Categorical Exclusion for the Eisenhower Avenue Widening
Alexandria, VA

May 2011
(REVISED June 2012)

DATE: 05/2/2011
REVISED: 05/3/2012
REVISED: 08/10/2012

CATEGORICAL EXCLUSION
DOCUMENTATION

Date CE level document approved by FHWA VA Division: June/19/2008
FHWA Contact: John Simkins
Route: 6588
State Project Number: U000-100-135, C501, PE101, RW201
From: Holland Lane
To: Mill Road
Federal Project Number: STP-5401(743)
County/City: City of Alexandria
UPC ID: 77378
Project in STIP: **Yes** ☒

Project Description: The project consists of widening Eisenhower Avenue from Mill Road to Holland Lane. This project is intended to relieve congestion and improve safety along Eisenhower Avenue, Mill Road, and Holland Lane. The construction of two ramps from the Capital Beltway was completed in 2010, significantly increasing the volume of traffic along several roadway networks in the area. The Capital Beltway ramps increased traffic volumes at the intersection of Eisenhower Avenue and Stovall Street as well as the intersection of Eisenhower Avenue and Mill Road. The increased vehicular volume causes failing levels of service at these intersections as well as other intersections along the corridor such as the intersection with Holland Lane at the eastern project terminus. The project will include improvements to the Eisenhower Avenue/Mill Road intersection including widening in the southwest quadrant along Mill Road, addition of a second left turn lane from Eisenhower Avenue to Mill Road, sidewalk improvements along the north side of Eisenhower Avenue, improvements to all crosswalks in the intersection, and select mill and overlay. The improvements at the Eisenhower Avenue/Holland Lane intersection include widening of Eisenhower Avenue to the south to include two thru lanes westbound, a left turn lane at John Carlyle Street, a variable width grassed median generally 9.5 feet in width, two thru lanes eastbound, and a right turn lane onto Holland Lane. The project will consist of four thru lanes in total; all other lanes are to be turn lanes. In addition, the existing roundabout will be removed and replaced with a traffic signal at a tee intersection to improve traffic operations and since a roundabout widening will not fit within the existing right- of-way. The sidewalk along the north and south sides of Eisenhower Avenue will be improved. Other miscellaneous improvements will be made along the corridor which includes improving curb cut ramps and the addition of a mid-block crosswalk in front of the Patent and Trademark Office.

CE Category 23 CFR 771.117: (d)(1)
Description of Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g. parking, weaving, turning, climbing).

USGS Map ☒

Logical Termini and Independent Utility: **Yes** ☒ **N/A** ☐
(For Non-highway construction only, explain in comments below)
The project would provide a Gateway Entrance into the City of Alexandria, which includes the widening of Eisenhower Avenue plus landscaping, streetscaping, and pedestrian/bicycle friendly amenities. The termini are between Mill Road and Holland Lane. These termini are logical since Eisenhower Avenue is wider west of Mill Road. Eisenhower Avenue exhibits the same number of thru lanes (four total) west of Mill Road, but the typical section is wider, due to inclusion of on-street parking west bound. The African American Heritage Park, located on the eastern edge of Holland Lane, prevents any further extension of Eisenhower Avenue. Traffic would increase due to redevelopment in the project corridor. Widening Eisenhower Avenue would create increased capacity for traffic independent of any other highway improvements. It would also provide greater access to the Eisenhower Avenue Metro Station, thus providing expanded use of public transit regionally.

Typical Section:

The typical section of Eisenhower Avenue consists of four, 11-foot thru travel lanes with additional left turn lanes. Off-peak parking would be located on both sides of the road. A sidewalk would be located on both sides of the road, and a 5′ bike lane is planned for the east bound lanes from Hooffs Run Drive to Holland Lane. The typical section of Eisenhower Avenue also shows a 9.5′ median. The outer lanes would have curb and gutter on the outside edges. See Attachment 2 for graphic representations of typical sections.

Structures: Bridges will not be constructed as part of this project. A 9′ extension to an existing 7′x4′ box culvert under Mill Road is planned.

