

Historical Affairs and Landmark Review Board

Arlington County, Virginia

HALRB Case 16-17 (HP1600049)



A request by Northern Virginia Park Authority, owners of Benjamin Elliott's Coal Trestle, to restore the structure.

For DRC (circle those present): **Robert Dudka, Charles Craig, Charles Matta, Andrew Wenchel, Tova Solo, Joan Lawrence, John Peck**

For Arlington County (circle those present): **Cynthia Liccese-Torres, Rebecca Ballo, John Liebertz**

Case # 16-17 Agenda Item # 6

Application Complete

Application Incomplete

Applicant(s): NVRPA

For Applicant(s): Shannon Crossley, SAMAHA

(See attached application for applicant, address, name of property and property description, drawings, photographs, and proposed scope of work.)

Design Recommendations:

1. Consider matching compressive strength to existing concrete.
2. Include documentation from manufacturer as to suitability of epoxy mixture.
3. HPP staff and any review members will be allowed to review the installation of the material in an inconspicuous location of the trestle. Please coordinate with HPP staff.

Findings:

Return to next DRC meeting

Send to HALRB

If sent to HALRB, recommended action is:

Place on consent agenda

Place on discussion agenda:

Recommend approval of CoA, with DRC design recommendations and/or additional information provided

Recommend deferral of ruling on CoA (explanation):

Recommend denial of CoA (explanation):

No recommendation.

To: HALRB
From: John Liebertz, Historic Preservation Planner
Date: August 10, 2016
Subject: Benjamin Elliott's Coal Trestle, CoA 16-17

Background Information

Constructed in 1926, the elevated coal trestle consisted of 13 reinforced concrete piers with a northwest to southeast orientation. Spaced 11 feet apart, each pier was approximately 10 feet high, 15 feet wide, and 6-inches deep. The piers had two notches at the top to hold the railroad girders that supported the wooden railroad ties. In turn, the railroad ties supported a pair of railroad tracks. In the mid-twentieth century, all of the girders, tracks, and ties were removed from the center section of the trestle. The first and last three piers, however, had retained these railroad elements until the partial demolition of the structure.

In 2014, approximately 30 percent of the trestle located on the adjacent parcel was demolished. As a result, 12 of the 13 reinforced concrete piers were altered; only the northwestern-most pier remains undisturbed. The railroad ties and track on the southeastern side of the trestle were salvaged. The railroad elements on the three northwestern piers remain in-situ. There have been no other alterations to the defunct coal trestle.

Arlington County designated the remnants of the coal trestle in 2014. This is the first CoA application.

Proposal

The Northern Virginia Regional Park Authority requests to repair the concrete structure. The proposal includes the following:

1. Spall repairs
 - a. Chain drag the existing top surfaces to locate delaminated areas. Remove delaminated concrete with hand tools. Prepare the surface by removing all loose and deteriorated concrete, dirt, oil and bond-inhibiting material. Remove the rust from rebar within the repair area and apply polymer-modified latex mortar.
2. Crack repairs
 - a. Remove loose concrete adjacent to cracks. Apply epoxy grout as required. Grind off excess grout and injection ports when crack repairs are complete.

DRC Review

The DRC heard this case at its August 2016 meetings. The committee requested that the applicant further study the proposed materials and suggested the use of traditional patching materials. Members of the committee expressed concerns that the proposed materials may exceed the compressive strength of the existing concrete. This could result in further damage to the structure in the future. The applicant agreed to discuss the materials with the structural engineer and manufacturer and provided additional information in the application.

The DRC had additional concerns about the appearance of the proposed materials in relation to the existing concrete. The applicants discussed the various colors, tones, and wear of the concrete as it was a utilitarian industrial structure for coal. In addition, the applicants stated that they would not be cleaning the concrete in order to respect the existing condition and retain its industrial appearance. HPP staff recommended that the board condition the approval of the CoA to allow for staff to review a field sample of the proposed repairs in an inconspicuous area before undertaking the entire project. The DRC recommended that this application be placed on the consent agenda for the August 17, 2016, HALRB meeting.

Discussion and Recommendation

Staff recommends approval of the proposed repairs to Benjamin Elliott's Coal Trestle. Addressing the concrete spall, delamination, and cracks will allow for the preservation of the remaining section of the trestle. Due to the use of the epoxy grout, staff suggests a conditional approval that would allow staff to inspect the repairs in an inconspicuous area of the trestle in order to check for visual compatibility. Staff finds that this request meets the intent of the *Benjamin Elliott's Coal Trestle Design Guidelines* and recommends approval.