

SKIFFES CREEK CONNECTOR (SCC) LOCATION STUDY

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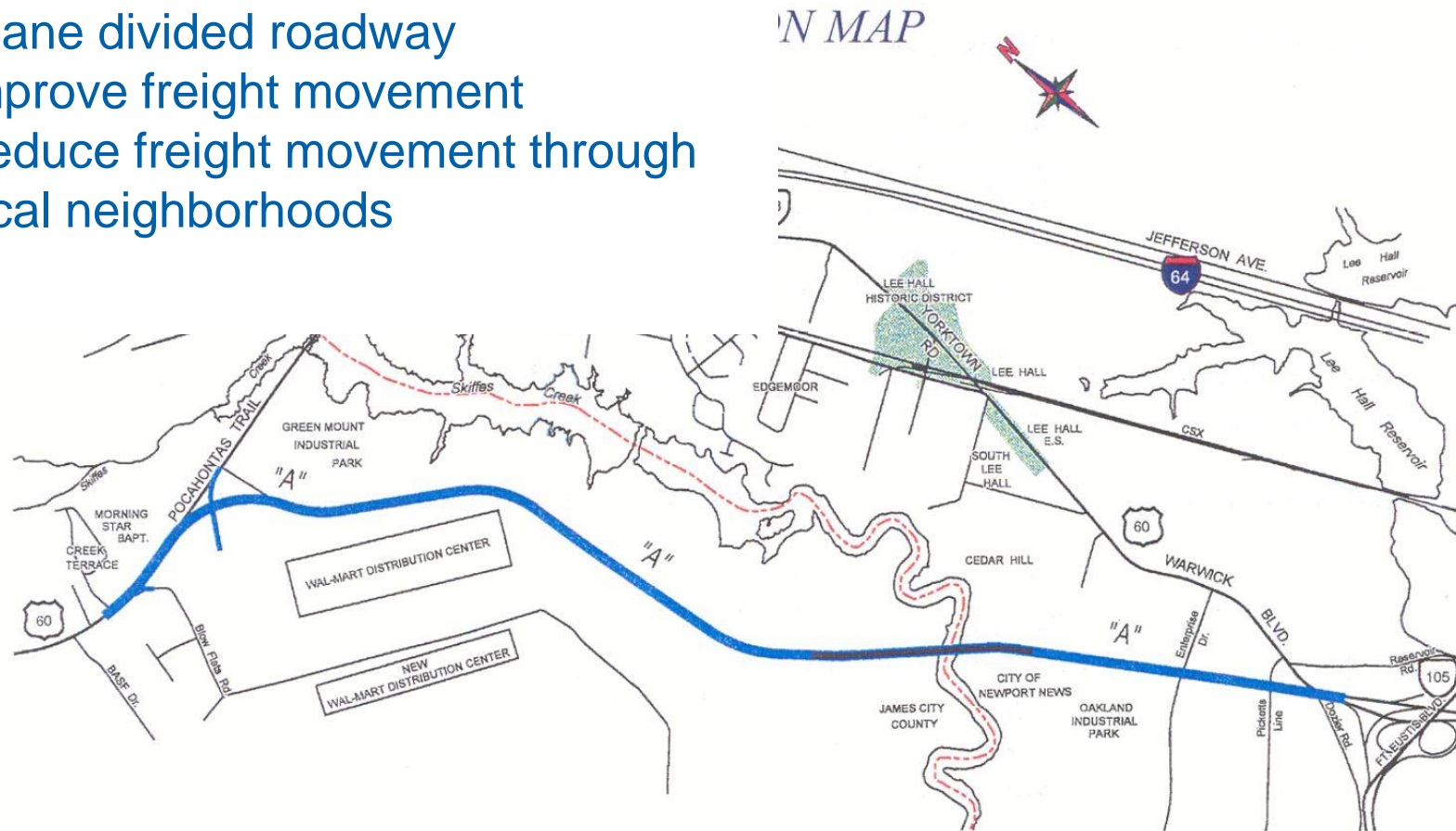
October 29, 2018

Project History

- **Location study/Environmental Assessment (EA) initiated in 2012**
- **In early 2013, FHWA determined that the SCC and the Route 60 Relocated projects did not have independent utility**
- **Both projects were put on-hold until they were funded, combined, or prioritized**
- **In 2017 James City County was awarded Smart Scale funding to advance the SCC and the Route 60 Relocated project was closed**
- **The project is not a regional priority project; however, it is included in the LRTP, TIP, and STIP**