SOCIO-ECONOMIC	PRESENT		IMPACTS	
	YES	NO	YES	NO
Minority/Low Income Populations	☐	☒	☐	☒
Disproportionate Impacts to Minority/Low Income Populations: Yes ☐ No ☒				
Existing or Planned Public Recreational Facilities	☒	☐	☐	☒
Source: City of Alexandria Department of Recreation, Parks, and Cultural Activities, January 31, 2011. Personal communication between AECOM Judith Charles and Beth Carton, Park Planner. Plan sheet depicting the project area in relation to the African American Heritage Park (Attachment 3) Census 2010, City of Alexandria (attachment 25)				
Community Services	☒	☐	☐	☒
Source: Personal Communication between AECOM Judith Charles, Senior Environmental Planner, with the City of Alexandria, Chief of Police Station, Fire Department, and Sheriff's Office. January 31, 2011. Google Maps 2008 (attachment 4)				
Consistent with Local Land Use: Yes ☒ No ☐				
Source: City of Alexandria 2010 Zoning Map, Personal Communication with Planning Department, January 2011, Eisenhower East Small Area Plan, June 2006 (attachment 5)				

Minority / Low Income Populations

Per the 2010 U.S. Census, this portion of the City of Alexandria does not contain a disproportionately greater percentage of minority or low income populations. There are no impacts to minority and low income populations since the project has no relocations and the scope of work does not involve substantial impacts to existing infrastructure typically used by lower-income people. Since there are no impacts, no impacts would be disproportionate to minorities or low income populations.

Existing or Planned Recreation Facilities

The African American Heritage Park, owned by the City of Alexandria, is located at 500 Holland Lane on the east side of Holland Lane. This area is adjacent to, but outside, the limits of disturbance for the proposed project. The current curb line would not move and all improvements under the project plan would be made completely within the existing right-of-way. Therefore, there would be no impact on the park (see Attachment 3: Plan sheet showing no impact on the African American Heritage Park).

Community Services

Police, Sheriff and Fire Department Services,
The closest police and sheriff station is located at the Public Safety Center, 2003 Mill Road (see Attachment 4 Community Services.) The closest fire station is Fire Station No. 5 located at 1210 Cameron Street. Police and fire communications are consolidated at the Public Safety Center. No impact is anticipated on the police, sheriff, or fire departments' services as a result of the proposed project. There will be no changes to access to community services as a result of this project.

Bus Services

No additional bus stops are planned along Eisenhower Avenue as a result of the proposed road improvements. Pedestrian access to existing bus stops would be provided during construction. Bus stops would be reconstructed along the north side of the road at the same locations. Bus stops would be moved along the south side of the road due to the roadway widening. There would be no significant impact on bus service to the local community as a result of the proposed road widening. The Alexandria Public School System reports 6 buses with approximately 32 stops that would have temporary impacts due to construction of the project; however, no long term impacts are anticipated.

Educational Centers

The Learning Tree International, a for profit educational center located at 1925 Ballenger Avenue #200 in Alexandria, helps serve the training needs of technology and management professionals in the Washington, D.C. and Northern Virginia area. Short-term construction activities for the proposed road improvements would not have a significant impact on public access to the educational center as there are alternate routes available (see Attachment 4).

Local Land Use

Per the *Eisenhower East Small Area Plan (June 2006)* and the City of Alexandria 2012 Zoning Map this section of Eisenhower Avenue is located within Coordinated Development Districts (CDDs) #1, #2, and #11. Publicly owned lands within these CDDs are zoned UT for utilities and transportation. There would be no conflict with the current land use or zoning (see Attachment 5: Section of Zoning Map: City of Alexandria, 2012).

SECTION 4(f) and SECTION 6(f)	**YES**	**NO**
Use of 4(f) Property: Acres:	☐	☒
Individually Eligible Historic Property:	☐	☒
Contributing Element to Historic District:	☐	☒
Source: National Register of Historic Resources Inventory (Accessed October 2010); Office of Historic Alexandria Website (Accessed October 2010); Email correspondence between AECOM and the Department of Recreation, Parks, and Cultural Activities, City of Alexandria, VA. January2011 Email correspondence between A. Morton Thomas and Associates and the VA Dept. of Historic Resources April 6, 2012 (attachment 18)		
Public Recreation Area:	☐	☒
Public Park:	☐	☒
Public Wildlife/Waterfowl Refuge:	☐	☒
Planned Public Park, Recreation Area, Wildlife or Waterfowl Refuge:	☐	☒
Source: Email correspondence between AECOM and the Department of Recreation, Parks, and Cultural Activities, City of Alexandria, VA. (January)		
Constructive Use:	☐	☒
Section 4(f) Evaluation Attached:	☐	☒
Conversion of 6(f) Property: Acres:	☐	☒

Comments

Per VDHR concurrence of no effect, no Individually Eligible Historic Properties or Contributing Elements to a Historic District were found within the Area of Potential Effects (APE). (See Attachment 6: Historic Resource Map). Consultation with the Virginia Department of Historic Resources has determined that "No Historic Properties will be affected by the undertaking". (See Cultural Resources below) There are no right of way or easement acquisitions from publically owned parks, wildlife refuges, or public areas open to the public in addition to not creating significant impacts to historic properties.

