

5.0 LIST OF PREPARERS

This document was prepared by the Federal Highway Administration of the U.S. Department of Transportation and the Virginia Department of Transportation, with assistance from consulting engineers and planners from Parsons Brinckerhoff Quade & Douglas, Inc.; Coastal Carolina Research, Inc.; Cordell and Crumley; Harris Miller Miller & Hanson Inc., Intermodal Engineering; Landmark Design Group; and Michael Baker Jr., Inc.

Virginia Department of Transportation

Name	Experience	Responsibility
James O. Clarke, AICP	Masters of Urban and Regional Planning (MURP), B.A. in History. 15 years experience in environmental and planning studies.	Project Manager and EIS review
Christopher Collins	M.S. and B.S. Biology; 12 years in environmental studies	EIS review
Amy Wells, E.I.T.	B.S. Civil Engineering, 7 years experience in preliminary engineering and location studies	Preliminary engineering, alternative development
Lloyd Arnold	B.S. Electrical Engineering, Certified Project Manager; 15 years experience designing highway noise abatement and industrial noise controls	Reviewer of noise impacts analysis
Mary Ellen Hodges	M.A. Anthropology, B.A. Anthropology; 27 years experience in archaeology and cultural resource management	Reviewer of architectural properties, eligibility and effect statements, & 4(f) evaluations
John Wells	B.A. Architectural History; 25 years experience in architectural history and cultural resource management	Reviewer of architectural properties, eligibility and effect statements, & 4(f) evaluations
Edward Wallingford	M.S. Environmental Science and Engineering; B.S. Agronomy; 18 years experience in environmental studies	Review of hazardous materials sections of EIS
Herbert Pegram	30 years experience in transportation planning and engineering	Study Team Member. Review of alternative development process and traffic studies.
Steven Russell	M.S and B.S. Biology. 26 years experience in environmental studies.	Review of Natural Resources
Joseph Rushing	32 years experience with VDOT, 5 years in L&D and 27 years in Right of Way, Licensed as a Certified General Real Estate Appraiser for over 13 years	Study Team Member. Review of alternative development process and Right of Way Cost Technical Report.
Amy Costello	M.S. Ecology; B.S. Biology; 12 years of environmental management experience including 3 years of air quality modeling and management expertise	Reviewer of air quality impacts analysis

Federal Highway Administration

Name	Experience	Responsibility
Kenneth R. Meyers, P.E.	M.E. degree in Civil Engineering. 27 years of FHWA experience in project development, planning and NEPA studies	FHWA review of the EIS and supporting documents

Parsons Brinckerhoff Quade & Douglas

Name	Experience	Responsibility
Chris M. Lloyd, AICP, REM	M.B.A. Finance; B.S. Sociology; 33 years experience in environmental, urban and transportation planning	Project Manager and Lead Transportation Planner
Scott Silsdorf, AICP	M.S. Urban and Regional Planning, MS Transportation Engineering, B.S. Architecture; 9 years experience in transportation planning	Deputy Project Manager for PB,
Martin L. Mitchell, P.G.	M.A. Marine Science; B.S. in Geology; 22 years experience in environmental sciences, planning, NEPA documentation	Reviewer of natural resources and hazardous materials sections of EIS
John Hendrickson, AICP	M.S. Urban and Regional Planning, B.S. Geography; 12 years experience	Traffic operations analysis
Kristin Belfield, E.I.T.	M.S. Transportation Engineering; B.S. Civil Engineering; 8 year experience	Traffic operations analysis
Jihong Cao, E.I.T	M.S Transportation Engineering, B.S Civil Engineering, 1 year experience	Assisted in traffic operations analysis
Chris Coleman	B.S. Land Reclamation; 17 years experience in environmental science, transportation planning, and NEPA documentation	Air Quality, Noise
Joseph Curtis, AICP	MCP, City Planning; BA, Geography; 3 years experience in urban & transportation planning	Land Use and Socioeconomic portions of the EIS
Matthew Coffin	B.S. Geography; 3 years GIS experience	GIS analyses
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Marilyn Campbell	Clerical; 20 years experience in Document preparation	Document Preparation, Administrative Record
Todd Steiss, AICP	M.S. Urban Planning; B.S. Urban Affairs; 15 years experience	Freight analysis

Coastal Carolina Research

Name	Experience	Responsibility
Loretta Lautzenheiser	M.A. Anthropology; 23 years experience in Cultural Resource Management	Cultural resources manager
Jennifer Stewart	M.F.A. Historic Preservation, 5 years experience in Architectural History	Architectural Historian
Susan Bamann	Ph.D., Anthropology, 13 years experience in archaeological research	Archaeological Principal Investigator
Bill Hall	B. A. History, 7 years experience in historical research	Historian

Cordell and Crumley

Name	Experience	Responsibility
Janette Crumley	B. S. A. Accounting degree; 20 years in public involvement and accounting fields	Public participation
Deborah Cordell	B.S. Communication Arts; 18 years in Communications field	Public participation
Deborah DeMarco	B.S. Secondary Education, Marketing Education; M.T.A, Destination Management; 17 years communications experience	Public participation

Harris Miller Miller & Hanson Inc.

