



**U.S. Route 460 Corridor Improvements Project  
Supplemental Environmental Impact Statement**

**Commonwealth Transportation Board Briefing**

January 13, 2015

**Angel Deem**

Environmental Division

# PROJECT PURPOSE AND NEED

## Roadway Classification



- **Address roadway deficiencies:** Route 460 is based on outdated geometric standards.



## Safety

- **Improve safety:** Fatality rates for Route 460 are higher than other comparable rural roadways in Virginia.



- **Improve strategic military connectivity:** Route 460 is a designated part of the Strategic Highway Network (STRAHNET) by the Department of Defense and FHWA.

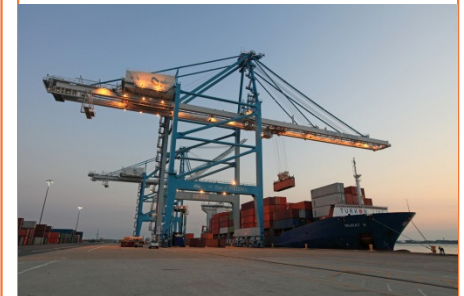
## Mobility & Evacuation

- **Reduce Travel Delay:** Future traffic volumes will result in increased travel delays on Route 460 due to capacity limitations at traffic signals and the current design deficiencies.
- **Provide adequate emergency evacuation capability:** Route 460 is a designated hurricane evacuation route for Southside Hampton Roads communities, yet during recent events, the road was closed due to effects caused by these storms.