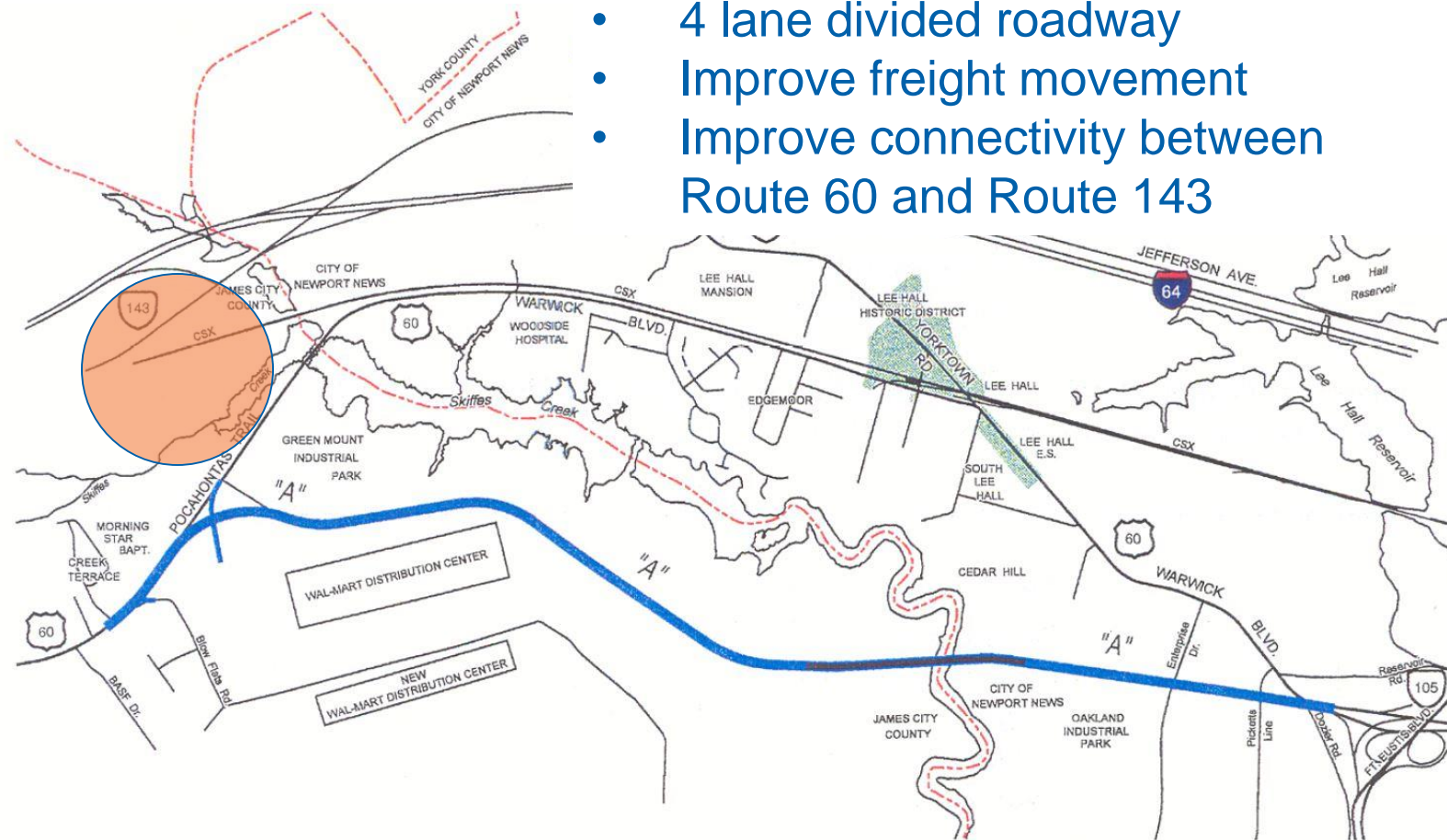
Route 60 Relocated

- 4 lane divided roadway
- Improve freight movement
- Reduce freight movement through local neighborhoods

