

Bridgewater Bypass Location Study

March 18, 2009

Rick Walton
Chief, Policy and Environment

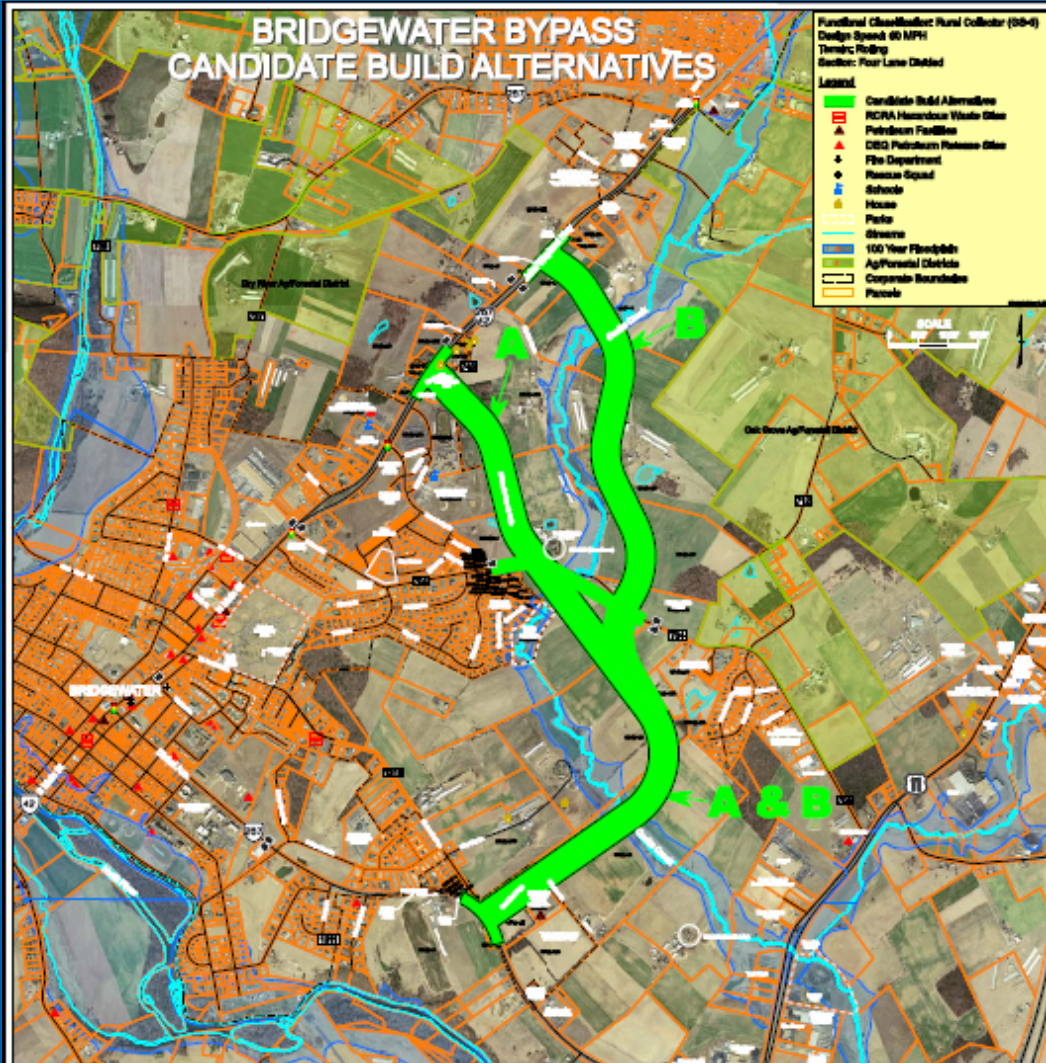
Overview:

- Project History
- Purpose and Need
- Project Description
- Potential Impacts
- Recommendation
- Next Steps

- Included in local and regional planning documents:
 - Rockingham County's *Comprehensive Plan for 2020 and Beyond*
 - Town of Bridgewater's *Comprehensive Plan 2008*
 - Harrisonburg-Rockingham Metropolitan Planning Organization's (HRMPO) *Constrained Long Range Plan (CLRP)*
- VDOT initiated the location study in 2007
- FHWA signed Environmental Assessment in December, 2007
- The Department conducted a location public hearing on January 16, 2008. Maps, drawings, an Environmental Assessment, and other information was presented at the hearing:
 - 104 persons in attendance
 - Citizen comments were received and reviewed
 - 37 comments were received via comment surveys, e-mail, letters, and oral comments
- Town of Bridgewater passes resolution supporting CBA A in February, 2008
- Amendments adopted April 17, 2008 by the HRMPO for the 2030 financially CLRP include the addition of the proposed bypass, i.e., moving it from the "Vision Plan", into the CLRP

- Provide an alternate route for traffic, especially truck traffic. Such a route would:
 - Remove vehicles out of downtown Bridgewater
 - Improve mobility by enhancing connectivity between Route 257 east of Bridgewater and Route 257/42 north of Bridgewater
 - Divert through traffic from existing Routes 257, 42, and 1310
 - Reduce conflicts between vehicular, pedestrian, and bicycle travel on Dinkel Avenue, North Main Street, and Mount Crawford Avenue
 - Reduce conflicts with turning movements

- East-North link connecting Route 257 (Dinkel avenue) east of the Town of Bridgewater and Route 257/42 (North Main Street/John Wayland Highway) north of the Town of Bridgewater
- Proposed as a controlled access four-lane divided highway
- New location
- Preliminary estimated cost (Year 2015 advertisement assumed estimation)
 - CBA A \$61 million
 - CBA B \$57 million



- Candidate Build Alternative A
- Candidate Build Alternative B
- No Build

| CATEGORY | IMPACTS | |
|--|---------|-------|
| | CBA A | CBA B |
| Homes Displaced | 15 | 3 |
| Businesses Displaced | 2 | 0 |
| Farms Displaced | 1 | 1 |
| Noise Impacts (Number of Receptors Impacted) | 13 | 14 |
| Length of Streams Disturbed (feet) | 2,717 | 2,565 |
| Wetlands Displaced (acres) | 0.8 | 0.6 |
| Floodplains Crossed (acres) | 9 | 7 |
| Historic Properties within APE (number of properties) | 2 | 2 |
| Forest Land Displaced (acres) | 1 | 0 |
| Potential Loggerhead Shrike Habitat Displaced (acres) | 26 | 41 |
| Prime, Unique, or Statewide-important Farmland Displaced (acres) | 59 | 49 |
| Hazardous Material Sites Impacted (number of sites) | 1 | 1 |

- Candidate Build Alternative (CBA) A
 - Town of Bridgewater passed resolution in support of CBA A
 - CBA A responds to travel needs in the corridor by
 - Removing vehicles out of Downtown Bridgewater
 - Improving north-east mobility by enhancing connectivity between Route 257 east of Bridgewater and Route 257/42 north of Bridgewater, Diverting through traffic from existing Routes 257, 42, and 1310
 - Reducing conflicts between vehicular, pedestrian, and bicycle travel on Dinkel Avenue, North Main Street, and Mount Crawford Avenue
 - Reducing conflicts with turning movements
 - CBA A impacts the edge of a large farm, rather than splitting the farm as CBA B does. The farm owner has expressed a preference for CBA A over B, if a build alternative is to be selected

- CTB Location Decision
 - April, 2009
- Revised Environmental Assessment
 - Spring, 2009
- Finding of No Significant Impact
 - Spring, 2009

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