

4.8 HAZARDOUS MATERIALS IMPACTS

4.8.1 Hazardous Materials Sites Identified

The database search delineated in Chapter 3, section 3.8.1 entitled Existing Data Review and Regulatory Database Search identify sites that could potentially affect the study area. If a known or potential hazardous waste site is affected by an alternative, information about the site, the potential involvement, impacts and public health concerns of the affected alternative(s) and the proposed mitigation measures to eliminate or minimize impacts or public health concerns are addressed.

Table 4.8-1 demonstrates the number of occurrences identified for each segment and each alternative. Hazardous materials sites located within the study corridor (600 feet) were considered to be within the segment boundary and could possibly affect design and construction. A total of 175 sites are within the boundaries of -20 of the 51 segments being evaluated for the Build Alternative Options. The largest numbers of hazardous materials sites occur in Segments 105, 372, 374, 375, 376, 382, 388 and 392. Each segment contains a total of 9, 11, 29, 17, 29, 12, 16 and 11 occurrences respectively, within their corresponding boundaries. These occurrences are due in large part because the majority of these segments are adjacent to Interstate 581 and U. S. Route 220 in the commercial and industrial areas of the city of Roanoke. Segments 382 and 388 also have a higher occurrence of sites because they are located along Route 220 near the city of Rocky Mount and the various industries located along the Route 220 Bypass.

4.8.2 Alternative Site Occurrences

Table 4.8-2 lists the number of occurrences identified for each Build Alternative Option considered in the DEIS along with the ALC. A total of 519 sites are located within the ALC corridor. Of these sites, 143 are USTs that would be evaluated prior to construction activities associated with this alternative. Eighty-two of these sites are considered to be the most critical because they involve active LUSTs.

Occurrences near a segment, but not within the segment boundaries of the corridor, would be evaluated to determine their potential for contamination, depending on individual site characteristics. Subsurface exploration or some other form of subsurface analysis would be conducted to assess potential for contamination.

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**Table 4.8-1
NUMBER OF HAZARDOUS MATERIALS OCCURRENCES PER SEGMENT**

Segment	Total Number of Occurrences	Total Occurrences at Sites Within Segment Boundaries	Total Occurrences at Sites Near Segment Boundaries
Segment 105	64	9	55
Segment 116B	13	6	7
Segment 118	0	0	0
Segment 118B	0	0	0
Segment 118C	88	1	87
Segment 144	2	0	2
Segment 152	10	0	10
Segment 153	11	2	9
Segment 192A	1	0	1
Segment 202A	6	0	6
Segment 237B	36	7	29
Segment 287A	0	0	0
Segment 294	0	0	0
Segment 296	0	0	0
Segment 319	2	0	2
Segment 321	6	0	6
Segment 326	7	0	7
Segment 326B	4	3	1
Segment 329	3	0	3
Segment 333	0	0	0
Segment 349	0	0	0
Segment 369	1	0	1
Segment 371	20	3	17
Segment 372	27	11	16
Segment 373	1	0	1
Segment 374	171	29	142
Segment 375	234	17	217
Segment 376	179	29	150
Segment 377	0	0	0
Segment 377B	0	0	0
Segment 378	0	0	0
Segment 379	5	3	2
Segment 380	11	0	11
Segment 381	2	0	2
Segment 382	89	12	77
Segment 383	13	2	11
Segment 384	3	0	3
Segment 385	1	0	1
Segment 386	7	2	5
Segment 387	3	0	3
Segment 388	49	16	33
Segment 389	21	0	21
Segment 390	3	0	3
Segment 391	4	0	4
Segment 392	37	11	26
Segment 393	1	0	1
Segment 394	5	4	1
Segment 397	7	3	4
Segment 398	6	5	1
Segment 399	3	0	3
Segment 400	0	0	0

**Table 4.8-2
NUMBER OF HAZARDOUS MATERIALS OCCURRENCES IDENTIFIED FOR EACH ALTERNATIVE**

Alternative		Number of Occurrences			Occurrences at Sites Within Segment Boundaries			Occurrences at Sites Near Segment Boundaries		
		LUST Sites	UST Sites	All Sites ¹	LUST Sites	UST Sites	All Sites ¹	LUST Sites	UST Sites	All Sites ¹
No-Build		15	17	39	15	17	39	0	0	0
TSM		9	25	32	9	25	32	0	0	0
Build Alternative										
Option	Combined Segments									
1	372-399-400-152-385-369-373-333-398	19	16	49	6	5	16	13	11	33
1a	372-399-400-144-381-192A-321-387-329-373-333-398	21	16	50	6	5	12	15	11	38
2	374-376-294-118B-153-202A-385-386-329-373-391-390-349-393-398	72	108	393	15	20	67	57	88	326
2a	374-376-287A-399-400-153-202A-385-386-329-373-391-390-349-393-398	73	109	396	15	20	67	58	89	329
2b	374-375-118C-118-118B-153-202A-385-386-329-373-391-390-349-393	84	155	530	10	23	51	74	132	479
2c	374-376-294-118B-153-326B-326-387-329-373-391-390-349-393	73	102	387	13	18	63	60	84	324
3	374-375-118C-377B-377-379-397-380-382-383-384-386-388-389-390-392-393	111	210	729	16	23	86	95	187	643
3a	374-375-105-378-379-397-380-382-383-384-386-388-389-390-392-393	96	192	650	3	28	39	93	164	611
3b	374-375-118C-118-296-379-397-380-382-383-384-386-388-389-390-392-393	113	215	739	18	28	96	95	187	643
3c	374-375-118C-377B-377-379-397-380-382-319-321-387-388-389-390-392-393	112	209	726	16	27	92	96	182	634
4	371-378-394-397-116B-192A-321-237B-389-349-393	17	26	110	4	6	22	13	20	88
ALC	374-375-118C-118-118B - 400-153-202A-385-369-373-333-398	82	143	519	10	21	61	72	122	458

Source: Environmental Data Resources, Inc., June 2004.

Notes: 1. The total number of sites identified include USTs and LUSTs and may also include sites identified in the following databases: CERCLIS, NPL, Delisted NPL, RODs, CERCLIS-NFRAP, RCRIS-SQG, RCRIS-LQG, RAATS, ERNS, HMIRS, SWF/LF, AST, VRP, PADs, FINDS, MLTS, TRIS, CEDS, Coal Gas.

4.8.3 Hazardous Material Sites Identified for Further Evaluation

Of the 175 sites that occur within segment boundaries, 13 sites listed and described in Table 4.8-3 may warrant additional evaluation because the proximity of the site to the segment and the type of hazardous materials contained within it. Typically these sites have the greatest potential to delay property acquisition and affect construction activities. Only four of these sites are located in the ALC.

