

ROUTE 460 SOUTHEAST LOCATION DECISION REVIEW

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April 18, 2023

CTB Location Decision Policy

- **In September 2022, the CTB adopted policy to review all location decisions 3 years after approval**
- **The 460 Southeast Location Decision is one of four location decisions VDOT identified for review**
- **Earlier this year, CTB addressed the first of these decisions when it rescinded the location decision for the Interstate 77/Interstate 81 project**

Background - NEPA Review

- **July 2003 - VDOT and FHWA initiated an EIS for a new alignment for Route 460 from Interstate 295 in Petersburg to the Route 58 bypass in Suffolk**
- **November 2005 – CTB Location Decision for build alternative on new location south of existing Route 460**
- **September 2008 - FHWA issued a Record of Decision (ROD) approving the preferred alternative**
- **2013 - FHWA, VDOT, and the U.S. Army Corps of Engineers (USACE) initiated a Supplemental EIS (SEIS) to re-evaluate alternatives to support the USACE permit**
- **February 2015 - CTB rescinded its 2005 decision and issued a new location decision for the project**
- **June 2016 - Final SEIS issued documenting the new CTB decision**

Background – P3 Project

- **Contract executed in December 2012 for \$1.4 billion**
 - **55-mile toll road between Petersburg & Suffolk south of existing Route 460**
- **Contract suspended in March 2014 to curtail spending while environmental approvals were secured**
- **Contract terminated in April 2015**

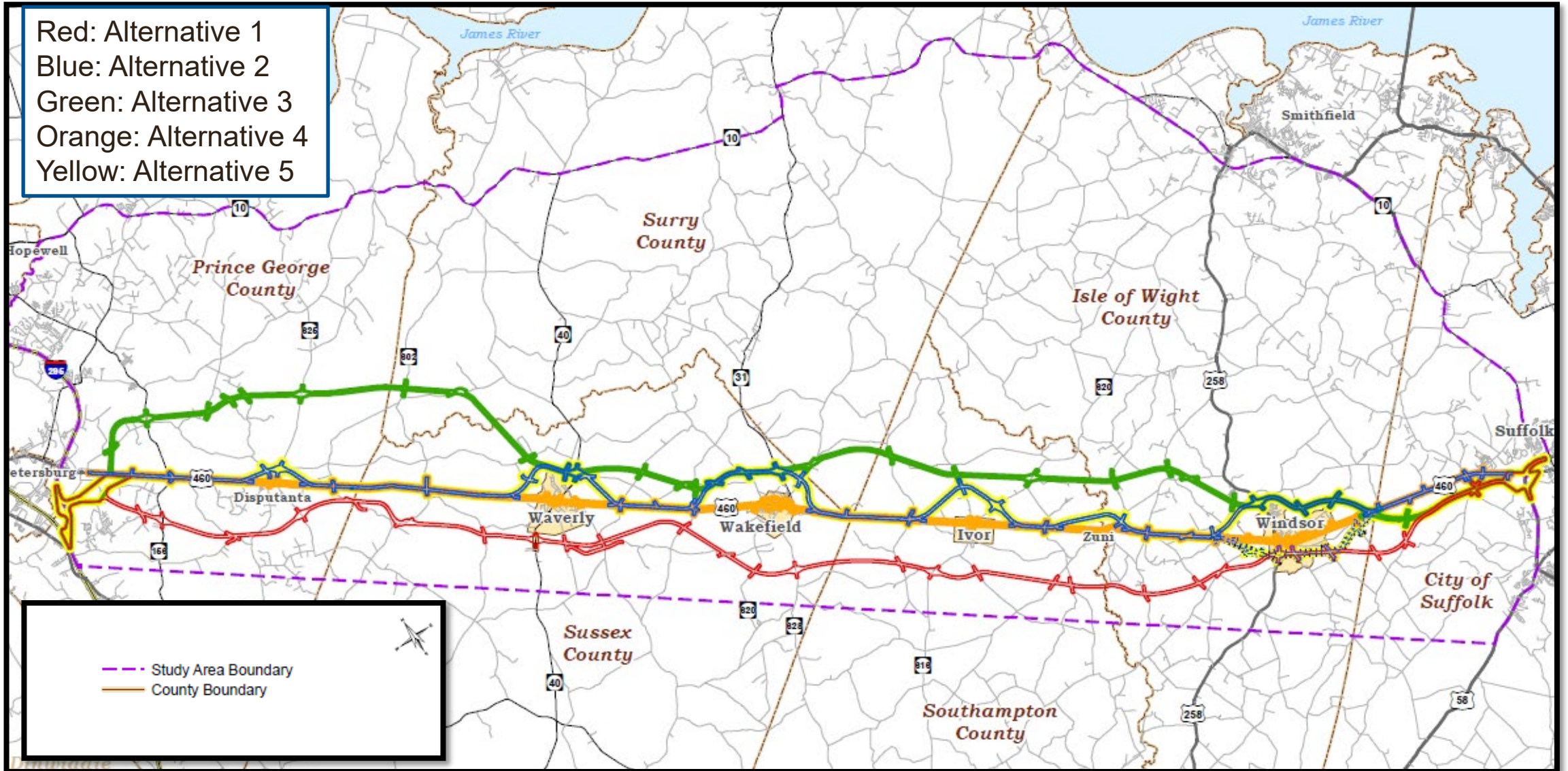
Purpose and Need Identified in the 2014 Draft SEIS:

