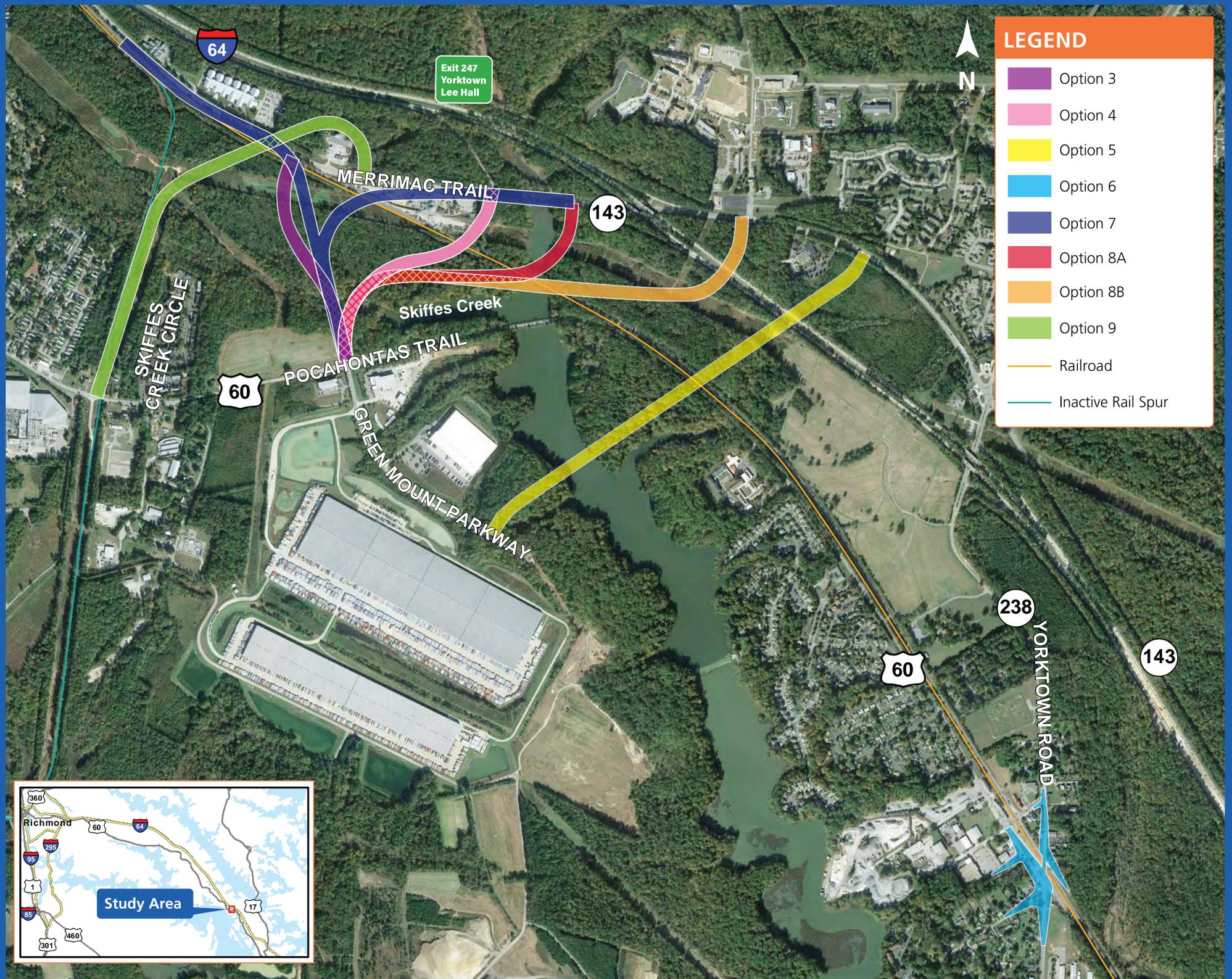


OPTIONS NOT RETAINED FOR DETAILED ANALYSIS



Refer to the Skiffes Creek Connector Study Alternatives Analysis Technical Report for additional information on Build Options not retained for detailed analysis.

BUILD OPTIONS NOT RETAINED FOR DETAILED ANALYSIS

THESE OPTIONS DO NOT ADEQUATELY ADDRESS THE PURPOSE AND NEED AND THEREFORE WERE NOT RETAINED FOR DETAILED ANALYSIS.

Option 3 – Relies on an at-grade rail crossing of an active rail line. There are known safety concerns with at-grade crossings.

Option 4 – Requires a steep road grade to provide appropriate clearance over the railroad. Due to the grade, this option would likely be avoided by trucks and some personal vehicles. If a truck were to travel on the proposed grade, it would slow any traffic down behind it.

Option 5 – Forces local and regional travelers to use what is, in practice, an industrial access road. Mixes local traffic with trucks entering/exiting distribution centers.

Option 6 – Represents the "improve existing" option. This option is focused on the US 60 / VA 238 intersection, as no improvements are warranted at the VA 199 or I-64 ramps. To "improve" this intersection, Option 6 would create a grade separated intersection, elevating US 60 and VA 238 and bridging VA 238 over the railroad. This option would impact a number of historic properties, as well as a public school property, and several residences.

Option 7 – Splits Option 1 into a "Y" to provide east- and west-bound based connections to VA 143, eliminating the need for an intersection along VA 143. As the road is a proposed two-lane facility, the merging/diverging of traffic at the "Y" would either create congestion and safety concerns or require a traffic signal. In either case, the connection would occur at the base of the incline to get over the railroad tracks, forcing trucks to slow down or come to a halt, delaying vehicles that would be traveling behind them as they attempted to get up to speed.

Option 8 – Stretches out Option 4 to potentially avoid grade issues; however, even at these new locations, the grades would be steep enough to result in issues similar to those anticipated in Option 4. Due to the grade, this option would likely be avoided by trucks and some personal vehicles.

Option 9 – Creates a similar connection between US 60 and VA 143 as Option 2 but shifts the connection further west with a wider curve to connect to VA 143. This option would have utility conflicts with the existing and proposed Dominion transmission and distribution lines, would increase the distance from the truck O/D locations, and the additional turn movements would decrease the speed of local traffic and trucks. As this is not an abandoned rail line, this option was found to be infeasible.

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

LOCATION PUBLIC HEARING

SKIFFES CREEK CONNECTOR STUDY