**Table 4.8-3
HAZARDOUS MATERIALS SITES IDENTIFIED FOR FURTHER EVALUATION**

Segment #	Option #	Hazardous Materials Site # *	Description
105	3a	N/A	Landfill; no available record of noncompliance violations.
237B	4	251	Courtauld Performance Films; four compliance / violations for a LQG; classified as a High Priority Violator.
		252	Courtauld Performance Films; related to 251; is currently facing a civil, judicial and administrative enforcement case
371	4	N/A	Matthews Electroplating; CERCLIS / FINDS; removed from NPL in 1989. Orphan Site.
		84	Dixie Caverns Landfill site; Deleted from NPL in 2001. CERCLIS site with an administrative record compiled for a remedial event, and was facing a civil, judicial, and administrative enforcement case which was settled in January of 2004.
		149	Walkerton Landfill
374	2, 2a, 2b, 2c, 3, 3a, 3b, 3c, ALC	379	Landfill permitted under Strauss Construction Co.; Based on a discussion with DEQ personnel, this landfill has not been used to date for solid waste disposal. There is no available record of noncompliance violations.
375	2b, 3, 3a, 3c, ALC	69	Cycle Systems; CERCLIS site currently facing a civil, judicial, and administrative enforcement case.
		71	Crown Central Petroleum Corporation; listed as CERCLIS-NFRAP site.
		74	Fast Service Laundry and Cleaning; listed as CERCLIS-NFRAP site.
376	2, 2a, 2c	69	Cycle Systems; CERCLIS site currently facing a civil, judicial, and administrative enforcement case
		83	American Viscose Company; CERCLIS site with low site status and is also facing a civil, judicial, and administrative enforcement case
393	2, 2a, 2b, 2c, 3, 3a, 3b, 3c, 4	287	Southeastern Adhesive Company; listed as CERCLIS-NFRAP site.

* Hazardous materials site numbers are from the June 2004 database search.

Since the circulation of the DEIS, the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and CERCLIS-No Further Remedial Action Planned (CERCLIS-NFRAP) were reviewed to determine the status of those sites identified for further evaluation. The following updates of the CERCLIS and CERCLIS-NFRAP sites are based on information listed on the U.S. Environmental Protection Agency (EPA) CERCLIS and Archive databases. The Archive database contains information on sites that have been removed and archived from the inventory of Superfund sites. Archive status indicates that to the best of the EPA's knowledge, Superfund has completed its assessment of a site and has determined that no further steps will be taken to list that site on the National Priority List (NPL). The subsequent sites have been archived from the inventory of Superfund sites: Crown Central Petroleum Corporation and Southeastern Adhesives Company. Additionally, the following sites have been removed from the hazardous occurrences list, as a result of no longer being listed in the EPA database: Potomac Supply Corporation, Mowles Spring Park Landfill, Virginia Scrap Iron and Metal, Marsteller Corporation, and Roanoke Town Gas. Stanley Furniture Corporation also has also been removed due to its location beyond corridor boundaries.

Report updates of identified CERCLIS/CERCLIS-NFRAP sites are as follows:

Courtauld Performance Films: This site is no longer classified as a High Priority Violator. The company was, however, fined in June of 2003 for violating the Clean Air Act.

Matthews Electroplating: Formerly a NPL Superfund site due to chromium contaminated soil. This site was removed from the NPL in 1988. The last reported action for this site was a five year remedy assessment which took place from July 1998 to April 1999.

Dixie Caverns Landfill: The last reported action of this site was deletion from the NPL in September 2001.

Walkerton Landfill: The site is listed as a SWF/LF. This site is reported as an industrial landfill whose physical status is closed.

Strauss Construction Landfill: This site was not identified in the Environmental Data Resources Report, the EPA CERCLIS database, or the EPA Archive database. Therefore, no additional information is available for this site.

Cycle Systems: In January 1999, the site was stabilized. The current Non-NPL status for this site states that a Preliminary Assessment start is needed.

Crown Central Petroleum Corporation: The status of this site has not changed from the first evaluation of hazardous material site occurrences.

Fast Service Laundry: The status of this site has not changed from the first evaluation of hazardous material site occurrences.

American Viscose Company: A site investigation was performed for this site in the spring of 2002. "The results of a Phase II ESA and recent actions taken by the USEPA, support a conclusion that there appear to be no major environmental liability concerns, which would preclude the areas of the site included in this study from being incorporated in the construction corridor. Initial concerns regarding the regulatory status of the property as a potential candidate for the CERCLA National Priorities List have been substantially reduced due to the recent investigative activity by USEPA that resulted in a recent "No Further Remedial Action Planned" (NFRAP) designation for the site. The studies that supported the NFRAP were performed during the spring of 2002, and indicated the EPA has curtailed its interest in imposing any cleanup requirements at the site."

Southeastern Adhesive Company: The site is listed as an orphan CERCLIS-NFRAP site. After the completion of a preliminary assessment in March 1989, the recommendation was made for a "No Further Remedial Action Planned" designation, and the site was archived from the inventory of Superfund sites.

4.8.4 Mitigation

In order to develop specific mitigation measures for identified hazardous materials, additional evaluations will be required during final design when it is better known whether specific sites will be impacted and access to the properties can be secured. The level of detail required for the additional evaluations will depend upon specific design issues (i.e. limits of cut and fill and the vertical and horizontal profile) associated with the selected alternative relative to the sites in question. The No-Build, TSM, Build Alternatives Options, and the ALC each have hazardous materials site occurrences within the segment boundaries. These sites provide potential sources of contamination that could have an adverse impact on both property acquisition and construction activities. Before impacting a known hazardous material site with the design of the roadway, VDOT will look at redesigning or shifting the alignment in order to avoid these sites. If these sites cannot be avoided and responsibility for cleanup cannot be assigned to the responsible parties, then site cleanup will be addressed as part of the project as a last resort.

Historically, hazardous material sites have been avoided during the project development process because of liability concerns, stringent cleanup requirements, and the cost associated with those clean-ups. It is now FHWA's policy to look for opportunities to include lightly contaminated and abandoned hazardous material sites (i.e. brownfields) in transportation projects in an effort to clean up the sites as part of the project and by doing so, assist communities with their redevelopment plans which may have been hampered by the presence of a hazardous material site. The decision whether or not to include a hazardous material site in a transportation project is highly dependent on the specific type of site and extent of contamination and the prevailing conditions and circumstances within the area where the site is located. Any decision regarding brownfield sites will be made during final design after a particular site has been assessed and all of the costs considered.