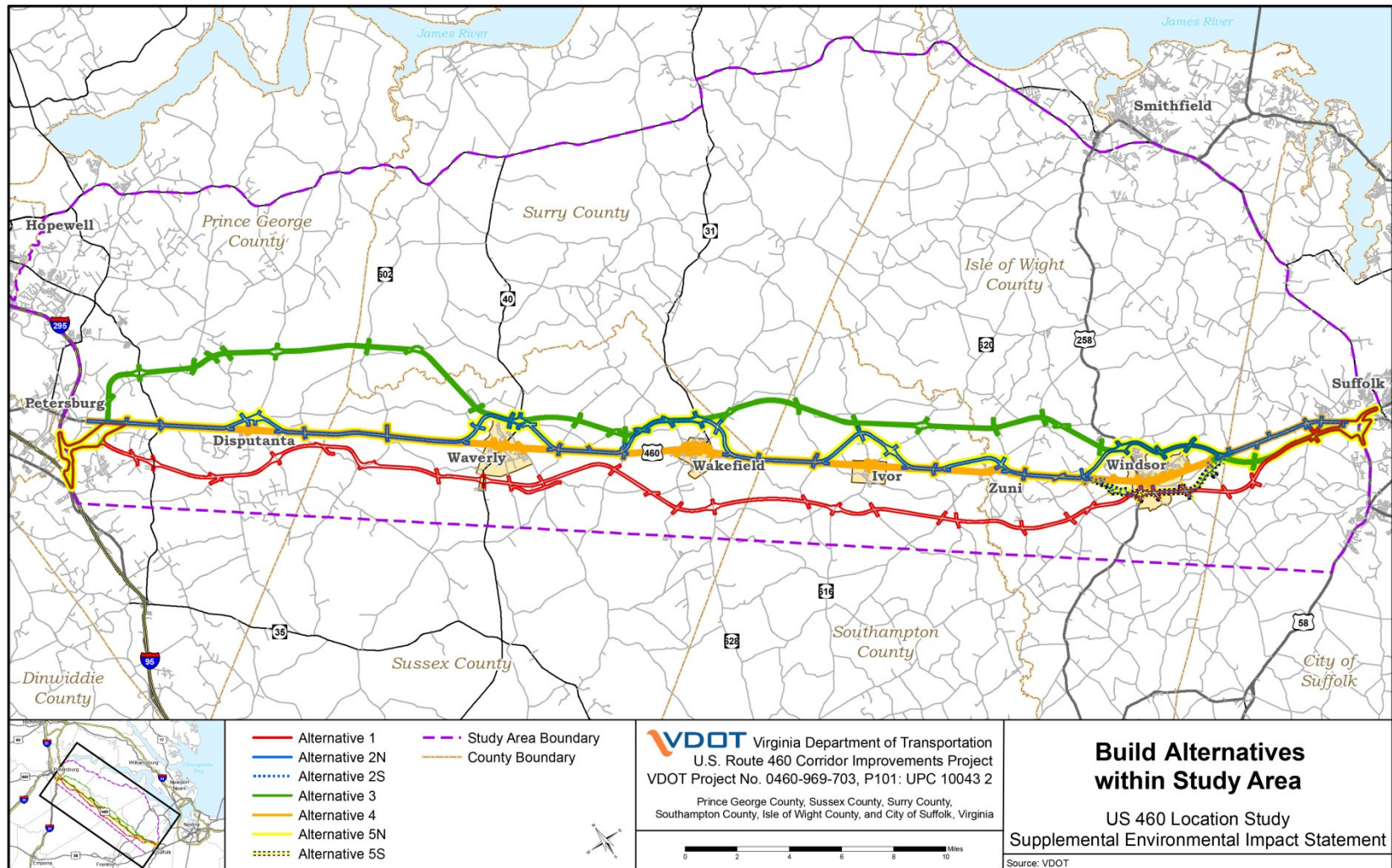
## Accommodate Freight Traffic

- **Accommodate increasing freight shipments:** Truck percentages for Route 460 are higher than national averages for rural roads with similar functional classification, and forecast to grow due to expansions at the Port of Virginia.



- **Support local economic development plans:** Jurisdictions along the Route 460 study area have identified economic development priorities related to transportation improvements.

# Draft SEIS BUILD ALTERNATIVES



# SUMMARY OF Draft SEIS FINDINGS

Category	Potential Environmental Consequences by Build Alternative						
	Alt. 1	Alt. 2N	Alt. 2S	Alt. 3	Alt. 4	Alt. 5N	Alt. 5S
Length (miles)	53	53	53	54	49	54	54
Interchanges (no.)	9	5	5	9	0	8	8
Potential Residential Displacements (no.)	111	112	103	78	98	167	162
Potential Business Displacements (no.)	12	12	14	14	54	17	17
Potential Farm Displacements (no.)	5	1	1	3	1	3	3
Potential Non-Profit Facility Displacements (no.)	4	4	4	4	19	7	7
Stream Impacts (linear miles with bridging)	13	7	7	11	4	13	13
Wetlands Disturbed (acres)	613	372	434	516	91	551	610
100-Year Floodplain Crossed (acres)	98	97	80	129	50	131	115
Forested Habitat (acres)	1,241	554	589	967	72	852	887
Noise Receptors Affected (no.)	315	315	306	417	434	359	327
Historic Resources within Area of Potential Effect (no.)	13	10	10	8	21	7	7
Project Cost (million \$)	1,802	1,342	1,395	1,879	974	2,487	2,480

Notes: Complete listing of findings is included and further detailed in Chapter 3.0 of the Route 460 Location Study *Draft Supplemental Environmental Impact Statement*.