Name	Experience	Responsibility
Cary B. Adkins	M.S. and B.S., Civil Engineering 27 years experience highway noise analysis	Noise Analysis
Christopher Menge	B.S., Physics 32 years experience highway noise analysis	Noise Analysis

Intermodal Engineering

Name	Experience	Responsibility
Valerie Henchel	B.S., Civil Engineering, MBA 22years experience	Managed collection of traffic count data
David Benn	3 years traffic data collection	Collected traffic count data

LandMark Design Group.

Name	Experience	Responsibility
John Lowenthal	B.S. and M.S. in Biology 16 years experience	Wetlands and Waters of the U.S.

Michael Baker Jr. Inc.

Paul Prideaux, P.E.	B.S. in both Civil Engineering; 15+ years of transportation planning experience,	Deputy Project Manager;
Vic Siaurusatis	M.S. in Transportation Engineering, B.S. in Urban Planning; 19 years of experience in demand forecasting,	Travel demand forecasting oversight, review of traffic analysis.
Bill Thomas	B.S. Engineering and Mathematics; 18 years experience in travel forecasting	Travel Forecasts
Tony Hofmann	M.S. in Transportation Engineering, B.S. in Civil Engineering; 10 years experience in transportation planning and travel demand forecasting	Travel demand forecasting
Claudette Jenkins, Ph.D.	Ph.D., Biological Oceanography; M.S. in Oceanography, Biological; B.S. in Chemical Oceanography; 13 years experience in environmental planning	Stream Evaluations, Secondary and Cumulative Impacts, and Mitigation Planning

Lorna Parkins, AICP	M.S. in Applied Economics; B.A. in Urban Planning; 16 years experience in transportation planning and NEPA document preparation	Land Use, Socioeconomics, and Secondary and Cumulative Impacts.
Mary Keith Floyd, AICP	B.A. in Environmental Science; 5 years experience in transportation planning and NEPA documentation	Right-of-Way & Relocation Report; Land Use and Socioeconomic
Susan Manes	M.S. in Parks, Recreation, and Tourism Management; B.A. in Economics; 18 years experience in environmental planning NEPA documentation.	Bypass Effects and Secondary and Cumulative Impacts

6.0 DISTRIBUTION LIST

The following is a list of agencies, organizations, and persons to whom the DEIS was distributed for comment.

Virginia State Delegates

Honorable J. Paul Council, Jr.
Honorable Jonny S. Joannou
Honorable S. Chris Jones
Honorable Robert F. McDonnell
Honorable Leo C. Wardrup, Jr.

Virginia State Senate

Honorable Henry L. Marsh, III
Honorable Yvonne B. Miller
Honorable Frederick M. Quayle
Honorable Kenneth W. Stolle

Federal Agencies

Advisory Council on Historic Preservation
Federal Emergency Management Agency
Federal Highway Administration, Virginia Division
Federal Transit Administration:
National Marine Fisheries Service, Northeast Region
National Oceanic and Atmospheric Administration
National Park Service, Petersburg National Battlefield
Natural Resources Conservation Service
U.S. Army Corps of Engineers
U. S. Department of Interior
U. S. Fish and Wildlife Service
U.S. Environmental Protection Agency

Virginia Agencies

Commonwealth of Virginia Transportation Board
Virginia Department of Agriculture and Consumer Services
Virginia Department of Aviation
Virginia Department of Conservation and Recreation
Virginia Department of Emergency Services
Virginia Department of Environmental Quality

Virginia Department of Forestry
Virginia Department of Game and Inland Fisheries
Virginia Department of Health
Virginia Department of Historic Resources
Virginia Department of Housing and Community Development
Virginia Department of Rail and Public Transportation
Virginia Department of Transportation
Virginia Marine Resources Commission
Virginia Outdoors Foundation

Regional Agencies

Richmond Regional Planning District Commission
Crater Planning District Commission
Tri-Cities Metropolitan Planning Organization
Hampton Roads Planning District Commission
Hampton Roads Metropolitan Planning Organization

Local Governments

Isle of Wight County Board of Supervisors
Isle of Wight County Administrator
Prince George County Board of Supervisors
Prince George County Administrator
Southampton County Board of Supervisors
Southampton County Administrator
Surry County Administrator
Surry County Board of Supervisors
Sussex County Administrator
Sussex County Board of Supervisors
City of Suffolk City Manager
City of Suffolk City Council
Wakefield Mayor's Office
Waverly Mayor's Office
Town of Windsor Mayor
Town of Windsor Town Manager
Town of Windsor Town Council
Ivor Mayor's Office

7.0 COMMENTS AND COORDINATION

For this study, VDOT has coordinated extensively with local, state, and federal agencies, and implemented a public involvement program to provide information and solicit comment. This chapter describes the results of these efforts.