The African American Heritage Park would not be impacted by the proposed project. Please see the discussion about the park in the above section on Community Services.

CULTURAL RESOURCES	COMPLETE	N/A
Source: 2009. Geomorphological Assessment of the Eisenhower Avenue Widening Project in Alexandria, Virginia (February) 2011. Email correspondence between AECOM and the Preservation Archaeologist, City of Alexandria, VA (March). Email correspondence between AMT and the VA Dept. of Historic Resources (April 6, 2012) attachment 18		
"No Effect" Pursuant to 1999 DHR Agreement	☐	☒
Phase I Architecture Conducted	☐	☒
Phase II Architecture Conducted	☐	☒
Phase I Archaeology Conducted	☒	☐
Phase II Archaeology Conducted	☐	☒

Effect on Historic Properties: The City of Alexandria and the Virginia Dept. of Historic Resources determined there would be no impact on archaeological resources
DHR Concurrence on Effect: Yes ☒ Concurrence Date: April 6, 2012
MOA Attached: Yes ☐ N/A ☐

Comments

In July 2008, there was a site plan comment to the city that prompted a geomorphological study. It stated the following:

"It is likely that there is deep fill from Holland Lane through the 2200 block of Eisenhower Avenue along the development right-of-way. In this eastern section of the project area, there is low potential that the road construction will penetrate the fill layers and cause disturbance to buried soil deposits that could contain significant archaeological sites. There is little information available about previous disturbances, grading, or filling in the western section of the project area from the 2300 block of Eisenhower to Stoval Street. This area has potential to yield archaeological resources that could provide insight into both Native American and early historical settlement. Prior to the submission of the 60% plan; a pedologist/geomorphologist should monitor the placement of a series of soil borings at approximate 100-foot intervals (maximum of 12) within the construction right-of-way from the 2300 block of Eisenhower

Avenue to Stovall Street. The results of the borings will be analyzed to determine the presence or absence (and depth, if present) of any buried soil layers with potential to contain archaeological resources.

(This is not your typical soil boring analysis performed for load-bearing and engineering purposes. It needs to be done by a professional who can interpret the findings to ascertain landscapes of the past and to determine the possibility for the recovery of buried cultural resources.) The information from the soil boring analysis will then be used by City archaeologists in the review of the 60% plans to determine if there is potential for the road construction to be deep enough to cause disturbance to buried soil deposits that could contain significant archaeological sites. Contact Alexandria Archaeology to obtain a scope of work for the pedological/geormorphological investigation."

As a result of this site plan comment, a geomorphological study was conducted by Daniel Wagner in 2009 (*Geomorphological Assessment of the Eisenhower Avenue Widening Project in Alexandria, Virginia*) [see attachment 7]. The study indicates that there is at least six feet of fill over the floodplain deposits along Eisenhower Avenue from Telegraph Road to Stovall Street. Wagner concluded that the floodplain in this location was far too poorly drained and unstable to support human occupation. Overlays of the current topography on a 1929 USGS map indicate that the area from Stovall Street to Holland Lane contains even deeper fill layers over floodplain deposits. It is likely that this area would be equally unsuitable for human occupation. Thus, even if construction activities were to penetrate the natural soil levels below the fills, this project can be deemed to have no effect on archaeological properties. The estimated depth of construction is in the five to six foot range for drainage inlets and approximately two feet for excavation.