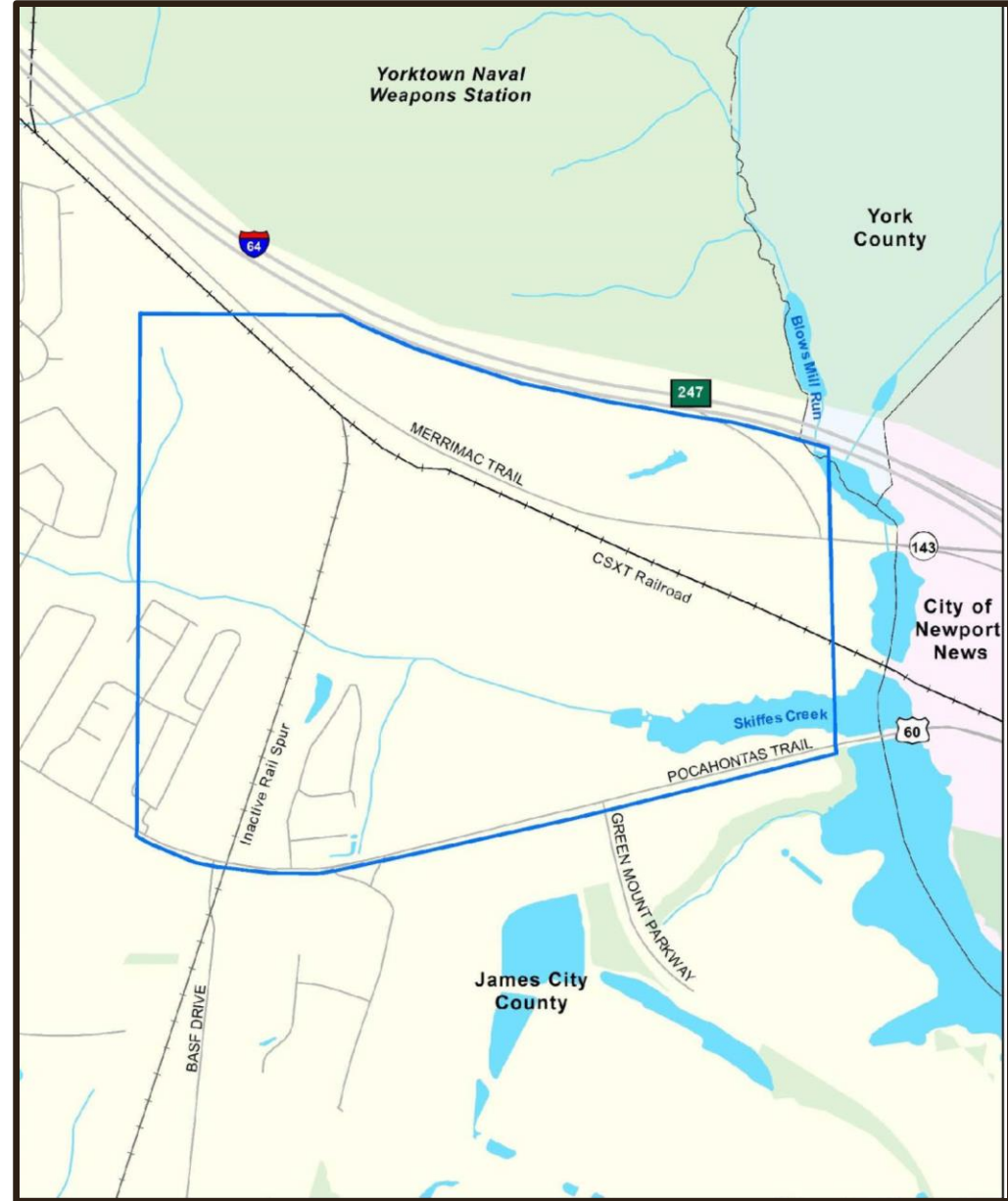


Skiffes Creek (2013)

- 4 lane divided roadway
- Improve freight movement
- Improve connectivity between Route 60 and Route 143



PROJECT LOCATION



Purpose and Need

The purpose of the SCC is to create efficient local connectivity between US 60 and VA 143, in the area between VA 199 and VA 238, in a manner that improves safety, emergency evacuation, and the movement of goods along the two primary roadways. The SCC would address the following needs:

- Improved local connectivity – there is inadequate and or inefficient connectivity points between these two primary routes;
- Provide efficient connectivity for local truck movement – there are known truck destinations along the corridors; and
- Emergency evacuation capability – connectivity between identified evacuation routes should be enhanced to support connectivity and efficiency.