7.1 AGENCY SCOPING

In July 2003, VDOT invited federal and state agencies to attend a 17 July 2003 Agency Scoping Meeting. Also, scoping letters were distributed to several agencies, including 13 federal agencies (including their various divisions and field offices), three regional agencies, 16 state agencies (including their various divisions and field offices), and 17 local agencies (including City and County Councils and Boards of Supervisors).

7.2 WRITTEN COMMENTS

The following section summarizes those written comments received as part of the scoping process and during preparation of the DEIS.

7.2.1 U.S. Department of the Army, Corps of Engineers

In a letter dated 19 December 2003, the Corps commented on the draft Purpose and Need. Comments included concerns in reference to the 2026 projections of freight traffic “may be optimistic,” and the Draft EIS “should evaluate the validity of the projections.” The Corps also recommends widening the study area to the south and west to allow for more southern alternatives. (The study area’s boundary was expanded from one mile south of the Norfolk Southern railway to three miles south).

In a letter dated 7 January 2004, the Corps recommended an option whereas the existing facility remained with widened right-of-way and bypasses around the existing towns (similar to CBA 2). The Corps stated that the impacts would likely be less than on a new location.

The Corps also recommended that the rail study conducted by VDRPT should be done in conjunction with the Route 460 Location Study.

In a letter dated 29 April 2004, the Corps agreed to the elimination of Conceptual Alternative E and a portion of Alternative D (see Chapter Two). The Corps recommended analyzing all possible combinations of segments for a thorough comparison of segments. The Corps concluded by reiterating the need for an alternative involving a widened existing Route 460 with bypasses, as well as a reduction of the number of interchanges for each alternative.

In a letter dated 16 December 2004, the Corps requested:

- a reduction of the study corridor widths to 250 feet or less;
- placement of the 250-foot-wide corridor within the 500-foot study corridors to maximize avoidance of wetlands, streams and riparian zones;
- preparation of maps for review by the Corps and our advisory agencies that demonstrate how the 250-foot corridor has been shifted to avoid aquatic resources; and
- incorporation of anticipated bridge locations based on watershed size and hydraulic factors as well as wetlands of particularly high value.

7.2.2 U.S. Department of the Interior, Fish and Wildlife Service

In a letter dated 13 December 2002, the Fish and Wildlife Service made the following comments:

Fish and Wildlife Coordination Act—VDOT (at the time of this letter) is only considering a new facility within an area ten miles north of the current 460. FWS “strongly disagrees with this approach” and recommends (1) a rail alternative; (2) an alternative where the existing Route 460 is widened; and (3) an alternative with an existing Route 460 with bypasses around the towns.

Endangered Species Act—endangered species in the study area are as follows: the Dwarf wedgemussel (*Alasmidonta heterodon*), Roanoke logperch (*Percina rex*), Red-cockaded woodpecker (*Picoides borealis*), Michaux’s sumac (*Phus michauxii*), and the American chaffseed (*Schwalbea americana*). The Bald eagle (*Haliaeetus leucocephalus*) is a threatened species in the study area.

Generic Scoping—the Service outlines its Mitigation Policy (FR Part III, Vol. 46, No. 15, Jan. 23, 1981, p. 7660) stating that wetland impacts should be avoided or minimized to the maximum extent practicable and should be mitigated in a sequential fashion.

In a letter dated 18 December 2003, the Fish and Wildlife Service recommended for the study area to be expanded to the south and to the west, “approximately three to four miles,” to allow for an alternative south of the existing Route 460.

In a letter dated 12 April 2004, the Service agrees with the elimination of Conceptual Alternative E. Due to the estimated indirect and cumulative impacts to fish and wildlife resources associated with the increased distance from the existing Route 460, the Service also recommended the elimination of the western portion of Alternative D.

In a letter dated 9 December 2004, the Service outlines the basic principles of Executive Order 13186 entitled, Responsibilities of Federal Agencies to Protect Migratory Birds (FR Vol. 66, No. 11, Jan. 17, 2001) and Executive Order 13274. The Service recommends the application of the Habitat Evaluation Procedures (HEP) to offset negative impacts to fish and wildlife resources and to comply with the Executive Orders mentioned. In a letter dated 17 March 2005, the Service restated its request for application of HEP and asked for a written response to this request.

7.2.3 U.S. Environmental Protection Agency

In a letter dated 21 November 2002, the EPA expressed concern about wetland impacts resulting from the project. From the Scoping Meeting dated 19 November 2002, the EPA believes that VDOT has selected a freeway option without considering the option of upgrading the existing Route 460. Because truck traffic is an impetus for the Route 460 Location Study, the study should evaluate “existing and parallel” rail options as alternatives to a new highway facility. The EPA recommends (1) an alternative with bypasses around the existing towns; (2) an alternative of an upgraded existing facility with increased rail service; and (3) for such alternatives be evaluated before reaching a conclusion on the Purpose and Need for the Study.