	PRESENT		**IMPACTS**	
NATURAL RESOURCES	**YES**	**NO**	**YES**	**NO**
Surface Water (Name: Tributary to Hoofs Run)	☒	☐	12 Linear ft.	
Source: USGS topographic map of Alexandria and 30% plans (see Attachment), Field reconnaissance. Attachment 1				
Federal Threatened or Endangered Species: Terrestrial: None Aquatic: None Plants: None	 ☐ ☐ ☐	 ☒ ☒ ☒	 ☐ ☐ ☐	 ☒ ☒ ☒
Source: Correspondence with VA Dept. of Game and Inland Fisheries, July, 2008, Department of Conservation and Recreation, August, 2008, Attachments 9 and 10				
100 Year Floodplain: If "Yes" then identify the regulatory floodway zone:	☐	☒	☐	☒
Source: FEMA map of Alexandria, VA FM5155190005D, Attachment 11				
Wetlands: There are no wetlands within the project area.	☐	☒	0.0 Acres NoneType	
Source: US Fish and Wildlife Service Wetland Mapper data, accessed June 27, 2008 (see Attachment 12). Field reconnaissance, Attachment 13.				
Permits Required: Per the VA DEQ, this project qualifies for VWP General Permit WP3 and a Regional Programmatic General Permit (12-SPGP-01)	☒	☐		
Compensatory Mitigation Required:	☐	☒		
Source: Email correspondence and site visit with DEQ, Margaret Quigley, Aug. 1, 2012 attachment 23				

Surface Water

Approximately 12 feet of Old Cameron Run would be impacted by construction and would be converted to a culvert to accommodate the extra lane on Mill Road [see attachment 8]. The Old Cameron Run Channel drains to Hooffs Run, which drains to Cameron Run. The culvert would carry the tributary to Hoofs Run, which would be impacted by this stream modification. The proposed project was reviewed by the Department of Game and Inland Fisheries (DGIF). According to DGIF records, Cameron Run is an Anadromous Fish Use Area.

To reduce potential effects to migrant fish during spawning season by allowing necessary flow in Cameron Run from construction of the box culvert extension, DGIF recommends all in-stream work follow a time-of-year restriction from February 15 through June 30 of any given year. In-stream activities should be conducted during low or no-flow conditions, using non-erodible cofferdams to isolate the construction area, blocking no more than 50 percent of the stream flow at any given time, stockpiling excavated material in a manner that prevents reentry into the stream, restoring original streambed and streambank contours, and revegetating barren areas with native vegetation. Floodplain culverts shall be installed to carry bankfull discharges at a minimum. Strict adherence to erosion and sediment controls is also recommended. Adhering to these conditions would cause construction impacts on anadromous fish in Cameron Run that are less than significant. No construction work is proposed within Cameron Run. The proposed culvert extension is to be constructed within Mill Creek. Adhering to DGIF recommendations will prevent sediment from entering Cameron Run, via Mill Creek. Mill Creek is a tributary to Cameron Run. No mitigation as a result of the culvert extension is required or committed.

Federal Threatened or Endangered Species

Correspondence with the Virginia Department of Game and inland Fisheries (VDGF) indicates that the bald eagle (*Haliaeetus leucocephalus*), a federal species of concern/state threatened may occur in the project area during breeding season. This species may occur in the project area if appropriate habitat exists; bald eagles build their nests in tall trees along rivers, lakes, the sea coast, coastal marshes, reservoirs and large lakes. There are no lakes, sea coast, coastal marshes, reservoirs, or large lakes near the project area. It is unlikely that the proposed project would cause significant adverse impacts on federal threatened or endangered species.

Correspondence with the Virginia Department of Conservation and Recreation (DCR) indicates that the proposed action will not affect any documented state-listed plants or insects. There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

A USFWS project review has indicated that there are no threatened or endangered species or suitable habitat within the project area.

	Present		IMPACTS	
AGRICULTURAL/OPEN SPACE	**YES**	**NO**	**YES**	**NO**
Open Space Easements	☐	☒	☐	☒

Source: No easement currently held by Virginia Outdoors Foundation (VOF) will be affected by this project, VDOT April 24, 2008 Based on a City of Alexandria GIS Planning and Development Viewer of the project vicinity, there are no existing VOF open space easements within a 1-mile radius of the project area. City of Alexandria GIS, September 7, 2012, attachment 26, Telephone and email correspondence with Larry Wilkinson, District Conservationist with the USDA – NRCS Leesburg, VA, August 6, 2012 ,Attachment 20				
Agricultural/Forestal Districts	☐	☒	☐	☒
Source: A search of City of the Alexandria GIS Planning and Development Viewer of the project vicinity determined that no Agricultural or Forestal Districts within a 1-mile radius of the project area. City of Alexandria GIS, September 7, 2012, attachment 26 ,Telephone and email correspondence with Larry Wilkinson, District Conservationist with the USDA – NRCS Leesburg, VA, August 6, 2012 ,Attachment 20				

Comments

There would be no impacts on open space easements or agricultural/forestal districts as a result of the proposed project.

