



VDOT

Tri-County Parkway

Tom Hawthorne

Acting Chief of Policy, Planning and Environment

VDOT Recommends the West Two Alternative for the following reasons:

- Meets the purpose and need of the project
- The environmental impacts of West Two is comparable to the West Four Alternative and is considerably less than the Comprehensive Plan Alternative.
- The cost of the West Two Alternative is comparable to the West Four Alternative and is considerably less than the Comprehensive Alternative.
- Comments received from the federal agencies and state agencies indicate no major concern with the West Two Alternative.

Local Comments

- Loudoun County- Oct. 14, 2005 Resolution
 - The West Two Alternative is identified as the Preferred Alternative.
- Prince William County- Nov. 1, 2005 Resolution
 - The Comprehensive Plan is identified as the Preferred Alternative.
- Fairfax County- Oct. 11, 2005 DEIS Comments
 - Stated they have no objections to building segments C and segment D (West Two Alternative).
- City of Manassas-Sept. 26, 2005 Resolution
 - Identifies the Comprehensive Plan Alternative as the Preferred Alternative

Federal Agency Comments:

- Army Corps of Engineers - Norfolk District
 - Comp Plan is not the Least Environmentally Damaging Practicable Alternative (LEDPA); Likely, no permit would be issued for this alternative.
- Federal Highway Administration
 - Segment E of the Comp Plan not supported due to Section 4(f) impacts; federal funds not available for development of this alternative.



 **VDOT**

Southeastern Parkway and Greenbelt

Tom Hawthorne

Acting Chief of Policy, Planning and Environment

VDOT Recommends the Preferred Alternative for the following reasons:

- Meets the purpose and need of the project
- Compatible with local transportation goals
- Environmental impacts of the Preferred are comparable to the other build alternatives
- The Preferred Alternative costs less than the other build alternatives
- The Location Public Hearing comments strongly supports the Preferred Alternative.

Local Comments

- City of Virginia Beach –Sept. 6, 2005
Resolution
 - Supports the Preferred Alternative and the straightening of segment D near the Stumpy Lake Natural Area.
- City of Chesapeake- Oct. 9, 2005
Resolution
 - Supports the Preferred Alternative and the Virginia Beach desire for the straightening of Segment D.

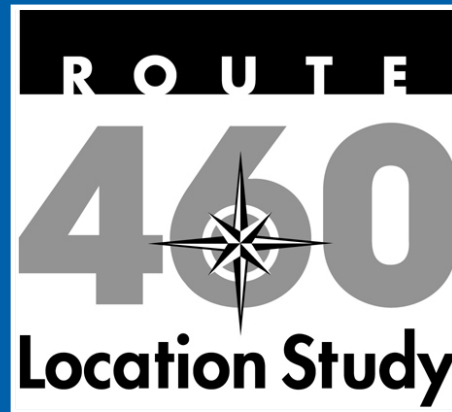
Federal Agency Comments:

- **Environmental Protection Agency Region III:**
 - The project was rated Environmentally Unsatisfactory (EU), Environmental Document rated “Category 2 (Insufficient Information).
- **Army Corps of Engineers - Norfolk District**
 - Questions whether the public benefits justify the direct and indirect impacts to wetlands. They may not be able to issue a permit for the project.
- **U.S. Department of the Interior**
 - Concern for the Direct Wetland Impacts; May not be able to support this project.



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Route 460 Location Study



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VDOT Recommends the Preferred Alternative for the following reasons:

- Modified CBA 1 meets the purpose and need of the project;
- Modified CBA 1 requires less residential and business relocation than CBA 2;
- Modified CBA 1 impacts fewer wetlands than CBA 3, and is comparable to CBA 2;
- The cost of modified CBA 1 is comparable to CBA 3 and is considerably less than CBA 2;

VDOT Recommends the Preferred Alternative for the following reasons:

- CBA 1 was favored by more of the public than all other alternatives combined;
- Comments received from the US Army Corp of Engineers do not indicate strong opposition to CBA 1;
- CBA 1 is identified as acceptable to the majority of local governments in the study area.

Local Comments

- Prince George County - CBA 3
- Sussex County – Existing Alignment
- Town of Waverly – Existing Alignment
- Surry County – “interstate-like” facility, north of current
- Southampton County – CBA 1 or hybrid west of County
- Isle of Wight County – CBA 1 with alignment shift
- City of Suffolk – CBA 1 or 3
- City of Norfolk – CBA 1 or 3
- City of Virginia Beach – CBA 3

Federal Agency Comments:

- Generally preferred CBA 2 or TSM
- Concern about CBA impacts to wetlands, streams, and wildlife habitat
- Concerns with CBA and bypass effects to communities and towns



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