Construct a facility that is consistent with the functional classification of the corridor, sufficiently addresses safety, mobility, and evacuation needs, and sufficiently accommodates freight traffic along the Route 460 corridor between Petersburg and Suffolk, Virginia.

The following needs were documented in the SEIS:

- **Address roadway deficiencies**
- **Improve safety**
- **Accommodate increasing freight shipments**
- **Reduce travel delay**
- **Provide adequate emergency evacuation capability**
- **Improve strategic military connectivity**
- **Support local economic development plans**

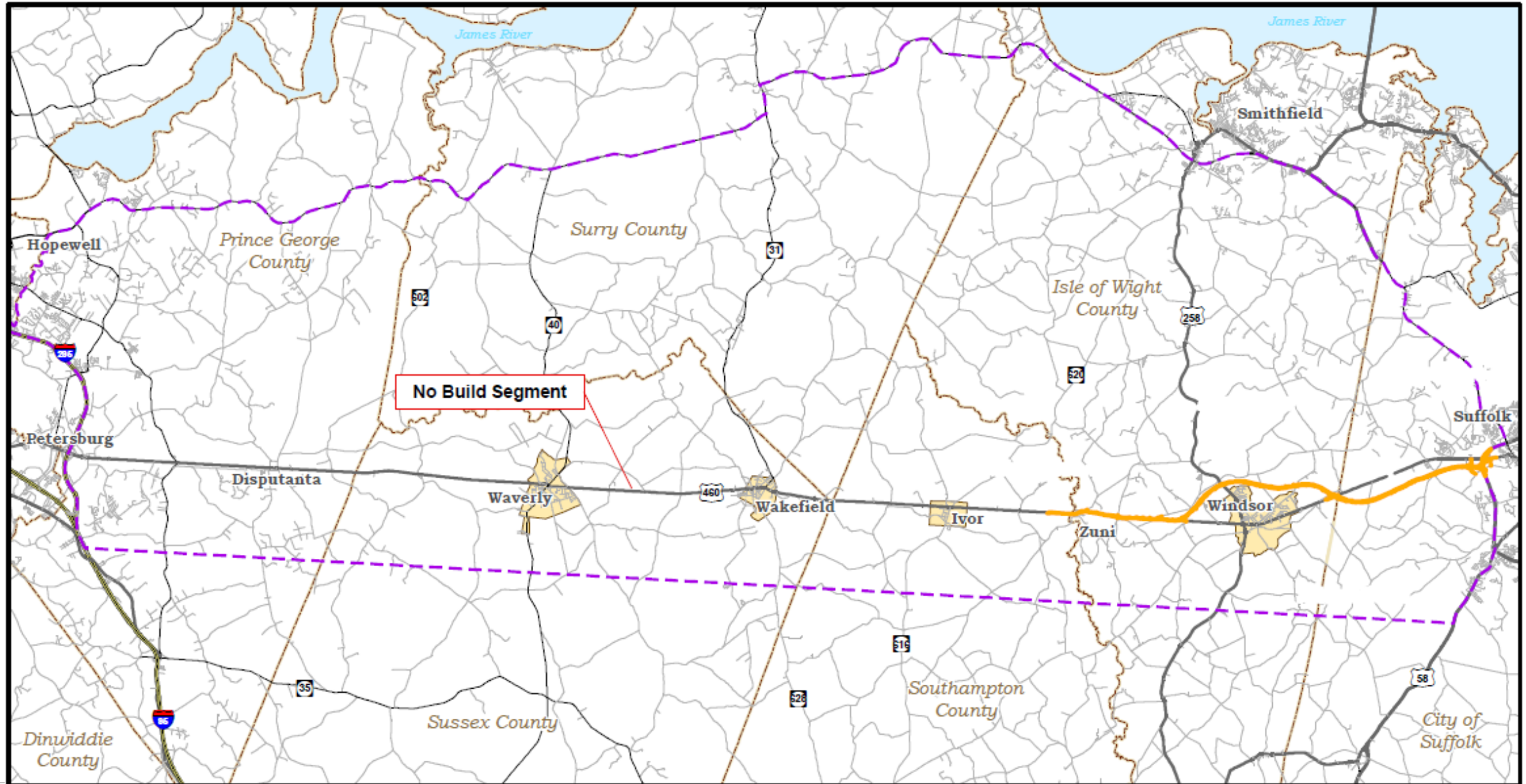
Route 460 Southeast 2014 Draft SEIS Alternatives