FARMLAND	**YES**	**NO**
NRCS Form CPA-106 Attached: Rating:	☐	☒
Alternatives Analysis Required:	☐	☒
If Form CPA-106 is not attached check all that are applicable:		
Land already in Urban use:	☒	☐
Entire project in area not zoned agriculture:	☒	☐
NRCS did not respond within 45 days:	☐	☒
Source: Search indicates no prime farmland within a 1-mile radius of the project area. City of Alexandria GIS, September 7, 2012, attachment 26, telephone and email correspondence with Larry Wilkinson, District Conservationist with the USDA – NRCS Leesburg, August 6, 2012 attachment 20		

Comments

There would be no impacts on prime farmland as a result of the proposed project.

INVASIVE SPECIES	**Present**		
	YES	**NO**	**UNKNOWN**
Invasive Species in the project area:	☐	☐	☒

Comments

Virginia Department of Conservation and Recreation (DCR) indicated that the potential exists for some VDOT projects to further the establishment of invasive species. All seeds used will be tested in accordance with the Virginia Seed Law to ensure there are no prohibited Noxious Weed-Seeds in the seed mixes.

Mitigation for disturbance within the RPA shall be provided. Invasive species found within the RPA between Mill Road and Mill Run Road and in the area along the north side of the stream channel will be

removed and replaced with native species as compensation for RPA impacts. Work performed would need to adhere to the Erosion and Sediment Control Law (§10.1-560 *et seq*. of the Code of Virginia) and the Stormwater Management Act (§10.1-603.1 *et seq.* of the 6 Code of Virginia). The project would be compliant with these regulations and there would be no significant adverse impact from invasive species.

AIR QUALITY See comments below.	**YES**	**NO**
Air Analysis Required: If "No", indicate which exemption it falls under: ☐ Exempt Project – According to 40 CFR 93.126 (table 2 exempt project), the project is identified as being exempt from air quality analysis. Since the project is exempt from an air quality analysis, it can be concluded that the project will not significantly impact air quality nor will it cause or contribute to an exceedance of the National Ambient Air Quality Standard for carbon monoxide. ☐ LOS Criteria – All of the intersections/interchanges in the project area or directly affected by the project are forecasted to operate at a level of service (LOS) of "C" or better in the design year. According to 40 CFR 93.123, only a qualitative analysis must be conducted for this project, therefore, it can be reasonably concluded that this project will not significantly impact air quality nor will it cause or contribute to an exceedance of the National Ambient Air Quality Standard for carbon monoxide. ☐ Traffic Volume – The project does not include or directly affect any roadway whose design year daily traffic volume would exceed the traffic thresholds outlined in the Memorandum of Understanding (MOU) between VDOT and FHWA for streamlining the project-level air quality analysis process. Modeling using "worst" case parameters has been conducted for these thresholds and it has been determined that projects below these thresholds, such as this one, would not significantly impact air quality nor will it cause or contribute to an exceedance of the National Ambient Air Quality Standards for carbon monoxide.	☒	☐
Air Analysis Attached:	☒	☐
Source: HMMH, Eisenhower Avenue Widening Project Air Quality Analysis Technical Report, August 3, 2012, attachment 14		
Maintenance or Non-Attainment Area:	☒	☐
In Long Range Plan & TIP:	☒	☐
Source: Alexandria, Virginia, Eisenhower East Small Area Plan, April 2003; National Capital Region Transportation Planning Board, July 15, 2009.		

Comments

The proposed road widening would not cause or contribute to any new localized CO violations or increase the frequency or severity of any existing CO violations. The temporary air quality impacts from construction are not expected to be significant. Construction activities are to be performed in accordance with VDOT's current "Road and Bridge Specifications." The specifications are approved as conforming to

the State Implementation Plan and require compliance with all applicable local, state, and federal regulations.

NOISE	YES	NO
Type I Project:	☐	☒
Source: Email correspondence with VDOT Noise abatement April 27, 2012 [see attachment 15]		
Noise Analysis Attached:	☐	☒
Barriers Under Consideration:	☐	☒
Source: Virginia Department of Transportation, Highway Traffic Noise Impact Analysis Guidance Manual, July 13, 2011 Rev. September 16, 2011, Correspondence with VDOT, April 27, 2012, Attachment 15		

Comments:
The project has been determined to be a Type III as scoped; therefore a noise analysis is not required.