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4.9 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The impacts of the project to historic and archaeological resources eligible for or potentially eligible for the NRHP were assessed in accordance with the requirements of Section 106 of the NHPA. According to 36 CFR Part 800.5(a)(1), an adverse effect occurs when an undertaking “may alter, directly or indirectly, any of the historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” If a project is found to adversely effect a National Register-eligible resource, a Memorandum of Agreement (MOA) must be executed which documents how the adverse effect will be taken into account.

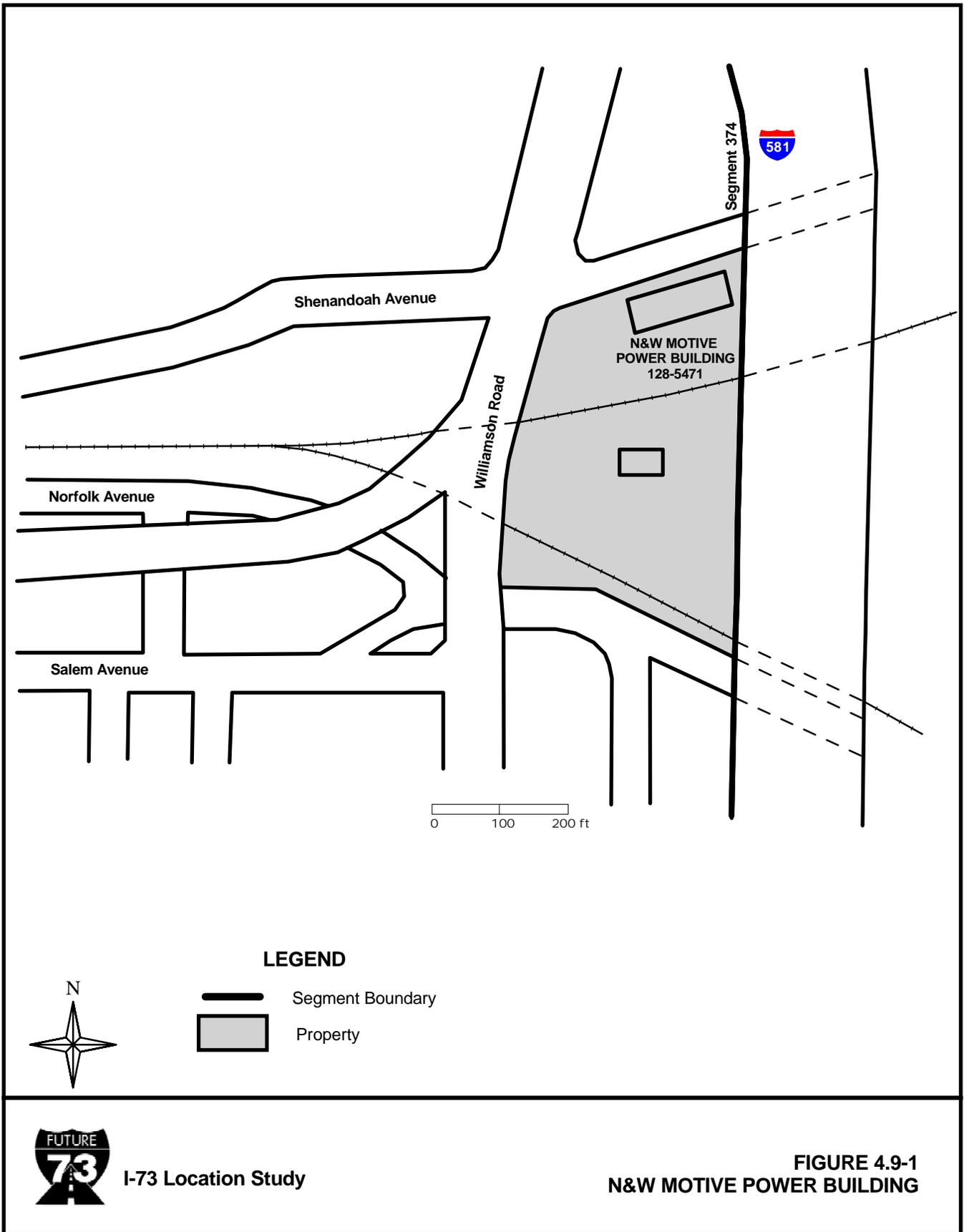
Throughout the course of the Section 106 process, several groups, localities, and agencies participated as consulting parties. These include Virginians for Appropriate Roads, Mount Pleasant Civic League, Botetourt County, City of Roanoke, Roanoke County, Henry County, Roanoke Chamber of Commerce, and the National Park Service. In addition, the Advisory Council on Historic Preservation determined that their involvement in the Section 106 process was warranted and has been involved also.

4.9.1 Architectural Resources

The 16 eligible resources located within the APE were evaluated for Section 106 effects. These include nine standing structures, four historic districts, two bridges and the Blue Ridge Parkway. Table 4.9-1 lists each resource from north to south by segment and option. Resources associated with the ALC are shown in Figures 4.9-2 through 4.9-8.