Range of Alternatives

- Under the merged process, the study considered 14 options to meet the purpose and need
- The options were developed through coordination with the merged process agencies and presented to the public for input
- 12 of the 14 options were found to be duplicative and/or not meet the Purpose and Need
- 2 alternatives were retained for analysis



Alternatives Refinement

2012



Four-lane divided freeway facility that was anticipated to tie into other projects (225 - foot Limit of Disturbance)

2017



Two-lane divided facility that maintains freeway design speed (140 - foot Limit of Disturbance)

2018



Two-lane divided facility with a reduced design speed (140 - foot Limit of Disturbance)

Results of Alternatives Refinement

		2012: 4-Lane LOD at 50 mph	2017: 2-Lane LOD at 50 mph	2018: 2-Lane LOD at 35 mph
Alternative 1	Wetlands (acres)	2.69	1.73*	0.85*
Alternative 2		1.62	1.07*	0.95*
Alternative 1	Streams (linear feet)	1,542	1,214*	673*
Alternative 2		318	188*	365*
Alternative 1	Cost	\$80,332,240 [^]	\$50,453,145 ^{^^}	\$41,716,243 ^{^^}
Alternative 2		\$61,292,606 [^]	\$52,787,100 ^{^^}	\$49,459,732 ^{^^}

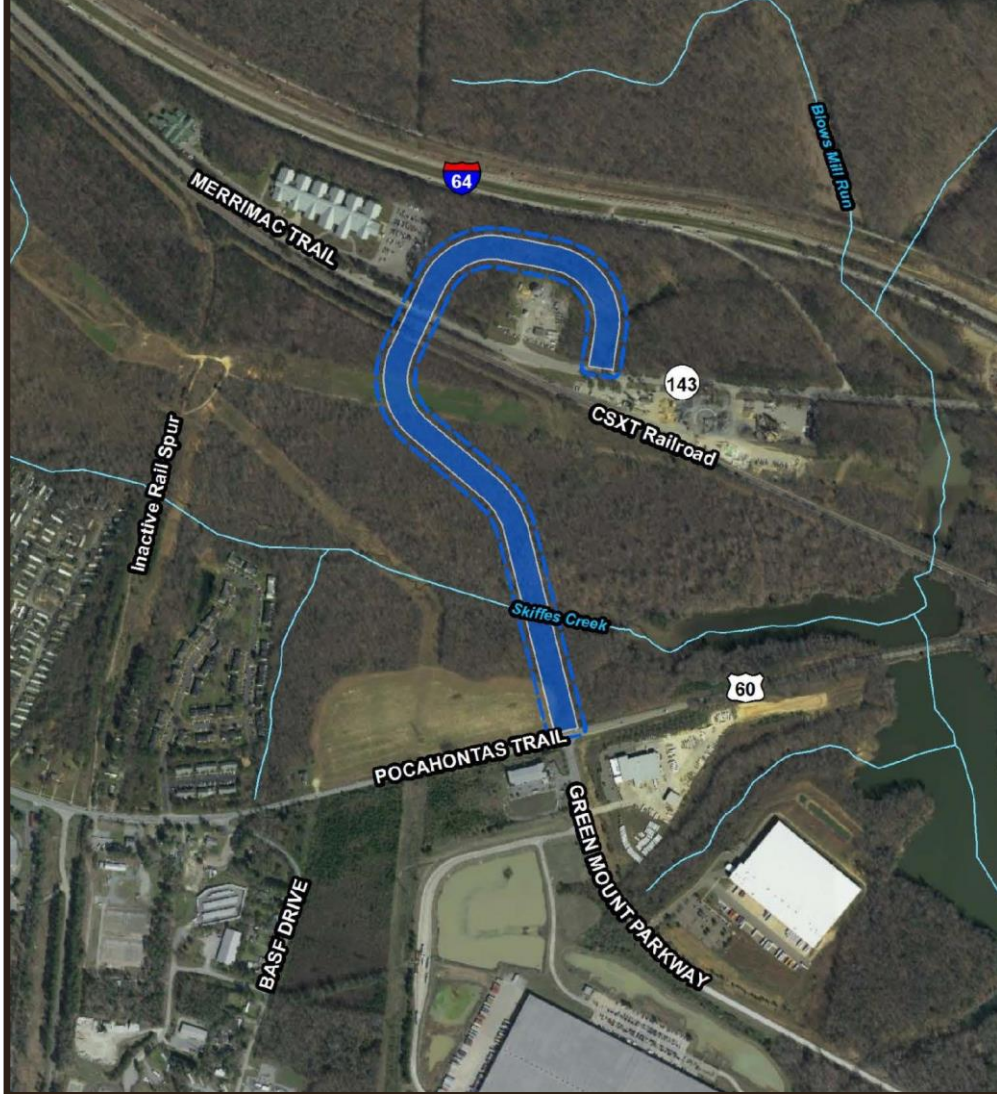
* - Does not assume bridging in impact calculations