Route 460 Southeast 2015 Preferred Alternative -

- From Interstate 295 to approximately one mile west of Zuni, the No Build Alternative would be implemented (approximately 36 miles);
- From approximately one mile west of Zuni to two miles west of Windsor, the existing Route 460 would be upgraded to a four-lane divided highway and include a new bridge across the Blackwater River to eliminate long standing flooding problems (approximately four miles); and,
- From approximately two miles west of Windsor to the Route 460/58 interchange in Suffolk, a new four-lane divided highway would be constructed, running north around Windsor, then east of Windsor running south of the existing Route 460 (approximately 12 miles).

Route 460 2015 Southeast Preferred Alternative



Estimated Impacts of the 2015 Preferred Alternative

Element/Resource Assessed	DSEIS Build Alternative Potential Impacts							Preferred Alternative Potential Impacts
	1	2N	2S	3	4	5N	5S	
Stream Impacts (total linear feet with Bridging)	68,640	36,960	36,960	58,080	21,120	68,640	68,640	6,874
Wetlands Disturbed (Acres with Bridging)	613	372	434	516	91	551	610	35.77
State Wild and Scenic Rivers (Linear Feet)	433	469	469	1566	112	469	469	500
Residential Displacements (No.)	111	112	103	78	98	167	162	21
Business Displacements (No.)	12	12	14	14	54	17	17	6
Farm Displacements (No.)	5	1	1	3	1	3	3	1
Non-Profit Displacements (No.)	4	4	4	4	19	7	7	1
2015 Cost (million dollars)	1,802	1,342	1,395	1,879	974	2,487	2,480	448

Actions Taken Since Final SEIS

- **USACE issued a permit for the Preferred Alternative December 2016**
- **A SMART SCALE application was submitted in Round 2 (FY18) and was not selected for funding**
- **The project was removed from the region's Constrained Long Range Plan in January 2019**
- **FHWA has not issued a ROD for the new preferred alternative, due to lack of funding**

VDOT Recommendation

Rescind the 2015 Location Decision

The following actions would be required to advance the approved location:

- **Funding**
- **NEPA re-evaluation**
- **CTB briefings with the opportunity to issue a new location decision**
- **New USACE permit**