

## Location Study Process

You are Here



\*FHWA cannot issue a NEPA decision (e.g. Finding of No Significant Impact) on this project until funding is identified for construction in the Metropolitan Planning Organization's (MPO) Constrained Long Range Plan and the next subsequent (i.e. post-NEPA) phase is funded in the MPO's Transportation Improvement Program. Once addressed, a NEPA decision can be issued and the project can proceed to the next phase.

## Get Involved

Comments can be submitted in writing to Scott Smizik as listed below. Please reference "Skiffes Creek Connector Study" in subject line. Information must be postmarked, emailed or delivered to VDOT within ten (10) calendar days of today's meeting (February 25, 2018) in order to be included in the record.

To view the meeting materials, comment online, or for future updates, please visit the project website at: [http://www.virginiadot.org/projects/hamptonroads/skiffes\\_creek.asp](http://www.virginiadot.org/projects/hamptonroads/skiffes_creek.asp)



## Contact Information

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Citizen Information Meeting

## Skiffes Creek Connector Study

Thursday, February 15, 2018

6:00 p.m. to 8:00 p.m.

James River Elementary School

8901 Pocahontas Trail

Williamsburg, VA 23185

## Welcome

Welcome to the Skiffes Creek Connector Study Citizen Information Meeting (CIM). VDOT, in coordination with the Federal Highway Administration (FHWA), has initiated an Environmental Assessment (EA) to evaluate potential improvements between US 60 (Pocahontas Trail) and VA 143 (Merrimac Trail) west of the VA 143 exit (Exit 247) off Interstate 64 (I-64).

This CIM is being held to:

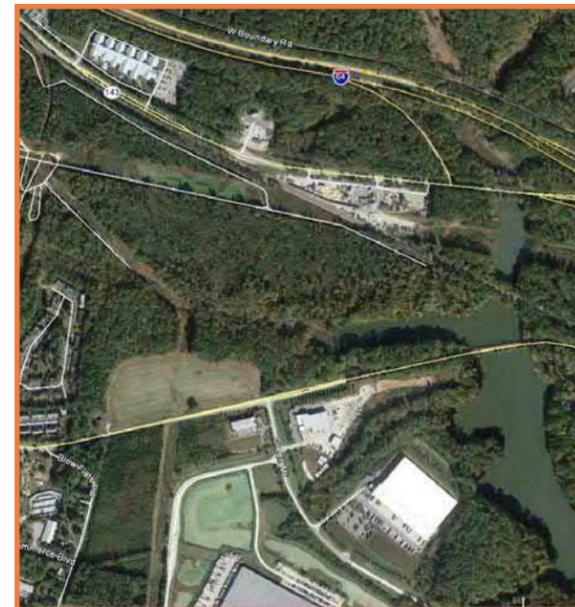
- To share project information.
- To obtain input on the options to be considered and retained in the EA.

- To receive input on issues and/or resources to consider during the development of the EA.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

A comment sheet is included in the handouts for this meeting, and your input is encouraged. To view the meeting materials, comment online, or for future updates, please visit the project website at: [http://www.vdot.virginia.gov/projects/hamptonroads/skiffes\\_creek.asp](http://www.vdot.virginia.gov/projects/hamptonroads/skiffes_creek.asp)

## Project Overview



**Purpose and Need** – The following Purpose and Need received Agency concurrence on January 10, 2018:

The purpose of the Skiffes Creek Connector 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 Skiffes Creek Connector will address the following needs:

- Improve 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
- Emergency Evacuation – connectivity between identified evacuation routes should be enhanced to support connectivity and efficiency

## Description of Options

These options are being retained for detailed analysis and will be described in detail in the Environmental Assessment. After detailed analysis, one of these options will be identified as the preferred option to advance to design.

**NO BUILD OPTION** – No changes to the existing roadways, intersections, or interchanges within the Skiffes Creek corridor. Provides a benchmark for the comparison of future conditions and impacts.

### BUILD OPTIONS

**Option 1** – Located approximately halfway between the existing connections from US 60 to VA 143 and provides an efficient connection for local traffic, trucks, and emergency evacuation. It also provides an efficient connection to the primary truck origin/destination (O/D) points.

**Option 2** – Located approximately halfway between the existing connections from US 60 to VA 143 and provides an efficient connection for local traffic, trucks, and emergency evacuation. New intersections at US 60 and VA 143 would provide a connection between the two routes in close proximity to the primary truck O/D points.

These options are not being retained for detailed analysis and will not be advanced further.

### BUILD OPTIONS

**Option 3** – Relies on an at-grade rail crossing. VDOT is discouraged from constructing new at-grade crossings and such an option may not be feasible.

**Option 4** – The road would need to be steep to clear the railroad, creating undesirable driving conditions for trucks and other users.

**Option 5** – Mixes local traffic with trucks entering/exiting distribution centers. The proposed connection at VA 143 is close to an existing connection and does not adequately meet the Purpose and Need.

**Option 6** – Represents the “improve existing” option. Improving the US 60/VA 238 intersection would result in measurable impacts to historic properties. Historic preservation laws require consideration of options that would cause less impacts, such as Options 1 and 2. Therefore it is not feasible to consider this alternative for advancement. Within the corridor, no other existing connections require improvements that would meet the Purpose and Need.

**OTHER OPTIONS CONSIDERED** included Transportation System Management, mass transit improvements, or bicycle and pedestrian improvements. These options alone would not meet the Purpose and Need but they are not precluded from future inclusion in a project.

## Environmental Review

In compliance with the National Environmental Policy Act (NEPA) and 23 CFR Part 771, an Environmental Assessment (EA) will be prepared. Information concerning the potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places will be included in the EA in compliance with the National Historic Preservation Act, Section 106 and 36 CFR 800. The EA will be made available for public review and comment. Following the public review, it is anticipated that the Commonwealth Transportation Board will identify a Preferred Alternative. The Preferred Alternative, along with FHWA and VDOT’s response to substantive public comments, will be documented in a Revised EA.

## Civil Rights

Representatives from VDOT are present to discuss the study and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation projects and programs affecting them. VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contacts VDOT’s Civil Rights Office at 757-752-0351 (TTY/TDD users call 711).

## Right-of-Way

Information about right-of-way purchase is discussed in VDOT’s brochure, “Right-of-Way and Utilities: A Guide for Property Owners and Tenants.” The document is available online at: [http://www.vdot.virginia.gov/business/resources/Right\\_of\\_way/A\\_Guide\\_for\\_Property\\_Owners\\_and\\_Tenants.pdf](http://www.vdot.virginia.gov/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf)