In an e-mail dated 11 May 2004, the EPA agreed with partnering agency’s decision to drop Conceptual Alternative E and a portion of Conceptual Alternative D. Should VDOT decide to look at additional segments, the EPA requested another opportunity to comment on them.

In an e-mail dated 14 December 2004, the EPA recommended (1) the use of no wider than 250 foot wide corridors for impact evaluation purposes; (2) on the selected alternative, shifting the alignment within the corridor to further minimize impacts to wetlands and streams; and (3) EPA review study area maps in order to see how the 250 foot wide corridors were threaded through the study area to avoid wetland and stream resources.

7.2.4 Isle of Wight County

On 7 August 2003, the Board of Supervisors of Isle of Wight County passed a resolution in support of an alignment that is in proximity to the current alignment and existing towns along the Corridor.

In a Memorandum dated 9 October 2003, Patrick Small, Director of Economic Development for Isle of Wight County, recommended the study area to be “constrained to a parallel alignment, in a corridor extending roughly three miles to both north and south of the existing Route 460.”

In a Memorandum dated 24 October 2003, Jonathan Hartley, Director of Planning and Zoning for Isle of Wight County, recommended:

- “...maintaining a new limited access road in close proximity to the existing Route 460 corridor, as stated in the Resolution adopted by the Board of Supervisors on August 7, 2003.”
- Revising the study area to three miles north and south of the existing Route 460, citing consistency with the County Comprehensive Plan.

On 18 March 2004, the Board of Supervisors of Isle of Wight County passed a resolution in support of Conceptual Alternative A.

7.2.5 Town of Windsor

On 13 April 2004, the Town Council of Windsor passed a resolution in support of Conceptual Alternative A. It also resolved to modify Alternative A to avoid the Commonwealth Cotton Gin.

7.2.6 Southampton County

On 25 August 2003, the Board of Supervisors of Southampton County passed a resolution in support of an alignment “in close proximity to the current alignment and existing towns along the Route 460 corridor.”

7.2.7 Surry County

On 24 July 2003, the Board of Supervisors of Surry County passed a resolution supporting the improvement of Route 460 “as a new interstate quality roadway...to link Interstate 295 to Interstate 664.” The Board also supported an alignment to be located to the north of the existing one. Finally, the Board supported the use of tolls to expedite the road’s construction.

7.2.8 Sussex County

On 18 March 2004, the Board of Supervisors of Sussex County passed a resolution in opposition of a change of alignment to Route 460:

The Sussex County Board of Supervisors does not support changing the location of Route 460 within the County of Sussex, within or around the Town of Wakefield, and within or around the Town of Waverly.

7.2.9 Hampton Roads Planning District Commission

On 14 November 2003, Arthur Collins, Executive Director for the Hampton Roads Planning District Commission, sent a letter conveying the Commission’s support for improvements to Route 460. The Commission supports a limited access facility within close proximity, north and south of the existing corridor.

7.2.10 Virginia Port Authority

On 1 December 2003, Robert Bray, Executive Director for the Virginia Port Authority, recommended a limited access highway close to the existing Route 460 and expanding the study area further south.

7.3 FEDERAL AGENCY PARTNERING MEETINGS

Four federal agency partnering meetings have taken place for this study to date. All meetings took place in Gloucester, Virginia at the U.S. Department of the Interior, Fish and Wildlife Service office. Attendees at these meetings included the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, the Environmental Protection Agency, and the Federal Highway Administration.

7.3.1 Partnering Meeting, 21 November 2002

The U.S. Army Corps of Engineers (COE) asked about the safety issues with the 460 Study. VDOT described the existing crash rates and concluded that driving conditions along the road are dangerous in comparison to other similar roadway facilities in Virginia. The Corps also asked why there was no rail alternative. VDOT mentioned that rail service would only meet a portion of the Purpose and Need Statement.

The Federal Highway Administration asked about a toll feasibility study. VDOT replied that it is looking into tolls as a way to fund the project's construction.

7.3.2 Partnering Meeting, 2 April 2004

The study team presented the five Conceptual Alternatives depicted at the Citizen Information Meetings in February 2004. The team presented screening-level analysis results for each. The team recommended three CBAs be analyzed in the DEIS. The CBAs were developed from hybrid combinations of the Conceptual Alternatives. Conceptual Alternative E was removed from further consideration in the study.

7.3.3 Partnering Meeting, 30 November 2004

The U.S. Department of the Interior, Fish and Wildlife Service mentioned that the Nature Conservancy has inquired about the project. The Conservancy is developing possible mitigation sites within the study area. A concern for the Conservancy is habitat associated with the Blackwater River.