# THREE PUBLIC HEARINGS

**Monday, October 27, 2014**  
**Windsor High School**  
**24 Church Street**  
**Windsor, VA 23487**

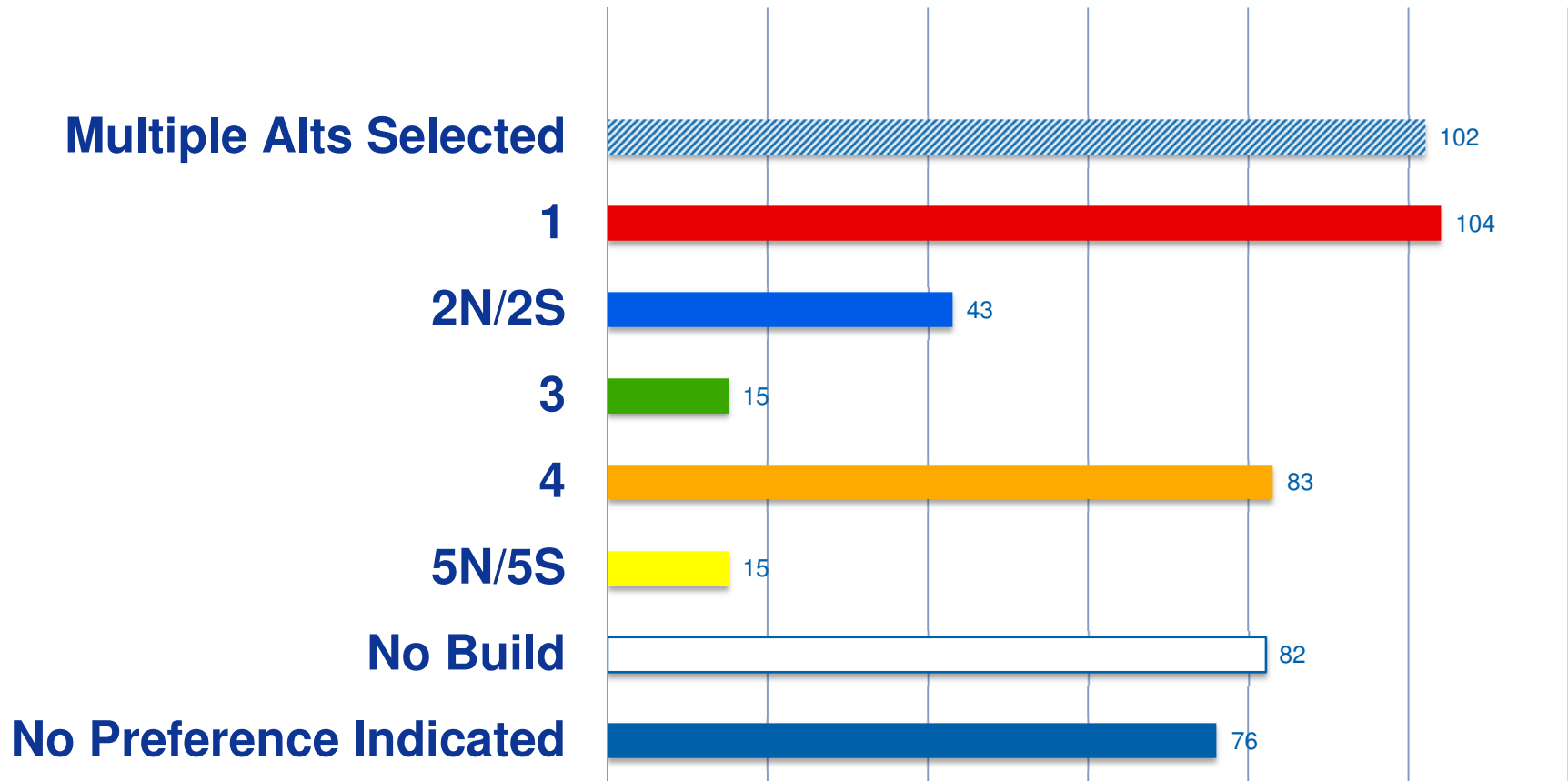
**Wednesday, October 29, 2014**  
**The Wakefield Foundation**  
**100 Wilson Avenue**  
**Wakefield, VA 23888**

**Thursday, October 30, 2014**  
**J.E.J. Moore Middle School**  
**11455 Prince George Drive**  
**Disputanta, VA 23842**