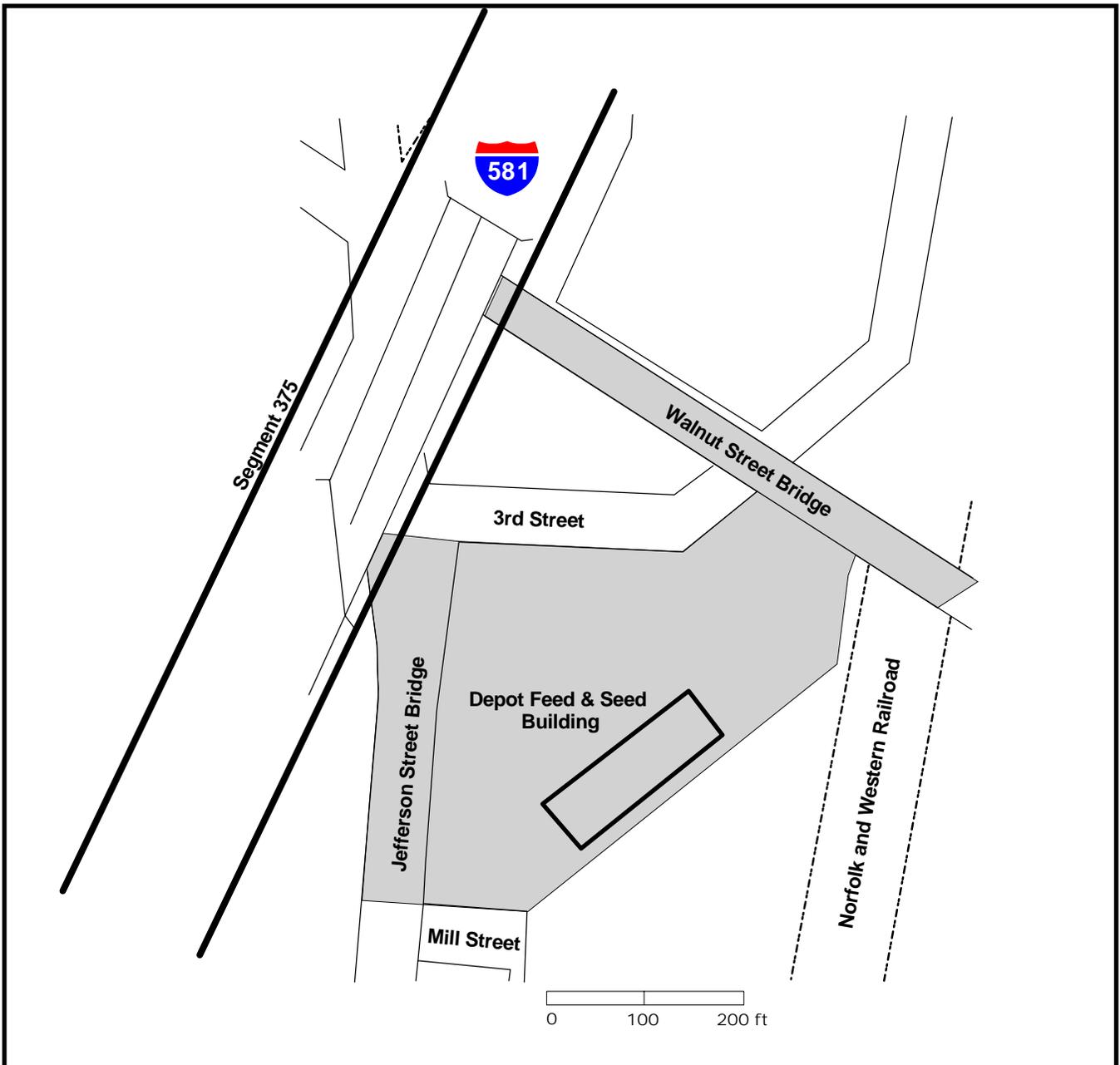
**Table 4.9-1
ELIGIBLE RESOURCES BY SEGMENT AND OPTION**

Resource Name	DHR #	Segment	Options
<i>Roanoke City</i>			
N&W Motive Power Building	128-5471	374	2, 2a, 2b, 2c, 3, 3a, 3b, 3c, ALC
Riverland Historic District	128-5476	376	2, 2a, 2c
Virginia Passenger Rail Station & Depot	128-5461	375	2b, 3, 3a, 3b, 3c, ALC
Walnut Street Bridge	1815	375	2b, 3, 3a, 3b, 3c, ALC
Jefferson Street Bridge	8003	375	2b, 3, 3a, 3b, 3c, ALC
Old Southwest Historic District	128-49	375	2b, 3, 3a, 3b, 3c, ALC
Southeast Roanoke Historic District	128-5865	376	2, 2a, 2c
<i>Botetourt and Roanoke Counties</i>			
Blue Ridge Parkway		105, 118C, 371, 372, 376	All
<i>Roanoke County</i>			
Green-Richardson House	080-0033	376	2, 2a, 2c
Clearbrook Elementary School	080-0605	118C	2b, 3, 3b, 3c, ALC
<i>Franklin County</i>			
Boones Mill Historic District	033-5162	U.S. Route 220	TSM
Waid-St. Clair House	033-0116	192A	1a
Waid House	033-0014	384	3
Tyree-Woody House	033-5153	153	2, 2a, 2b, 2c, ALC
<i>Henry County</i>			
Hillcroft	044-7	389	3, 3a, 3b, 3c, 4
Blackard-Trent House	044-5055	333	1, 1a, ALC