RIGHT OF WAY AND RELOCATIONS	YES	NO
Residential Relocations: If "Yes", number:	☐	☒
Source: Communications w/ City Project Manager on relocations		
Commercial Relocations: If "Yes", number:	☐	☒
Source: Communications w/ City Project Manager on relocations		
Non-profit Relocations: If "Yes", number:	☐	☒
Source: Communications w/ City Project Manager on relocations		
Right of Way required: If "Yes", acreage amount: 1.8 acres all proffered to the City by the developers. The three properties proffering the land are: Simpson Development Properties Co. (TM 073.03-01-06), 2111 Eisenhower Ave. LP(TM 073.03-01-01) and Carlyle Development Corp. (TM 079.01-01-14) The right of way will be donated.	☒	☐
Source: 1.8 acres - Construction documents City of Alexandria Real Estate Assessor's Office, attachment 16		

Comments
There would be no residential, commercial, or non-profit relocations required as part of the proposed road improvements.

	PRESENT		IMPACTS	
	YES	NO	YES	NO
Septic Systems or Public Water Supplies:	☐	☒	☐	☒
Source: Virginia Department of Health, letter dated July 25, 2008 ,attachment 17				

Hazardous Materials:	☒	☐	☒	☐
Source: Thomas L. Brown Associates, P.C. Geotechnical Report, Widening of Eisenhower Avenue, Alexandria, Virginia. June, 2008 and September 2008. General Services Administration. Draft Environmental Impact Statement for the U.S. Patent & Trademark Office Consolidation. May, 1998. Alexandria, Virginia. A Final Report of Alexandria City Landfill South Payne Street. August, 1983.				

Comments

There are no anticipated impacts to septic systems or public water supplies from construction of Eisenhower Avenue. There is also minimal risk of off-site contamination or exposing contaminated soils due to the limited amount and shallow depth of land disturbance.

Hazardous Materials are present for this project as described in the Geotechnical Report by Thomas L. Brown Associates, P.C. and as summarized below.

Fill soil was encountered in all borings collected by Thomas L. Brown Associates and extended to the termini of borings 3 and 9. The highest level of groundwater was observed at boring B-3 with water encountered at 3.5 feet. Perched or trapped water conditions are anticipated. Seasonal and/or long-term fluctuations of the site's groundwater levels should also be anticipated. BTEX can be found at numerous sites including areas for fuel operations, refineries, gasoline stations, and gasification sites. Benzene is highly mobile in soil and groundwater. It is recommended that some kind of arrangement either involving edge drains or free draining materials be installed along and beneath the pavement to provide for the expedient removal of all waters that may otherwise become entrapped beneath the pavement. The bottom of the excavation shall be sloped to drain surface runoff to sump pumps from where water would be pumped out to approved locations. Groundwater shall be maintained at a depth of at least 3 feet below the lowest point of excavation during construction. The anticipated depth of excavation is two feet with the exception of drainage inlets, which would range in depth to five to six feet.

According to the Geotechnical Reports prepared by Thomas L. Brown Associates, P.C., soil samples S-2 (2.5 to 4 feet), S-4 (7.5 to 9 feet), S-5 (10 to 11.5 feet), and S-6 (13.5 to 15.0 feet) from boring B-3 and sample S-4 (8.5 to 10 feet) from boring B-9 had PID readings (i.e., above 190 ppb). Elevated levels of benzene, ethylbenzene, toluene, and xylene (BTEX) were observed in samples S-2 and S-5 from boring B-3. The benzene levels were highest in S-2 with a concentration of 155,000 μg/kg. Boring B-3 is located on Parcel 073.04-03-14. Boring B-9 is located on Parcel 073.03-02-24.

According to the 1983 Alexandria City Landfill Report on the South Payne Street Landfill, the exact boundaries of the landfill are not known. The landfill covered a large area in southeastern Alexandria, north of I-495 and Cameron Run, between U.S. Route 1 and Telegraph Road, and south of Eisenhower Avenue. The site observation and assessment, conducted on March 14, 1983, revealed no on-site environmental contamination.