## PUBLIC COMMENT SUMMARY

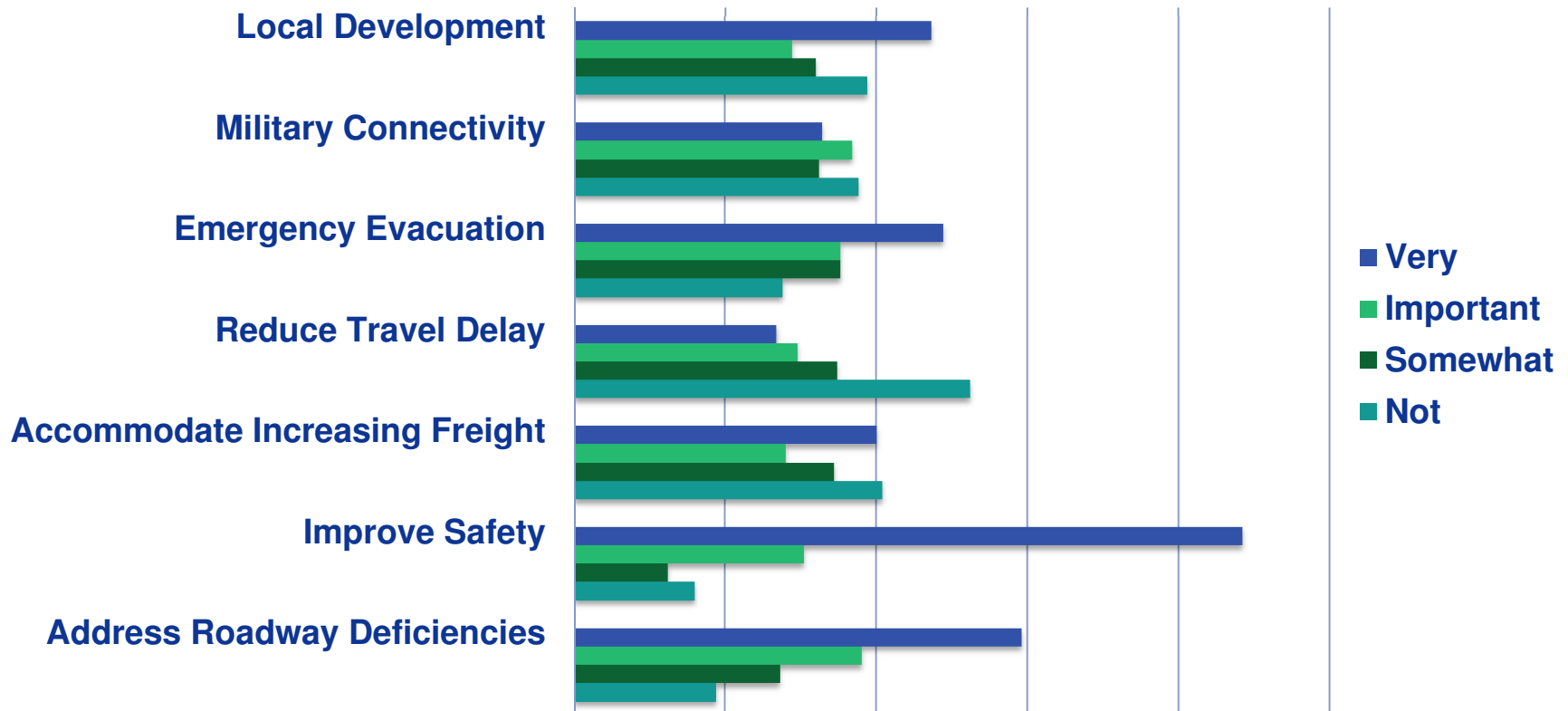
- **TOTAL COMMENTS: 521**
  - **399 comment forms submitted**  
*(at Public Hearing, online, or by mail)*
  - **122 narrative comments received from citizens, special interest groups, and agencies**  
*(includes verbal comments from Public Hearing)*

