

# PRELIMINARY SKIFFES CREEK CONNECTOR STUDY AREA & PREVIOUS ALTERNATIVES CONSIDERED

The process of developing alternatives along the Skiffes Creek study corridor has been ongoing for several years through previous studies. The following alternatives have been previously considered and are being presented to provide background information. As the study advances, these alternatives, as well as other potential alternatives, will be assessed to determine which ones will be retained for further evaluation as part of the Environmental Assessment. The Study Area will be modified to accommodate additional alternatives, should they be identified.

**TRANSPORTATION SYSTEM MANAGEMENT (TSM) ALTERNATIVE** – implementation of relatively low-cost actions to improve the efficiency of existing transportation systems.

**MASS TRANSIT ALTERNATIVE** – provision of mass transit service.

**NO BUILD ALTERNATIVE** – 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.

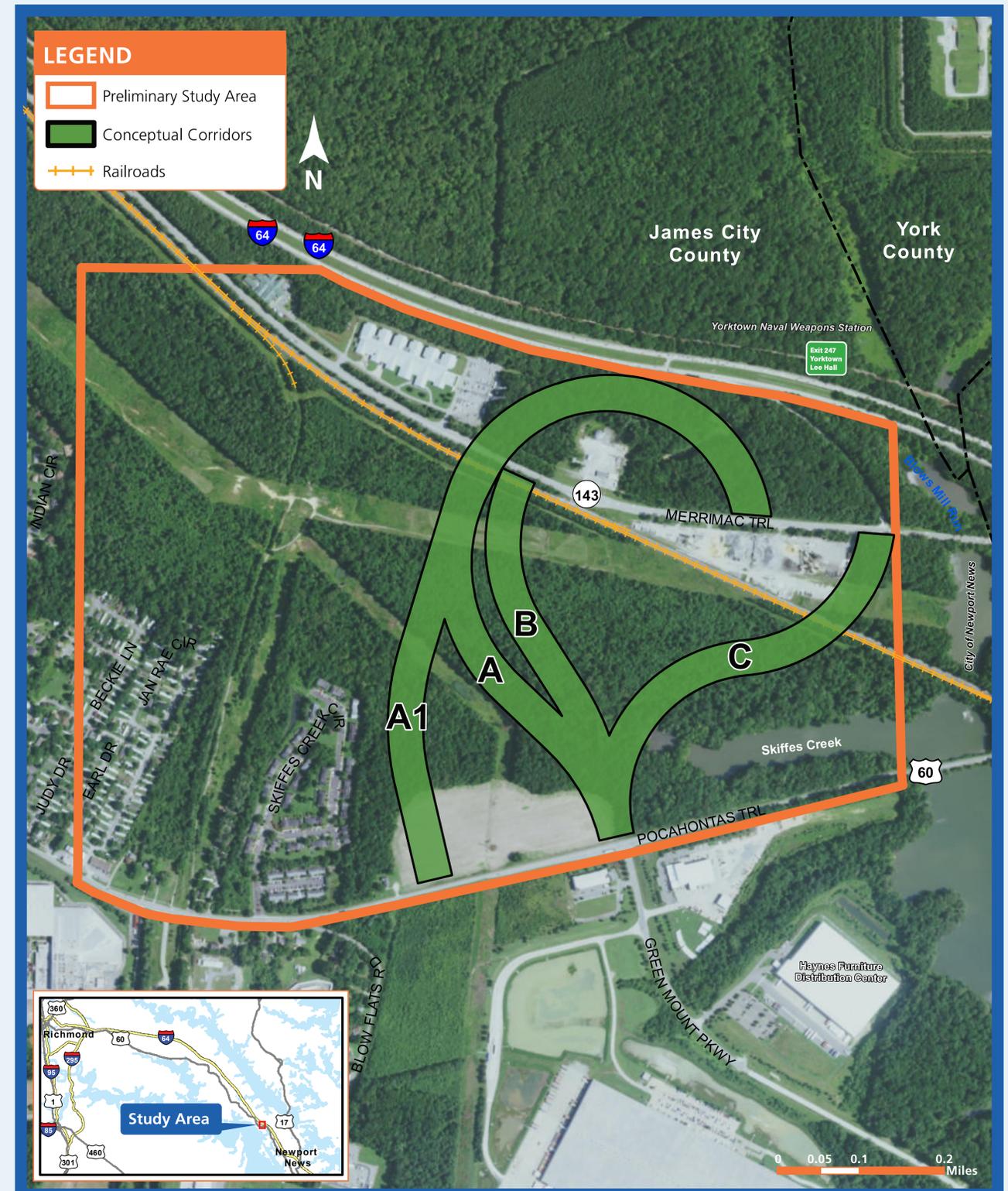
## **BUILD ALTERNATIVES** –

**Alternative A** – Southern terminus ties into US 60 at the existing US 60/Green Mount Parkway intersection. Bridges over Skiffes Creek, the CSXT railroad, and VA 143, then turns west to connect with VA 143.

**Alternative A1** – Similar to Alternative A, except the southern terminus would be a new intersection approx. 1,000 feet west of the existing US 60/Green Mount Parkway intersection.

**Alternative B** – Southern terminus ties into US 60 at the existing US 60/Green Mount Parkway intersection; bridges over Skiffes Creek; crosses the CSXT railroad at grade; then connects directly with VA 143. There are safety concerns and regulatory requirements associated with adding an at-grade rail crossing.

**Alternative C** – Southern terminus ties into the existing US 60/Green Mount Parkway intersection; turns northeast to bridge over Skiffes Creek and the CSXT railroad; then connects directly with VA 143. There are design concerns associated with reaching the height necessary to clear the rail crossing within the short distance between the rail crossing and VA 143.



The study area is preliminary, and is based on previous study. The final study area will be based on the range of alternatives retained for analysis. This range will be informed by input received from stakeholders during the scoping process, agency and public meetings, and environmental and alternatives analysis.