According to the 1998 Draft Environmental Impact Statement for the U.S. Patent and Trademark Office, elevated levels of subsurface methane were discovered in the southern section of the Carlyle Development Project (three parcels abutting Eisenhower Avenue in the study area) and were associated with sections of the landfill (roughly corresponding to parcel 073.03-02-25). The majority of buildings in the area were constructed with methane degassing systems. According to the above mentioned EIS, various environmental and geotechnical studies were performed for the Carlyle Development Project

prior to 1998. A portion of parcel 073.03-02-25 was identified as having contaminated materials however the nature of the contamination is unknown and the site remediation has already occurred. Several areas of the Carlyle site also contained surface and subsurface soils that indicated levels of lead, which would be deemed hazardous if transported. There would be no significant hazardous waste impact from the proposed project. Block 25 is fully built out. The proposed road widening would hold the existing curb and no soil would be removed.

CUMULATIVE AND INDIRECT IMPACTS	**Present**		
	YES	**NO**	**N/A**
Present or reasonably foreseeable future projects (highway and non-highway) in the area;	☒	☐	☐
Impact same resources as the proposed highway project (i.e. cumulative impacts):	☒	☐	☐
Indirect (Secondary) impacts:	☒	☐	☐
Source: City of Alexandria, Eisenhower East Small Area Plan; Development Activity in Alexandria, Second Quarter 2008.			

Comments

The projects presented below impact above mentioned resources in a similar manner as the proposed widening of the Eisenhower Avenue project.

Residential Development

Project	**Address**	**Type**
Alexan Carlyle/Carlyle Center	310 Hooffs Run Dr.	Mid-rise Apartments
Carlyle Block O	601 Holland Ln.	High–rise & Mid –rise apts.
Hoffman 11 & 12	2010 Eisenhower Av.	High–rise & Mid –rise apts.
Hoffman 24 & 25A	2000 Eisenhower Av.	High–rise & Mid –rise apts.
American Trucking	2100 Mill Rd.	High–rise & Mid –rise apts.

Commercial Development

Project	**Address**	**Office/Retail Sq. Ft.**
Eisenhower Center III	2320 Mill Rd.	98,499
Patent & Trade Center Non-Federal Use Blk J	2050 Ballenger Av.	68,356

Patent & Trade Center Non-Federal Use Blk K	1900 Ballenger Av.	61,642
Carlyle Block P	2000 Eisenhower Av.	770,000
Hoffman 2 & 3	200 Stoval , 2410 Mill Rd.	497,000
Hoffman 8	2301 Eisenhower Av.	492,904
Hoffman 9A & 9B	2400 Eisenhower Av.	830,000
Hoffman 24 & 24A	2000 Eisenhower Av.	180,000
ATA Office	2250 Mill Rd.	585,000
Block O	601 Holland Ln.	5,946

The projects listed above surround the project area. Along with the Eisenhower Avenue Widening, they represent a substantial amount of infrastructure, residential, and commercial development within an existing urban setting.

The Eisenhower Avenue Widening and the residential/commercial development would have indirect and cumulative growth inducing effects. The use of Eisenhower Metro would increase. These changes would result in incremental changes in traffic and noise impacts. However, these incremental changes would not result in significant impacts on traffic and noise. There would be no significant socio-economic or cultural resources indirect or cumulative impacts. Since the area is already urban, there would be no significant indirect or cumulative impacts on natural resources.

The proposed project would conform to the assumptions in the conformity analyses for the Constrained Long-Range Transportation Plan and the Transportation Improvement Plan, which are the long-range planning documents that include roadway projects throughout the region. There would be no indirect or cumulative impacts on air quality.

PUBLIC INVOLVEMENT	**YES**	**NO**
Substantial Controversy on Environmental Grounds:	☐	☒
Source: City of Alexandria Project Manager, March 15, 2011		
Public Hearing: If "Yes", type of hearing: Willingness	☐	☒
Other Public Involvement Activities: The CE will be made available for public review and comment. If "Yes", type of Involvement:	☐	☒

COORDINATION

The following agencies were contacted during development of this study:
United States Department of Agriculture – Natural Resources Conservation Service
United States Department of the Interior – U.S. Fish and Wildlife Service
United States Army Corps of Engineers
Virginia Department of Transportation
Virginia Department of Game and Inland Fisheries
Virginia Department of Conservation and Recreation (Natural Heritage Program)
Virginia Department of Health
Virginia Department of Historic Resources
Virginia Department of Environmental Quality
City of Alexandria

City of Alexandria Fire Department
City of Alexandria Police Department
City of Alexandria Sheriff Office
City of Alexandria Parks Department

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.