# Public and Agency Comment Summary: ALTERNATIVE PREFERENCES



# Public and Agency Comment Summary: PURPOSE AND NEED RANKINGS

Importance of Purpose and Need Elements





# Public and Agency Comment Summary: PURPOSE AND NEED RANKINGS

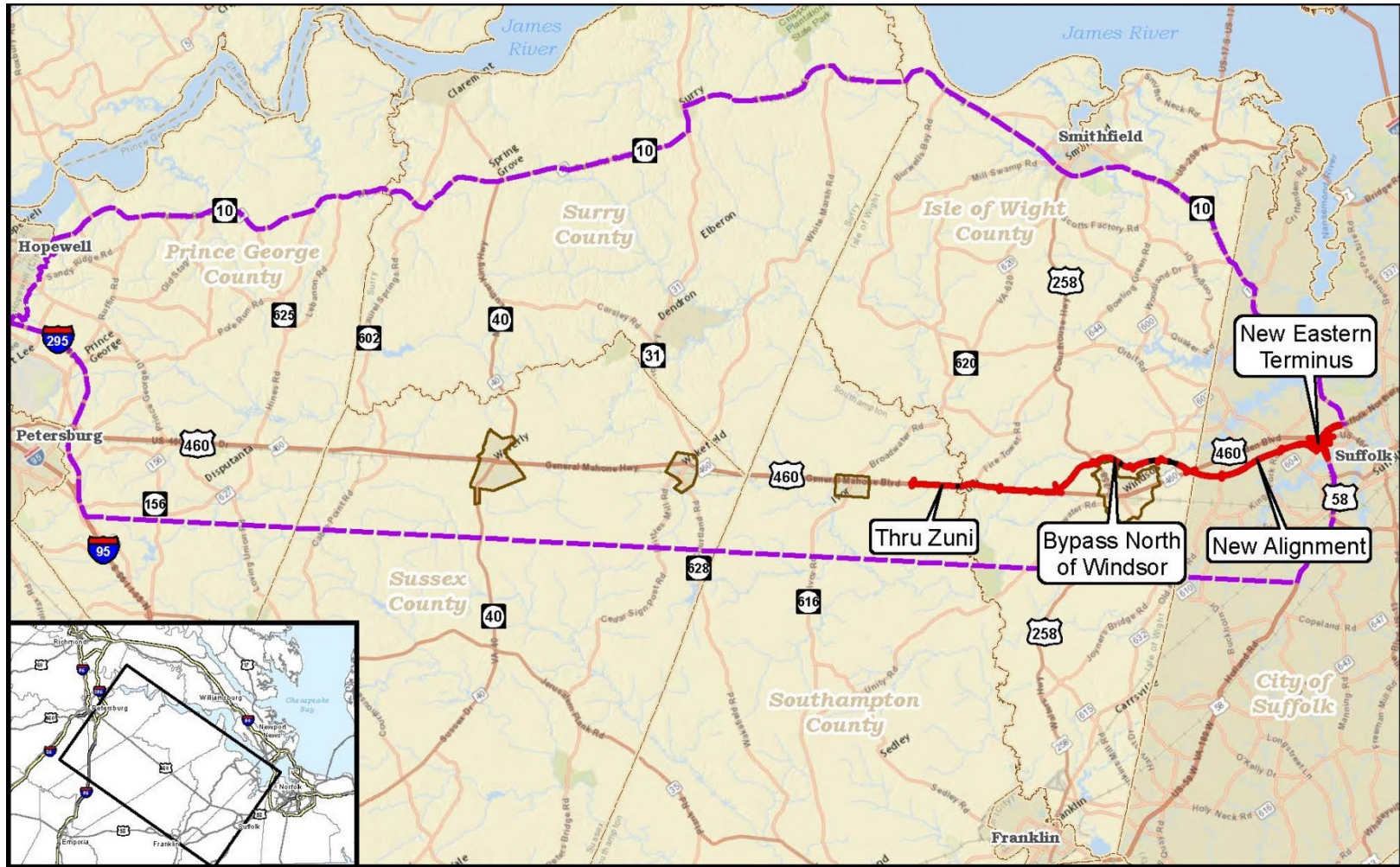
Importance of Purpose and Need Elements



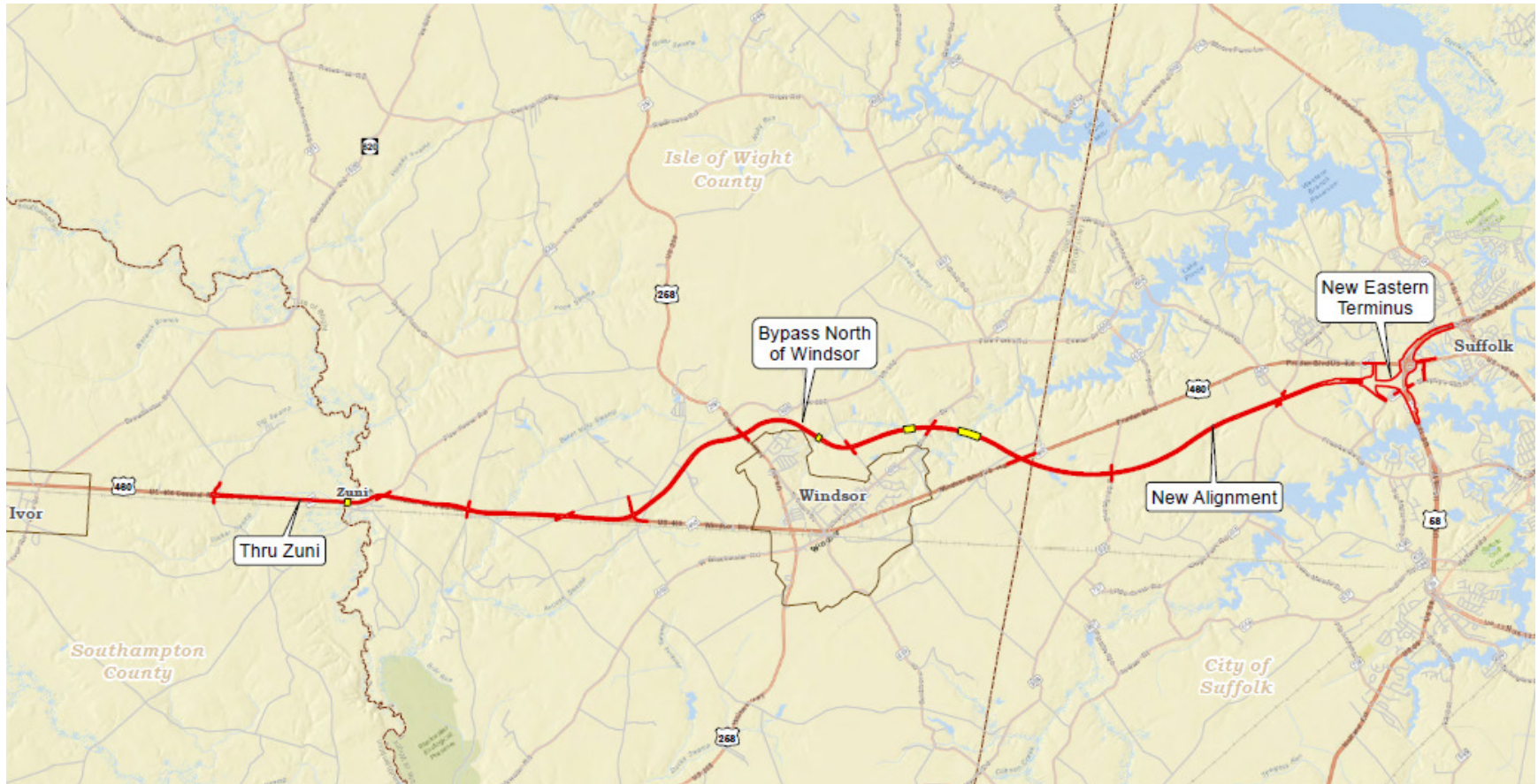
# Development of Recommendation

- **Facts revealed**
  - A reasonable transportation improvement for the entire 55-mile long corridor was not affordable
  - Even if funds were available, the wetland impacts of the complete Build Alternatives were too great
- **Draft SEIS supports the ability to select the alternatives studied, the No Build or a combination to form an alternative not evaluated as a stand alone alternative in the SEIS**
- **VDOT, FHWA and USACE Team worked through a series of options focused on two key issues**
  - Sufficiently addressing the overall project purpose, and
  - Affecting the fewest acres of wetlands
- **USACE determined that recommended Preferred Alternative appears to be the LEDPA**

# Recommendation: Preferred Alternative



# Recommendation: Preferred Alternative



# Purpose and Need Recommended Alternative

**The Recommended Alternative is the most effective alternative because it:**

- **yields the lowest corridor crash rate,**
- **maintains the maximum evacuation capacity,**
- **has the greatest travel time savings,**
- **is the most effective new route for freight,**
- **is the most effective at improving strategic military connectivity, and**
- **Impacts the fewest acres of wetlands of all alternatives meeting purpose & need**

**Although the western terminus of the Recommended Alternative has been truncated from what was evaluated in the Draft SEIS, it still addresses the elements of the purpose and need over the distance that the improvements are proposed.**

# Recommended Alternative SUMMARY

- **WETLAND IMPACTS: 52 ACRES**
- **DISPLACEMENTS: 22**
  - Residential – 15
  - Commercial – 3
  - Farms – 3
  - Non-Profit – 1
- **SAFETY: Crash rate - 49 crashes/100 Million Vehicle Miles, which is 41% lower than the No Build condition (82 crashes/100 MVM)**
- **EVACUATION: evacuation capacity 13,400 vehicles per hour with 7 lanes of contraflow vs. the No Build condition (4,800 vph)**
- **MOBILITY: Improves safety and mobility by separating local and regional traffic**
- **Estimated Cost Range: \$375 - \$425 Million**



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