The U.S. Army Corps of Engineers asked if the study team is conducting wetlands field delineations. VDOT replied that field determinations at representative sites were being conducted. Field delineations would take place later in the project development process.

7.3.4 Partnering Meeting, 05 April 2005

VDOT followed up with agencies regarding information sent prior to the meeting. This information included results of wetland avoidance and minimization efforts requested by the agencies.

7.4 PUBLIC COORDINATION

7.4.1 Public Scoping Meetings, August 2003

Two scoping meetings were held in August 2003 for the study. A total of 231 persons attended the meetings. One meeting took place at the Windsor High School in Windsor, Virginia on 6 August 2003. There were 152 attendees. Fifty-six comments were received at the meeting. A second public scoping meeting took place at the Prince George municipal center in Prince George, Virginia on 18 August 2003. There were a reported 79 sign-ins and 35 comments were received at the meeting.

7.4.2 Citizen Information Meetings, February 2004

Two Citizen Information Meetings were held in February 2004, with a total attendance of 378. One Citizen Information Meeting took place at the Windsor High School in Windsor on 24 February 2004. There were a reported 213 attendees at the meeting, with 127 (60%) of those attendees submitting surveys. A second Citizen Information Meeting took place at the J.E.J Moore Middle School near Disputanta on 26

February 2004. There were a reported 165 attendees at the meeting, with 105 (64%) of those attendees submitting surveys.

7.4.3 Route 460 Communications Committee

The Communications Committee was established by the 2001 General Assembly through passage of House Joint Resolution 684. The Committee acts as a link among the citizens and businesses of the Richmond-Petersburg metropolitan area, the Port of Hampton Roads, General Assembly members, and VDOT. The Communications Committee is comprised of five members of the Virginia House of Delegates and four members of the Virginia Senate. It also includes ex-officio membership from the Virginia Port Authority, VDEQ, and the Hampton Roads and Crater Planning District Commissions.

The committee met regularly to hear presentations on project status and schedule. Meetings occurred on

- 29 September 2003
- 10 March 2004
- 2 August 2004
- 13 January 2005.

7.4.4 Additional Local Meetings

Meetings were held throughout the study area with local groups and organizations. For each meeting, study team members provided an overview of the Location Study and the NEPA process. The presentation included a project status briefing, and a project schedule update. Examples of these meetings include:

- the Town of Wakefield, Wakefield, 30 March 2004
- Isle of Wight / Smithfield / Windsor Chamber of Commerce, Smithfield, 29 July 2004
- Surry County Board of Supervisors, Surry, Virginia, 5 August 2004
- Sussex County Board of Supervisor, Sussex Courthouse, Virginia, 19 August 2004
- the Ivor Ruritan Club, Ivor, 19 October 2004
- the Wakefield Women's Club, 2 November 2004

Additional meetings were held to address specific issues within the project. Those meetings are as follows:

- Isle of Wight County, 23 August 2004
- Sussex County Administrator, 19 December 2004
- Prince George County Planning Commission, 23 May 2005

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**PERTINENT
CORRESPONDENCE**



DEPARTMENT OF THE ARMY
 NORFOLK DISTRICT, CORPS OF ENGINEERS
 FORT NORFOLK, 803 FRONT STREET
 NORFOLK, VIRGINIA 23510-1096

December 19, 2003

REPLY TO
 ATTENTION OF:

Eastern Virginia Regulatory Section

Mr. Roberto Fonseca-Martinez
 Division Administrator
 Federal Highway Administration
 Post Office Box 10249
 Richmond, Virginia 23240-0249

Dear Mr. Fonseca-Martinez:

This letter provides comments on projects discussed at the November 21, 2003 Partnering Meeting. Environmental Impact Statements (EIS's) are being developed for all of these projects, with the Federal Highway Administration as the lead Federal agency. The Corps of Engineers is a cooperating agency in the development of these EIS's.

1. Route 460 (02-4532-15): A draft Purpose and Need statement (P&N) was provided for review and comment. The P&N focuses on needs and problems, rather than solutions, as it should. One exception is the section on Roadway Deficiencies. While that section does list the problems related to deficiencies of the current roadway, much of the section is about solutions. For example, the P&N states "medians help provide protection from oncoming traffic and reduce the incidence of rear end collisions with left turning vehicles." It would be more appropriate to state "since the existing roadway does not include medians, there is no provision for protection from oncoming traffic, and the incidence of rear end collisions is increased," if that is in fact the case. While this section identifies the positive attributes of wider lanes, medians, clear zones, etc., it does not state whether there are any demonstrated problems on existing Rt. 460 associated with not having these features. Other than this section, the P&N does clearly identify needs and problems to be addressed.

The section of the P&N that discusses freight traffic includes projections for 2020. Sources are provided for the projections. However, as noted by the EPA representative at the Partnering meeting, those projections may be optimistic, and are not necessarily appropriate to use as a primary factor in establishing need for the project. While it is not necessary to analyze those projections in the P&N, the Draft EIS should evaluate the validity of the projections.

