. Robert Adams has hypothesized that this was done to remove unstable upper soils and provide a firm base for the heavy loads to be expected from rail yard activities.

Excavation of a second utility trench, for a stormwater outfall pipe, was monitored on October 19<sup>th</sup>. Located in the same part of the Four Corners area and in proximity to the sanitary sewer trench, the stormwater outfall was approximately 320 long and extended to a previously excavated storm water management pond at the southern end of the trench.

Stratigraphy within this trench consisted of recent fill (deposited within the last year, according to Shirley Construction) overlying an approximately one-foot thick layer of trash fill (mixed clay containing various pieces of modern metal trash, concrete debris, etc.). Beneath this, an approximately two-foot thick layer of cinder rested directly on B horizon.

The stratigraphy observed in these trenches suggests that no cultural layers pre-dating the establishment of the rail yard are extant in this part of the Four Corners area. A layer of cinder observed in both trenches directly overlay the B horizon, or overlay a thin fill horizon that was probably deposited to establish the correct grade within the rail yard. It appears that any soil horizons related to pre-1906 occupation of the rail yard were graded away as the rail yard was constructed. This is consistent with the findings of previous investigators in other portions of the former rail yard.

Monitoring of these two utility trenches affected previous recommendations made for sections of Main Street (Stations 35 + 50 to 37 + 00) and Potomac Avenue (71 + 00 to 71 + 50). These road sections lie within or in proximity to the location of the utility trenches. As it appears from these trenches that no soil horizons related to pre-1906 occupation remain in this area, archeological testing is no longer recommended for these road sections.

#### *Previous Recommendations*

Our previous recommendations, dated October 11, 2006, were based on examination of oblique aerial photos from the 1920s and 1930s, relatively recent aerial photography (1990s and later) and the historic topography. The 1920s and 1930s photographs showed elevated areas within the Four Corners area that may have been remnants of the original topography. A 1953 map of the Yard showed that some of these areas still existed as open space between sets of tracks (Exhibit 2). The extremely narrow spaces between tracks were eliminated from consideration, as they were likely graded down to the level of the tracks.

Since preparation of the original management plan, additional aerial photographs (for the years 1949, 1964 and 1975) have been obtained and compiled with GIS data layers. Corrections were also made to the georeferenced 1953 map. The evidence presented by the additional aerial photography has been used to amend the original recommendations.

The examination of the 1940s-1970s aerial photographs has indicated that most of these elevated areas/open space disappeared over time, and were apparently graded away as more tracks were added to the yard.

Specifically, previous recommendations have been modified as follows:

- *Potomac Avenue*

Stations 62 + 50 to 69 + 50

This section was recommended for testing because of the archeological potential of possible remnant pre-1906 topography visible in early photographs.

In later aerial photographs, however, it appears that any remnant of the pre-1906 topography had been completely graded away by 1975. In that year, this section appears to be completely covered by railroad tracks. Therefore, testing is no longer recommended for this section.

Stations 71 + 00 to 72 + 50

This section was recommended for testing because of the archeological potential of possible remnant pre-1906 topography visible in early photographs.

By 1975, the section between Stations 71 + 50 and 72 + 50 appears to have been graded away and is completely covered by railroad tracks. The section between 71 + 00 and 71 + 50 appears to still have potential, based upon the 1975 photograph; however, recent monitoring of utility excavations between Stations 70 + 50 and 71 + 00 suggests that no pre-1906 ground surface is likely to be encountered in this area (see below). Therefore, testing is no longer recommended for this section.

- *Main Street*

Stations 32 + 50 to 37 + 00

This section was recommended for testing because of the archeological potential of possible remnant pre-1906 topography visible in early photographs.

By 1975, the section between 32 + 50 and 35 + 50 appears to have been graded away and is completely covered by railroad tracks. The section between 35 + 50 and 37 + 00 appears to still have potential, based upon the 1975 photograph; however, recent monitoring of utility excavations

between Stations 34 + 50 and 38 + 00 indicates that no pre-1906 ground surface is likely to be encountered in this area (see below). Therefore, testing is no longer recommended for this section.