I-73 Location Study

**FIGURE 4.9-1
N&W MOTIVE POWER BUILDING**



LEGEND

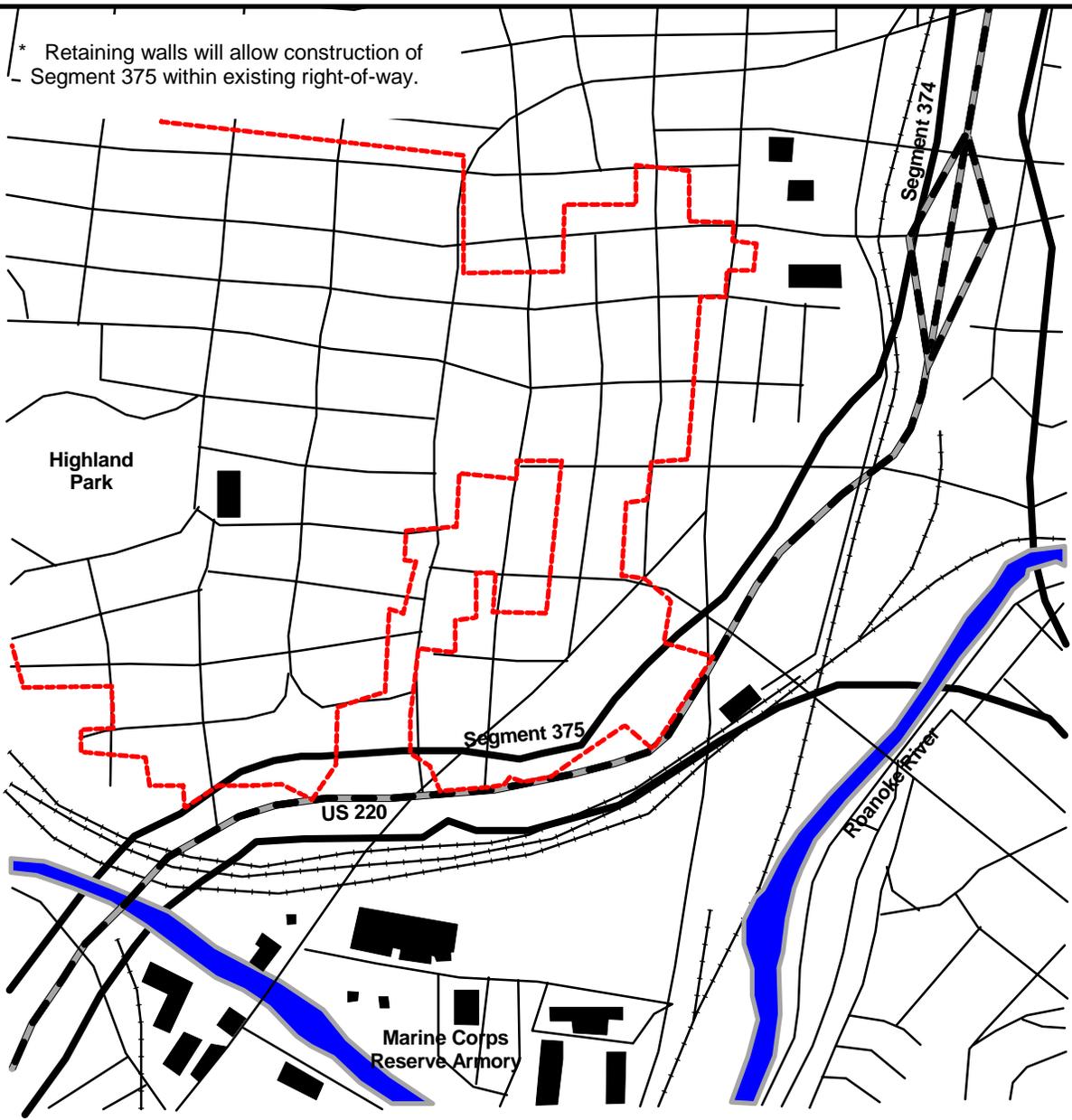
-  Segment Boundary
-  Property



I-73 Location Study

**FIGURE 4.9-2
DEPOT FEED & SEED BUILDING,
JEFFERSON ST & WALNUT AVE BRIDGES**

* Retaining walls will allow construction of Segment 375 within existing right-of-way.