As we have previously commented, the study area should be widened to the south/west sufficient to allow for bypasses around the towns, so that widening of the existing Rt. 460 can be given a full evaluation. While we understand the factors that are driving most of the consideration to the north/east (majority of traffic movements, railroad to the south, etc.), those factors are not of sufficient weight to eliminate alternatives to the south/west, and such alternatives should be given fully addressed in the Draft EIS.

2. Harrisonburg Southeast Bypass (03-6812-15): The project was introduced, but all information was very preliminary. Therefore, there is little to comment about at this time. Improvement of existing roadways should be evaluated as an alternative. Avoidance of impacts to Cross Keys Battlefield should be an important factor as the project develops.

3. I-81 (03-6811-15): The Corps concurs with the decision to develop a tiered EIS. We have no further comments at this time, and request a copy of the draft P&N when it has been developed.

4. Southeastern Parkway (03-6813-15): Only preliminary information was provided, and that information related to how the study will be conducted. It was stated that the coordination meetings for this project will be handled outside of the Partnering meetings, and we concur with that decision. We also recommend the use of an integrated NEPA/404 process that includes concurrence points with the Corps and its Federal advisory agencies at critical points in project development. As we requested at the Partnering meeting, we recommend the formation of two workgroups outside of the overall study team: one to address traffic (needs, problems, benefits), and one for mitigation [habitat (HEP), wetlands, water].

We look forward to reviewing the draft Purpose and Need statement.

The Corps has provided information to VDOT's consultant (HDR) regarding previously confirmed delineations for other projects in the study window. We will continue to work with the consultant, as wetlands and other waters on all of the alternatives are re-delineated.

It is important to note that much of the area previously considered for mitigation for this project, both for habitat (as determined by the HEP study) and for wetlands, is no longer available, due to development (filling and drainage) that has occurred in the years since the project was previously under review. There is much work to be done to address mitigation needs.

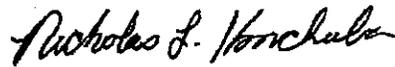
If the Oak Grove Connector (now part of the Chesapeake Expressway) is planned for widening in order to accommodate the proposed Southeastern Parkway, then that widening should be included as part of the project. Impacts associated with that widening should be included as part of this study. Please note that there is a restoration/preservation area adjacent to the Oak Grove Connector that was required as part of the mitigation for the construction of that road, and that area includes high quality forested wetlands. Widening to the interior should be given prime consideration in order to avoid impacts to that area as well as other adjacent areas. Widening to the south would have minimal impacts to waters of the U.S., but would likely impact existing development.

The relationship between planned widening/improvements of Dominion Boulevard and the Southeastern Parkway should be clarified.

An area of primary concern is Gum Swamp, an important, high quality wetland resource. While we understand that the Corps will be involved in the development and review of the alternatives, we want to be on record at this time that every effort should be made to avoid impacts to Gum Swamp. One avoidance measure to evaluate will be bridging, but even bridging has associated impacts, such as fragmentation and direct loss of habitat. From the beginning of the study, avoiding Gum Swamp should be an important consideration.

Thanks you for the opportunity to comment on these projects and studies. You may contact Alice Allen-Grimes at 757-441-7219 if you have any questions.

Sincerely,



Nicholas L. Konchuba
Chief, Eastern Virginia
Regulatory Section

Copies Furnished:

Virginia Department of Transportation, Richmond
U. S. Fish and Wildlife Service, Gloucester
Environmental Protection Agency, Reston
National Marine Fisheries Service, Oxford

REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

January 7, 2003

Eastern Virginia Regulatory Section

Virginia Department of Transportation
ATTN: Mr. Earl Robb
Aquatic Ecology Section
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Robb:

This letter provides comments on four projects discussed at the November 19, 2002 Partnering Meeting. At this time, it is not clear whether all of these projects will be federally funded, so we are directing our comments to the Virginia Department of Transportation (VDOT), copied to the Federal Highway Administration (FHWA).

1. Southeast Suffolk Bypass: You are conducting a feasibility study for this project. It appears that the Southeast Suffolk Bypass has the potential for substantial impacts to forested wetlands, as much as 80-100 acres. It will also directly impact lands of the Great Dismal Swamp National Wildlife Refuge. In order to consider authorizing a project with that kind of impact, the Corps would weigh very carefully the benefits versus the detriments of the proposed activities. Therefore, full and thorough documentation of project benefits would be required. The problems identified in the brief outline of the Purpose and Need provided at the November meeting are very similar to those identified for the Southwest Suffolk Bypass, which is currently under construction. The extent to which the Southeast Suffolk Bypass is needed to address those same problems is not clear.