- *South Main Street*

Stations 41 + 00 to 47 + 00

This section was recommended for testing because of the archeological potential of possible remnant pre-1906 topography visible in early photographs.

By 1975, the area between Stations 42 + 50 and 47 + 00 appears to be completely covered by tracks. Between Stations 41 + 00 and 42 + 50, an open area visible on the 1975 aerial suggests some remaining potential. Recent monitoring of utility trenches in this vicinity showed no original ground surface is present, and is likely absent from this area as well. Therefore, testing is no longer recommended for this section.

- *Monroe Avenue*

Stations 10 + 50 to 11 + 50

This section was recommended for testing because of the archeological potential of possible remnant pre-1906 topography visible in early photographs. It is also the location of a mid-late 19<sup>th</sup> residence, identified as “Slate” on historic maps.

It appears that most of this section was covered by railroad tracks by 1975, but a very narrow (15 feet wide or less) strip of open land appears to persist between tracks near the middle of this section. It seems unlikely that this narrow strip of land retained pre-1906 topography while adjacent areas were graded away, however. Furthermore, any possible archeological resources related to the 19<sup>th</sup> century occupation, if such remained, would be without context due to the loss of integrity in the adjacent areas. Therefore, no archeological testing is necessary for this section.

- *Route 1*

Station 64 + 25 to 65 + 25

This section was recommended for testing because of the proximity of a mid-late 19<sup>th</sup> century residence, identified as “Hyde” on historic maps. While most of this section of the proposed road appears to be covered by railroad tracks in historic aerial photographs, it does overlap an area to the west which could contain remnant pre-1906 topography.

The area of possible remnant topography is still visible on the 1975 aerial photography. This strip of land, bordered by the main RF&P tracks to the west and tracks of the Southbound Classification Yard to the east, appears to be approximately 60 feet wide in the vicinity of the projected location

of the Hyde house. There appears to be a moderate to high probability of encountering archeological resources in this area. However, aerial photographs from the 1980s show that this area has been cleared of vegetation and possibly graded. We recommend mechanical trenching in this area to determine if any intact soil horizons exist.