[^] - Costs calculated using VDOT's Planning Level Cost Estimate Worksheet

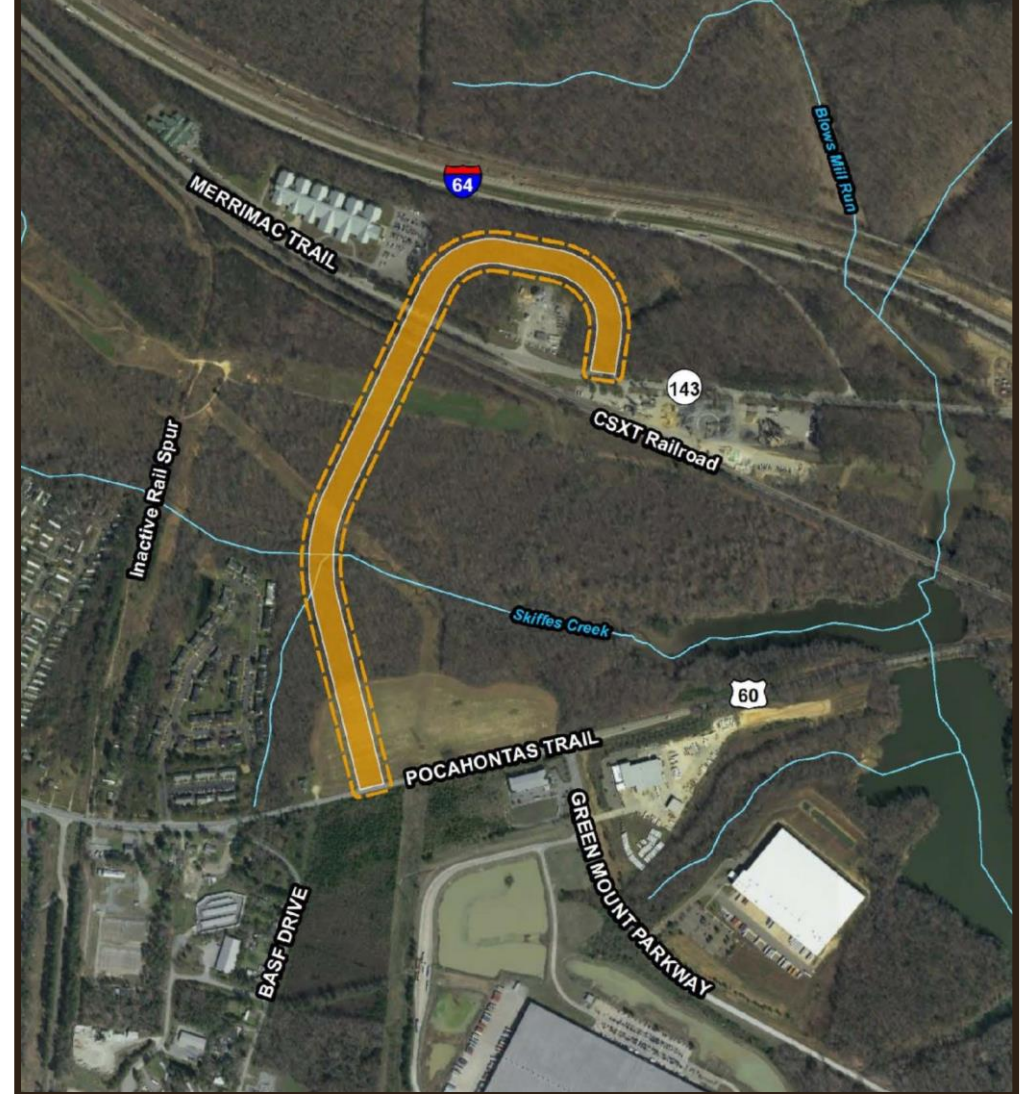
^{^^} - Costs calculated using VDOT's Project Cost Estimating System