Based on the apparently substantial impacts to waters of the United States and the Refuge and the uncertain need, the feasibility of the project appears questionable. If it is determined that VDOT will continue with the project, it is strongly recommended that you focus on alternatives in the far west/northwest portion of the study area shown in the presentation materials provided in November. That part of the study area appears to contain less extensive forested wetlands than the rest of the study area and is in the outermost edge of the Refuge.

2. Pleasant Grove Parkway: A feasibility study is also being conducted for this project. Very little information was provided concerning potential impacts, since the map showed land uses in virtually the entire City of Chesapeake and did not include a potential corridor. Depending on the corridor ultimately considered, impacts to waters of the U.S., including wetlands, could be substantial. It is unknown whether the project may impact either the Great Dismal Swamp National Wildlife Refuge or the Sunray Historic District. The Purpose and Need findings are very sketchy. Therefore, it is not possible for the Corps to comment on the feasibility of the project.

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3. Route 460: VDOT is conducting a location study on a new interstate-type facility from Petersburg to Suffolk, more or less parallel to the existing Rt. 460. This project would likely involve extensive impacts to wetlands, because of the numerous hardwood swamps and other forested wetlands that cross the landscape along the corridor. At the meeting, the VDOT representative indicated that widening the existing Rt. 460 would not be considered as an alternative for this project, but that rather a separate study is being undertaken to look at improving the existing roadway (to address safety issues with turn lanes and other minor improvements).

We strongly recommend to VDOT and FHWA that widening the existing roadway, with bypasses where necessary due to towns along the route, be included as an alternative in any study of improving Rt. 460. While widening with bypasses will likely involve substantial impacts to wetlands, such impacts would probably be less than a roadway constructed entirely on new location. At any rate, conclusions about the comparable impacts can only be made after a comparable study is conducted. Widening of the existing roadway appears to be a reasonable and feasible option that should be fully evaluated in any document prepared in accordance with the National Environmental Policy Act.

Based on comments made at the Partnering meeting, the problem of trucks carrying freight will be a component of the Purpose and Need for this project. The VDOT representative noted at the November meeting that a separate study is being conducted of passenger and rail service from the Hampton Roads area to Richmond, and that the Rt. 460 corridor is being considered as an alternative for that rail service (along with the I-64 corridor to the north). It appears that the outcome of that study would be a very important consideration in looking at the Purpose and Need for improving Rt. 460, since moving freight by rail may be found to substantially reduce the truck problem on Rt. 460. It is recommended that the two studies be conducted together, or that the Rt. 460 study be delayed until results from the rail study can be incorporated.

Any study of widening or constructing Rt. 460 on new location should evaluate measures that reduce impacts to waters of the U.S., particularly bridging as opposed to filling of waters/wetlands.

4. Kings Highway Bridge (Rt. 125): These comments primarily address the Purpose and Need for this project, since that is all the information we have received to date. We will have further comments concerning the relative merits of the alternatives as the project develops and information about impacts becomes available.

This project was originally conceived as a replacement of a structurally deficient bridge. In response to requests from the City of Suffolk and some of the public, VDOT and FHWA determined that in addition to considering an alternative to replace the bridge on its existing alignment, another alternative on a new location would also be considered. We have reviewed the draft Purpose and Need Technical Memo (in the future please delete the large

-3-

word "Draft" from the pages or copy it so that the text shows through; reading certain portions was difficult because words were blacked out). It appears that the purpose of the project has changed to include not only replacing a deficient structure but also to addressing Suffolk's development plans. A key question in our comparison of the alternatives will be whether a bridge on the existing alignment addresses those development plans.

It is stated on page 10 in the second paragraph that the projected increase in traffic is a "significant increase considering the current bridge's poor condition and inadequacy to accommodate the full range of vehicle sizes and weights." The text then goes on to say that moving the location of the bridge will create a more convenient connection between the growth areas. It appears that this text is attempting to suggest that the development will bring additional traffic that the current bridge cannot support, and the relocated bridge will therefore serve the traffic better. Since it has already been established that the existing bridge is structurally deficient for current traffic (i.e., needs to be replaced regardless of development plans), it is not clear what point the text is intended to make.

The Corps of Engineers does not regulate bridges; you will need to contact the U. S. Coast Guard concerning authorization for the bridge. You will need authorization from the Corps, however, for any fill to be placed in waters or wetlands, and for any dredging for access for the construction. Whether or not access dredging is needed will be an important factor in comparing the alternatives. We pointed out in the meeting, and as was discussed at a previous meetings (April 2001 and September 1997), that there is a Federal project channel in the Nansemond River at the location of both bridge sites under consideration. The existing Route 125 bridge crosses the river at a location where the navigation channel is naturally deep, self-maintaining, and aligned with the thalweg on the north side of the river. At one time, VDOT was considering relocating the navigation channel to the middle of the river as part of the Rt. 125 bridge replacement project. At the November meeting, the general opinion was that changes to the navigation channel would not be proposed for other alternatives. The Corps needs information as soon as possible about any changes to the navigation channel that may be proposed, or confirmation that none will be proposed.