- *Pump Station*

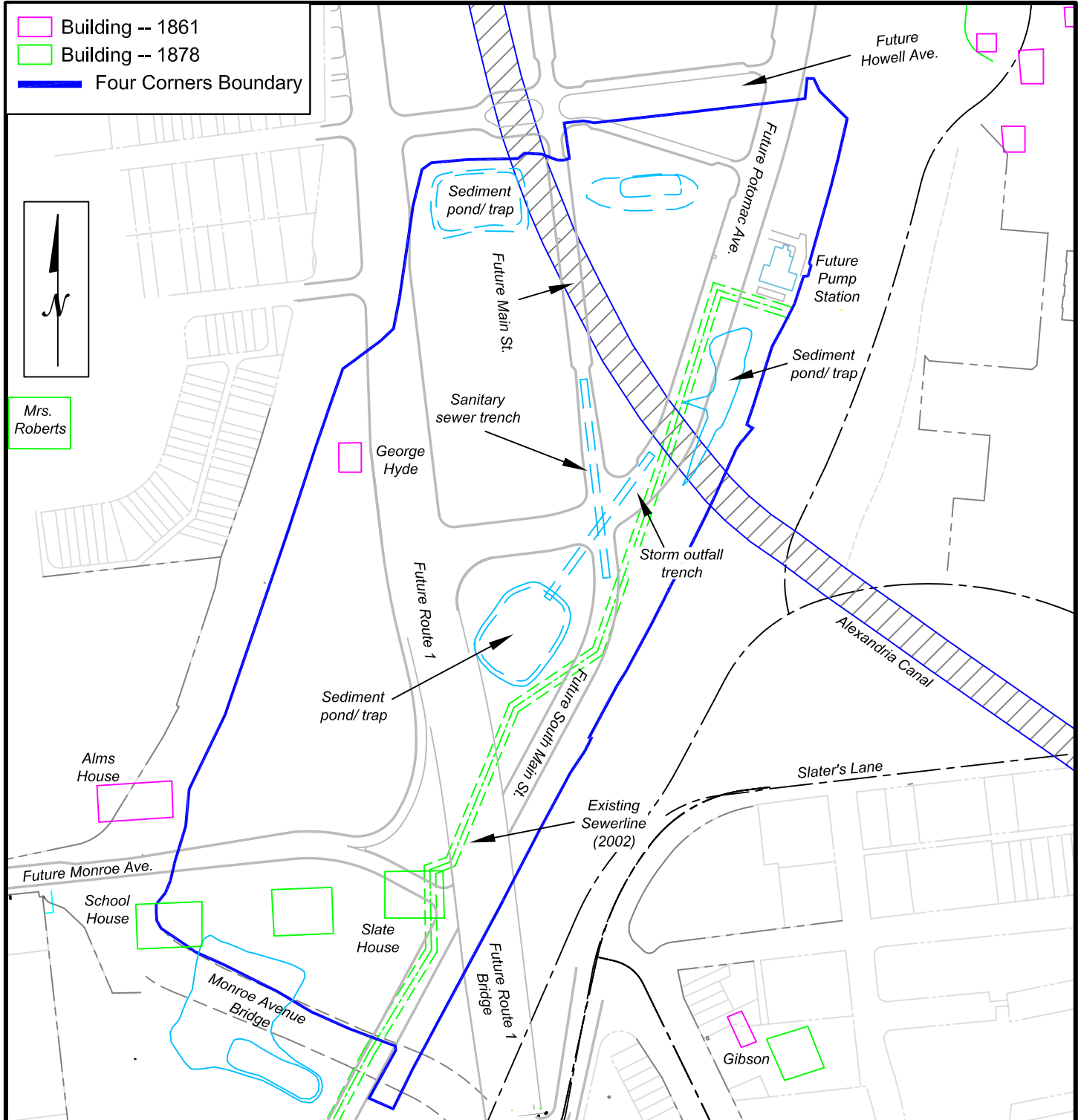
The location of this proposed facility was recommended for testing because of the archeological potential of possible remnant pre-1906 topography visible in early photographs.

The examination of additional aerial photography, from the 1940s through the 1970s, indicates that this location was covered by railroad tracks and suggests that no remnant pre-1906 ground surface is present in this area. Therefore, no testing is recommended for this location.