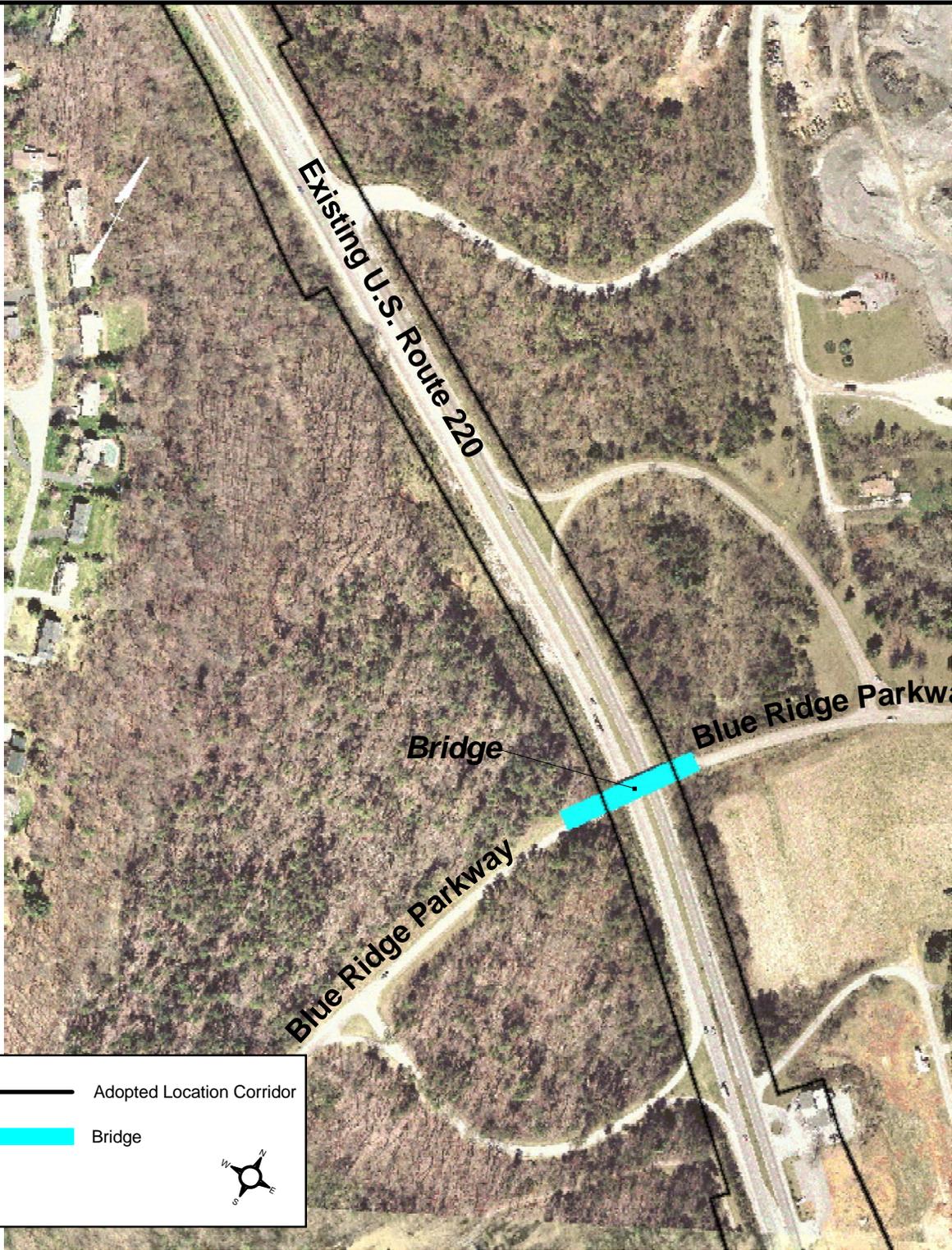
LEGEND

- Segment Boundary
- - - Historic District Boundary



I-73 Location Study

**FIGURE 4.9-3
OLD SOUTHWEST HISTORIC DISTRICT**



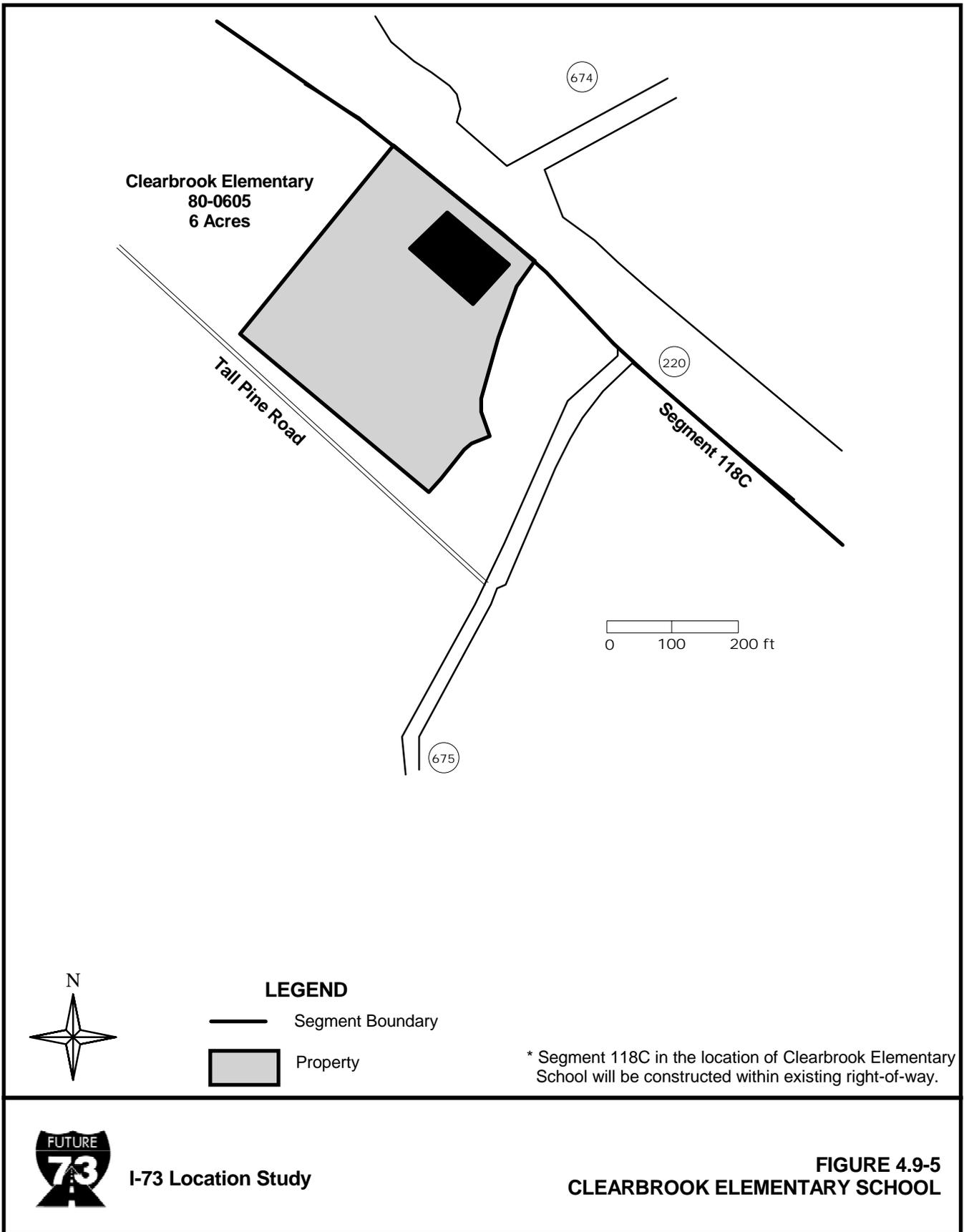
— Adopted Location Corridor

█ Bridge



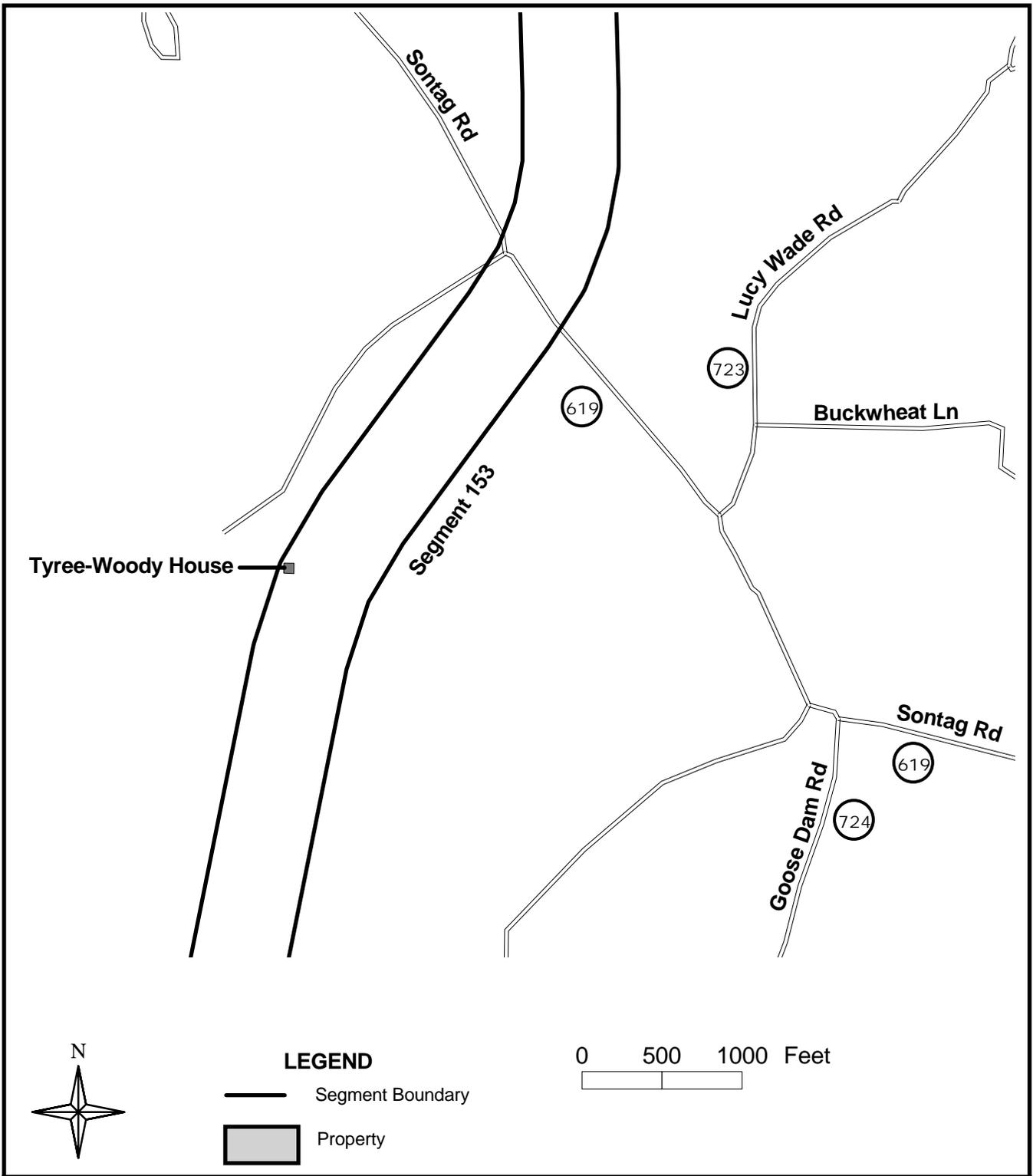
I-73 Location Study

**FIGURE 4.9-4
BLUE RIDGE PARKWAY CROSSING**



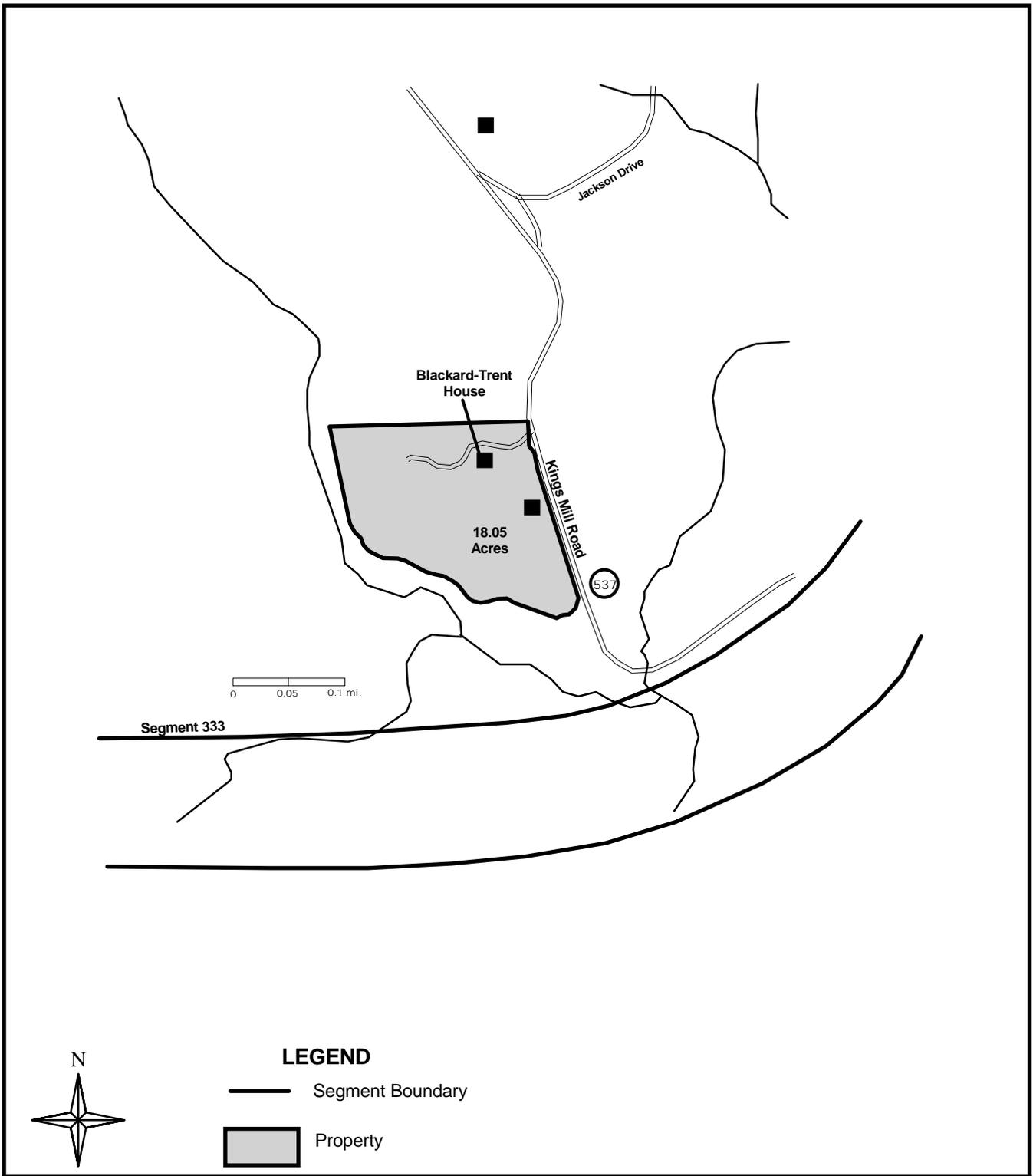
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**FIGURE 4.9-5
CLEARBROOK ELEMENTARY SCHOOL**



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**FIGURE 4.9-6
TYREE-WOODY HOUSE**



LEGEND

-  Segment Boundary
-  Property



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**FIGURE 4.9-7
BLACKARD-TRENT HOUSE**

At present, only functional design has been completed on the ALC and the other Build Alternative options. Section 106 effects to each resource have been evaluated for the ALC, but are only conceptual in detail. DHR has been consulted with throughout the development of the project to identify historic properties and assessing effect. Based on this consultation, DHR has issued a letter commenting on the likely effects to each resource. This letter is included in Appendix C - Comments and Responses To DEIS. The effect determinations provided by DHR are summarized as follows:

Resources Associated with the ALC

- 1) An avoidance alternative for the ALC has been developed, shifting to the east, off the N&W Motive Power Building (128-5471). Given the existing proximity of the building to the current alignment of U.S. Route 220/Interstate 581, it is anticipated that the avoidance alternative will have no effect on the property.
- 2) In the vicinity of the Virginian Passenger Station and Depot (128-5461), the ALC alignment may bridge the existing structures. Since this building was built within an interlocking urban transportation network of railways and roadways, new transportation components in the vicinity of this resource should not diminish it's integrity. The ALC will not have an adverse effect on the Depot.
- 3) In the vicinity of the Walnut Street Bridge, the ALC alignment may bridge the existing structures. Since this bridge was built within an interlocking urban transportation network of railways and roadways, new transportation components in the vicinity of this resource should not diminish it's integrity. The ALC will not have an adverse effect on the Bridge.