ALTERNATIVES RETAINED FOR ANALYSIS

Build Alternative 1



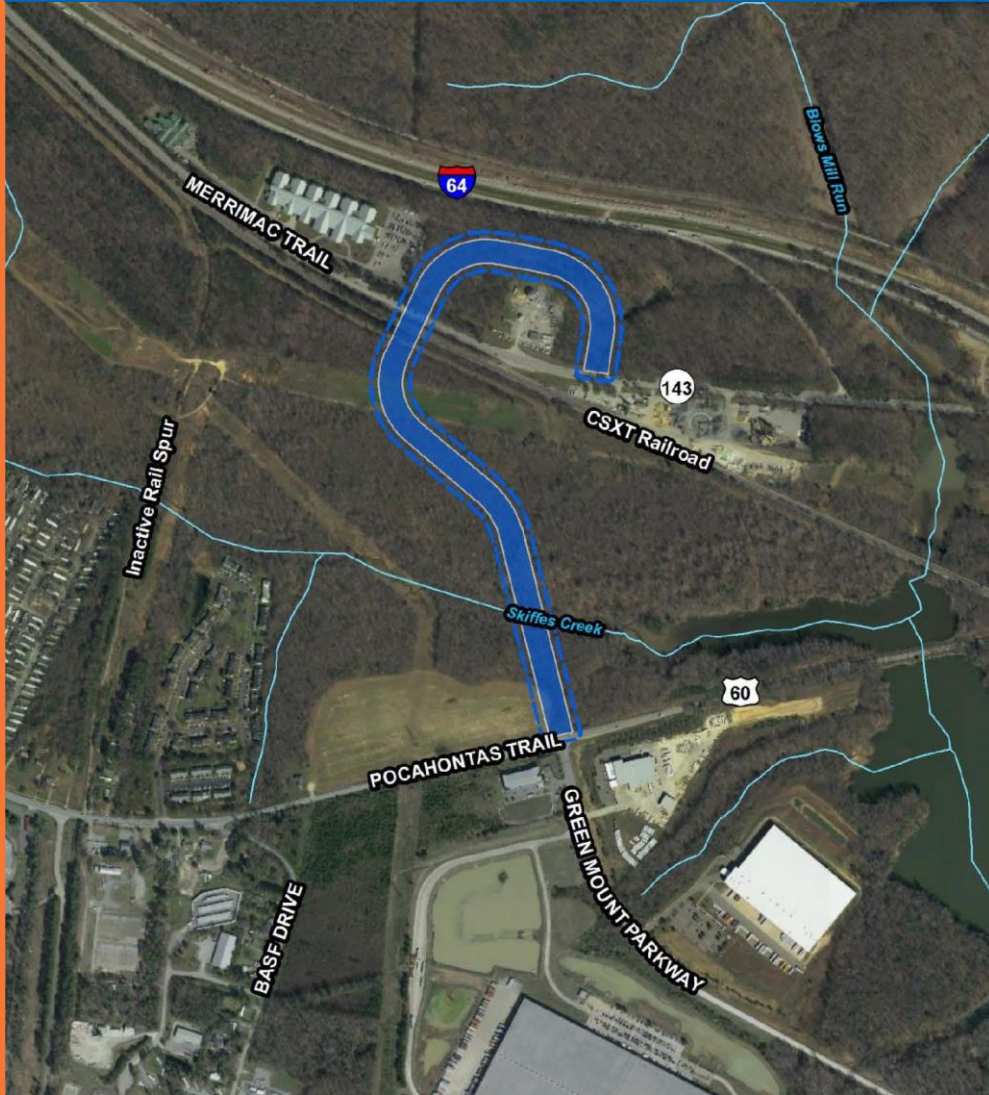
Build Alternative 2



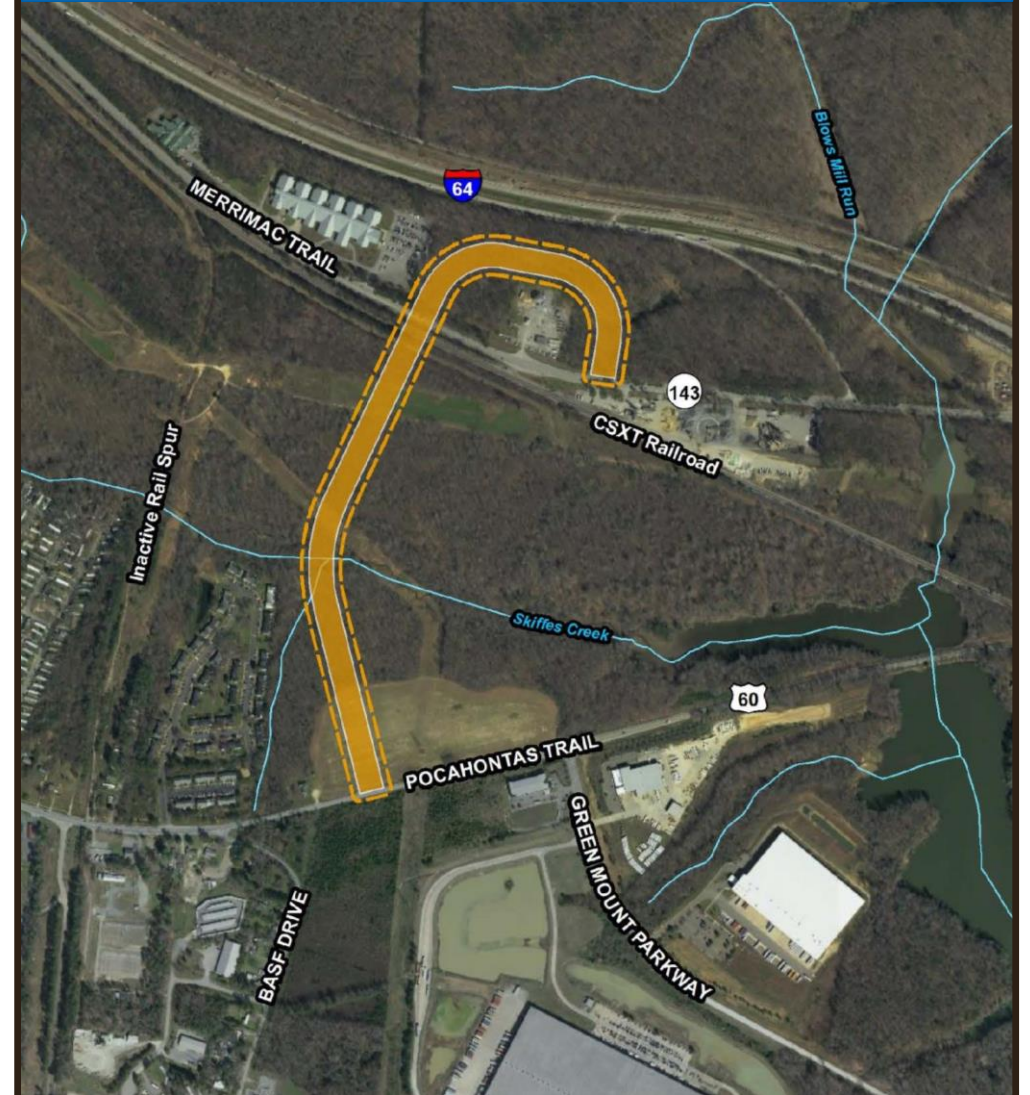
RECOMMENDED PREFERRED ALTERNATIVE



Build Alternative 1



Build Alternative 2



Basis for Recommendation

- **Best meets Purpose and Need**
- **Provides best operational improvement for freight and local traffic**
- **Less wetland impacts than Alternative 2**
- **Consistent with local plans and endorsed by James City County**
- **U.S. Army Corps of Engineers and U.S. Environmental Protection Agency support the recommendation**