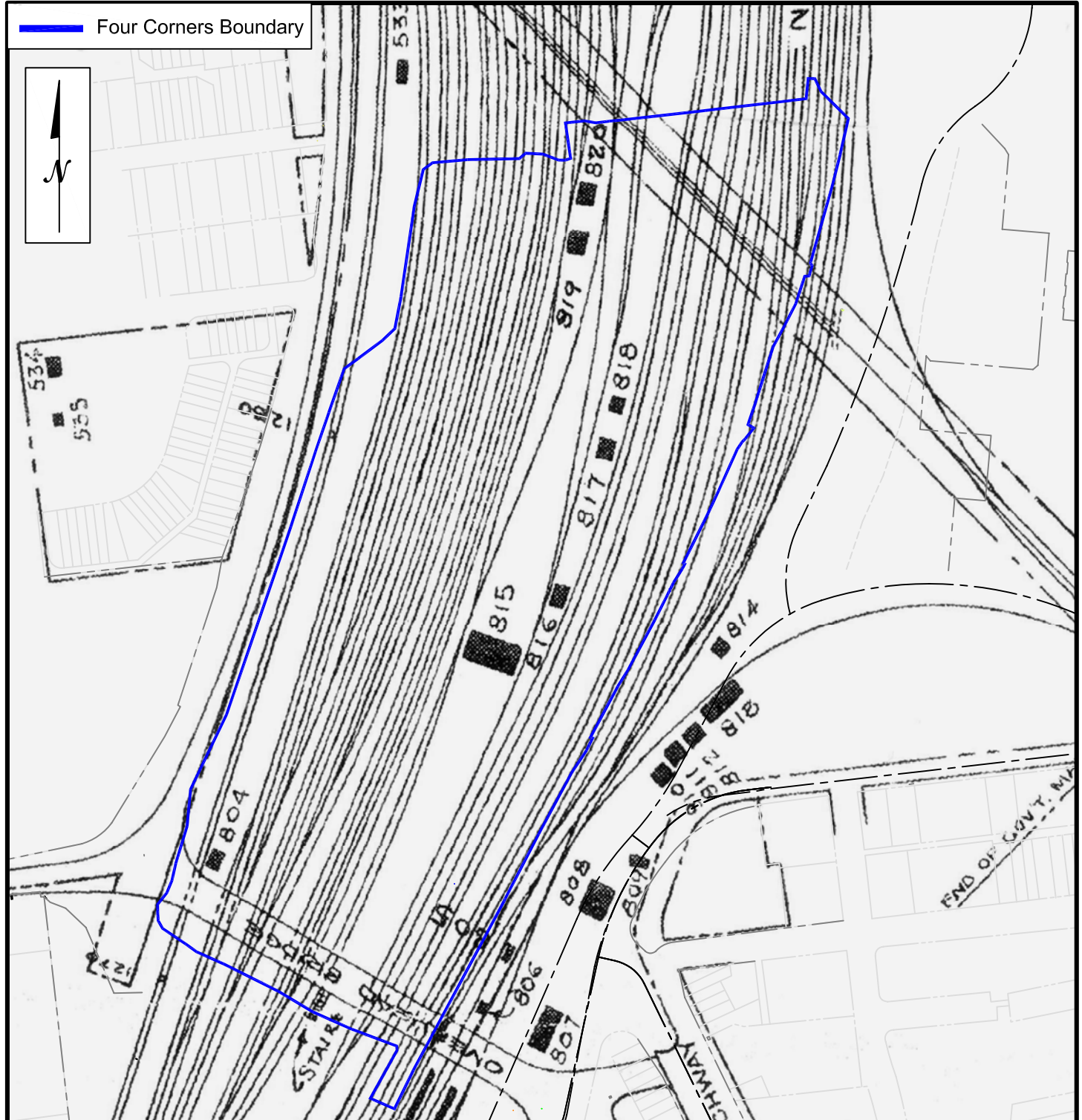
## **Conclusions and Recommendations**

New evidence has shown that the majority of the areas previously recommended for archeological testing have been disturbed by the continual expansion of Potomac Yards throughout the latter part of the twentieth century. Based on our examination of soils in the Four Corners region during construction monitoring activities, it appears that any soil horizons related to pre-1906 occupation of the rail yard have been removed. This conclusion is consistent with the findings of previous investigators in other portions of the former rail yard.