- 4) In the vicinity of the Jefferson Street Bridge, the ALC alignment may bridge the existing structures. Since this bridge was built within an interlocking urban transportation network of railways and roadways, new transportation components in the vicinity of this resource should not diminish it's integrity. The ALC will not have an adverse effect on the Bridge.
- 5) In the vicinity of Old Southwest Historic District (128-49), the ALC will stay within existing right of way by utilizing retaining walls, and will take no land from the District.
- 6) There are no feasible alternatives to avoiding a crossing of the Blue Ridge Parkway. The ALC is expected to have an adverse visual effect on the Blue Ridge Parkway. The adverse visual effect has been addressed with special conditions agreed to in a Memorandum of Agreement between VDOT, FHWA and the National Park Service, the Advisory Council on Historic Preservation, and the Virginia Department of Historic Resources.
- 7) The ALC alignment at Clearbrook Elementary School (80-065) follows existing U.S. Route 220, and will stay within that roadway's existing right of way. The school has always been located next to a four-lane roadway, and the addition of I-73 would not have an adverse effect on the property.
- 8) The Tyree-Woody House is located within a grove of trees outside the ALC construction limits. This abandoned house is eligible under Criterion D for information potential and Criterion C for architectural elements. The addition of the roadway will not diminish its defining characteristics, and I-73 would not have an adverse effect on the property.
- 9) The setting of the Blackard-Trent House (44-5055) has been greatly compromised by numerous trailers in the vicinity and by the modern cutting of woodlands. The ALC has been shifted to the south to avoid taking the house. The nearest edge of the alignment will be one-quarter mile away from the house, and the roadway will be shielded by the topography and trees. As a result, it is anticipated there will be no effect to the property.