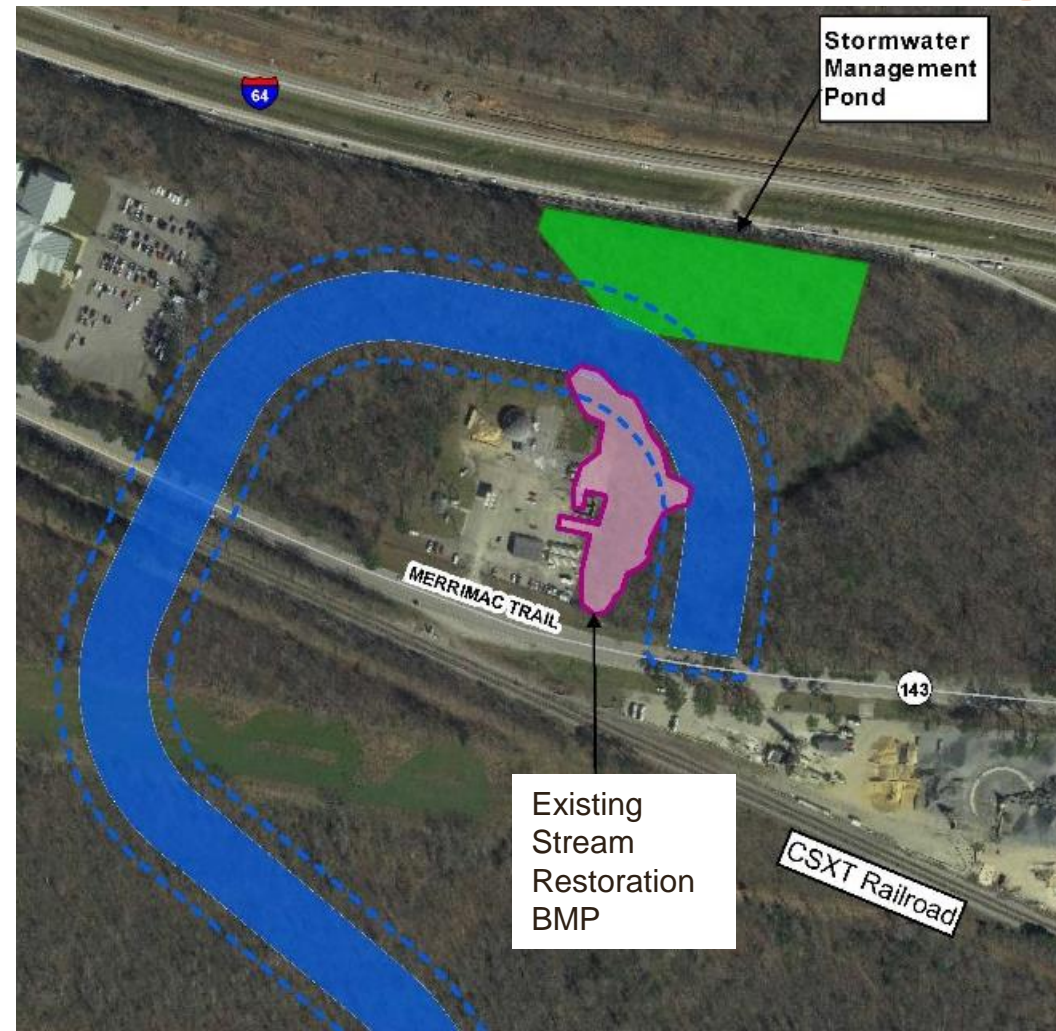
Impact Estimates

Resource	Alternative 1	Alternative 2
Relocations	0	0
Right of Way Acquisition	14.6 acres	14.9 acres
Archaeological Resources*	1 site	2 sites
Anticipated Sound Barriers	0	0
Wetlands	0.85 acres	0.95
Streams	673 linear feet	365 linear feet

* - Ongoing coordination with DHR to plan future excavations

Planning Level Impacts to Existing BMP sites

- Existing Stormwater management practices in the vicinity of the project.
- Impacts to these practices could require mitigation to the VDOT MS4 Program under its pollution reduction requirements.



Public Review

Two Citizen Information Meetings (11/9/2017 & 2/15/2018)

- Public supported the needs of the study and did not offer additional need elements not already addressed in the study
- Public support for the two alternatives retained for analysis

Location Public Hearing (7/18/2018)

- All respondents supported Alternative 1 at the Location Public Hearing
- James City County supported Alternative 1
- Wal-Mart supportive of Alternative 1 as the best means to address freight movement in the study area without creating greater congestion

Next Steps

- **December 2018 – CTB action on location decision**
- **Early 2019 – FHWA NEPA decision**
- **February 2019 –Request for Qualifications**
- **June 2019 – Request for Proposals**
- **April 2020 – Notice to Proceed**