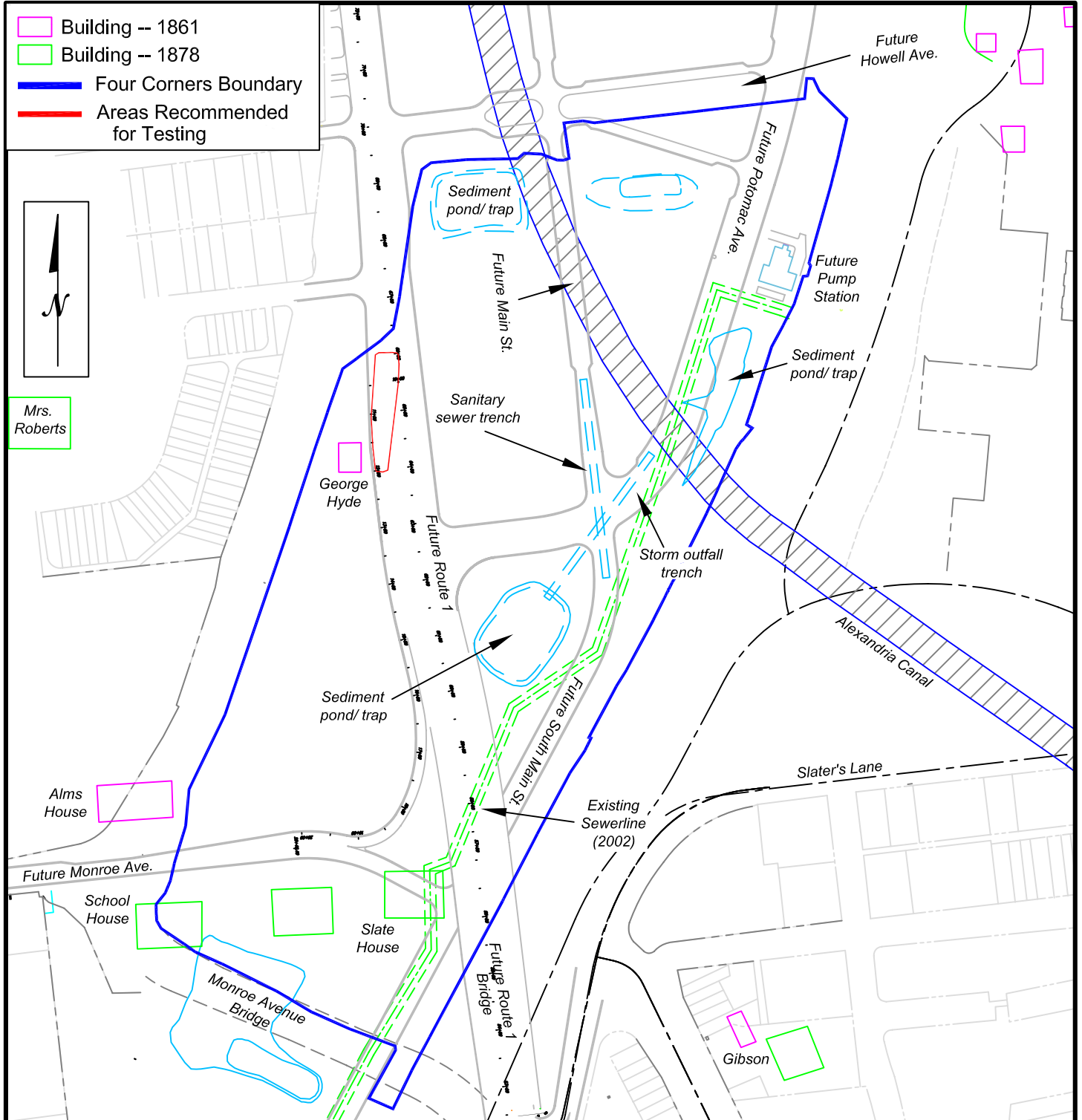
However, we recommend testing along a portion of Route 1, near the historic location of the Hyde House. A 1975 aerial photograph shows a section of land along Route 1 that was never covered in tracks; this area shows vegetation in 1975, but appears to have been cleared of vegetation by the 1980s. We recommend mechanical backhoe testing of this area to determine if any intact soil horizons exist.



**Four Corners Area - Disturbances**  
**Potomac Yards WSSI #21486.01**  
**Scale: 1" = 250'**



1953 Map of Potomac Yards Showing the Four Corners Area  
Potomac Yards WSSI #21486.01  
Scale: 1" = 250'



**Four Corners Area - Areas Recommended for Testing  
Potomac Yards WSSI #21486.01  
Scale: 1" = 250'**