Resources Associated with Other Options

- 1) An alternative was developed for Segment 376 to avoid Riverland Historic District (128-5476), and the demolition of a large number of houses contributing to the district's significance. The avoidance alternative, shifting to the north, crossed the Roanoke River south of the district. It was not expected that the new alignment would alter any of the characteristics that qualify the district for listing in the NRHP. Therefore, it was anticipated the avoidance alternative would have no effect on the district.
- 2) The Southeast Roanoke Neighborhood was determined to be of historic significance after the avoidance alternative for the Riverland Historic District was developed. Because effects to this historic district cannot be avoided, it is no longer being pursued and is the reason that the CTB revised its decision regarding the ALC.
- 3) The Green-Richardson House (80-33) is located in a fairly built-up area and its historic setting has been reduced to approximately one acre, the extent of its National Register boundary. Due to the proximity of Segment 376 to the house, (approximately 200 feet from the house) the roadway would have an adverse effect on the property, introducing audible elements that are out of character with the property.
- 4) All of the Build Alternative alignments are a considerable distance away from the Town of Boone's Mill due to the geometrics of the roadway within the Town and the historic nature of the community. The TSM Alternative would result in minor local changes such as signal improvements, but it is anticipated it would have no effect on the National Register eligible Boones Mill Historic District (33-5162).
- 5) Segment 192A was shifted to avoid taking land from the proposed National Register boundary for the Waid-St. Clair House (33-116). The house and its proposed National Register boundaries are nestled between two north-south ridges, which effectively shield the property from Segment 319 and Avoidance Alternative Segment 192A. It is anticipated both segments would have no effect on the property.
- 6) Segment 384 was shifted to the east side of existing U.S. Route 220 in the vicinity of the Waid House (33-14). Existing topography and a tight line of mature evergreen trees would serve to shield the roadway from the house and it was anticipated there would be no effect to the property.
- 7) In the vicinity of Hillcroft, Segment 389 would follow the existing U.S. Route 220 Bypass. Existing vegetation and topography would screen these alignments from Hillcroft (44-7), and it was anticipated the project would have no effect on the property.

A final Determination of Effect for the project has been coordinated with the SHPO. The SHPO has concurred that the ALC will have an adverse effect on the Blue Ridge Parkway. As a result, a Memorandum of Agreement has been executed and included in Appendix F.

4.9.2 Archaeological Resources

A limited number of archaeological sites have been previously recorded within the proposed corridors of the Build Alternative options (Table 4.9-3). Options 1, 2b, and the ALC each contain one such site; Option 1a contains two; Options 3, 3a, 3b, 3c and the TSM Alternative each contain three; Option 4 contains four; and Options 2 and 2a each contain five.

Regarding the ALC, the only information available on site 44FR230 is recorded on a site form on file at VDHR. This small Native American site is located on a primary terrace of the Pigg River. A quartz flake and a quartz lanceolate projectile point with a deep concave base were recovered from this site at the time it was

originally recorded. The site form on file at VDHR indicates that the area in which the site is located is prone to flooding and that buried deposits could be present. When this site was revisited during the current survey, the field in which it was reported to be located was plowed and exhibited approximately 80 percent visibility. No artifacts were recovered during a surface survey of the field. Shovel tests excavated in the field indicated that deposits of alluvial sand extended to depths greater than 100 cm. No artifacts were recovered in the shovel tests. Accordingly, no further evidence of 44FR230 was found within the current project area.

**Table 4.9-2
PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES**

Site Number	Segment Number	Comments	Options Affected
44BE185	372	Large, possibly stratified Early-Late Woodland site, high probability for burials	1, 1a
44RN5	376	Woodland site, high probability for burials	2, 2a, 2c
44RN76	376	Archaic-Woodland site, high probability for burials	2, 2a, 2c
44RN77	376	Possible location of Toter Town, high probability for burials	2, 2a, 2c
44RN219	376	Possible location of Toter Town, high probability for burials	2, 2a, 2c
44RN289	371/#31	Late Woodland site, high probability for burials	4
44RN321	371/#31	Stratified site with Woodland component, high probability for burials	4
44FR84	382	Fish trap	3, 3a, 3b, 3c
44FR124	east of 192A	Historic cemetery, may extend into corridor	1a, 4
44FR230	153	Possible Paleoindian site with buried deposits	2, 2a, 2b, 2c, ALC
44HR12	237B/#17	Late Woodland site, high probability for burials	4
44HR61	388	Late Woodland site, high probability for burials if site extends into corridor	3, 3a, 3b, 3c
44HR62 (44-0025)	388	Possible location of Fort Trial	3, 3a, 3b, 3c

The draft Environmental Impact Statement addressed the potential for archeological sites to be encountered for each alternative that was under consideration. In accordance with 36 CFR Part 800.4(b)(2) and by agreement executed between VDOT and the VDHR for large scale projects involving multiple alternatives, a Phase I archaeological survey was only conducted on the selected alternative. Additional survey work was conducted to cover Segments 375 and 118c once it became apparent that the CTB would have to change its decision regarding the ALC due to the determination that the Southeast Roanoke Neighborhood Historic District was eligible for the National Register or Historic Places.

As a result of archaeological survey work conducted on the ALC; 30 archaeological sites 14 artifact locations, and 11 historic and 3 recent cemeteries were recorded. Through a combination of avoidance, design shifts, and design features, no archaeological properties will be impacted by the ALC.