The document should address impacts to wetlands due to shading as well as fill, for consideration by the decision-makers. The height of the bridge over wetlands should be provided for any area to be shaded.

Thanks you for the opportunity to comment on these projects and studies. You may contact Alice Allen-Grimes at 757-441-7219 if you have any questions.

Sincerely,

Nicholas L. Konchuba
Nicholas L. Konchuba
Chief, Eastern Virginia
Regulatory Section

-4-

Copies Furnished:

Federal Highway Administration, Richmond
U. S. Fish and Wildlife Service, Gloucester
Environmental Protection Agency, Reston
National Marine Fisheries Service, Oxford
Department of Environmental Quality, Richmond

December 16, 2004

Eastern Virginia Regulatory Section

Mr. Roberto Fonseca-Martinez
Division Administrator
Federal Highway Administration
Post Office Box 10249
Richmond, Virginia 23240-0249

Dear Mr. Fonseca-Martinez:

This letter provides comments on the Environmental Impact Statement being prepared by the Federal Highway Administration (FHWA) for widening/relocation of Route 460 from Suffolk to Petersburg. The Corps of Engineers is a cooperating agency in the development of the EIS. We have some concerns about the level of detail of aquatic resource impact information presented in the Draft EIS.

The project was discussed at a Partnering Meeting with the Virginia Department of Transportation on November 30, 2004. We were provided current wetland impact estimates for the various alternatives and other information. Projected impacts were very high, ranging from 350 to 440 acres for the three alternatives being evaluated. We understand that these estimates are based on a corridor width of 500 feet, much wider than the ultimate right-of-way and road footprint will be, and that the estimates do not account for bridges (as opposed to fill). Therefore, the impact estimates are substantially higher than is expected for the ultimate project.

AS part of our review of the DEIS, we will comment on the comparative benefits and detriments of the alternatives, with a goal of ultimately identifying the least environmentally damaging practicable alternative (LEDPA). Because the impacts are provided at such a gross level with the 500-foot-wide corridor, we cannot reasonably compare the alternatives. Once a smaller footprint and location shifts to avoid sensitive areas are incorporated, the relative degree of impact for each of the alternatives could be substantially different. Therefore, it appears that neither the public nor we can be expected to comment with any degree of confidence on the comparison of the alternatives without a greater level of detail.

In addition to these concerns regarding wetland impacts, we are concerned that estimates have not been made of stream impacts associated with each of the alternatives. Perhaps FHWA intends to include that information in the DEIS and it is simply not available yet, but from the discussion in November it is not clear how stream impacts will be addressed.

We request the following actions:

1. Reduction of corridor study widths to 250 feet (or less), with data presented in the DEIS based on that width.

2. Placement of the 250-foot-wide corridor within the 500-foot study corridors to maximize avoidance of wetlands of all types, as well as streams and riparian zones. All wetlands should be avoided as much as practicable, and particularly permanently inundated and other high quality wetlands. Your wetland consultant should be able to provide you with useful information in identifying wetlands of higher quality within the corridors. As much as practicable, streams should be crossed perpendicularly. Running the corridor parallel to a stream through its riparian zone should be avoided. We recognize that other factors, such as historic properties, existing buildings, and engineering constraints must be considered in the placement of the corridor.
3. Preparation of maps for review by the Corps and our advisory agencies that demonstrate how the 250-foot corridor has been shifted to avoid aquatic resources.
4. Incorporation of anticipated bridge locations based on watershed size and hydraulic factors as well as wetlands of particularly high value (such as bottomland swamps). At the November meeting, it was stated that bridge locations are being determined to some extent, with that information to be provided later.
5. Recalculate estimates, based on the shifted alternatives and anticipated bridging, of: wetlands by type, stream length (including both perennial and intermittent), acreage of riparian zones within 300 feet of any stream, as well as the other factors for which you typically provide impact estimates, such as historic properties and displacements.

Taking these actions should provide information that will be much more useful for making reasonable comparisons of the alternatives. It is important to demonstrate in the document that the data being provided for review are at a level of detail such that citizens, agencies, and others reviewing the document can be confident that the comparisons are meaningful.

At the meeting, we requested an opportunity for reviewing some of the wetlands to be impacted as well as the methods used to delineate wetlands for the estimates in the DEIS. That field review is tentatively scheduled for late January 2005.

We appreciate the opportunity to comment on the development of the DEIS for the Route 460 project. You may contact Alice Allen-Grimes at 757-201-7219 if you have any questions.

Sincerely,

Nicholas L. Konchuba
Chief, Eastern Virginia
Regulatory Section

Copies Furnished:

Virginia Department of Transportation, Richmond
U. S. Fish and Wildlife Service, Gloucester
Environmental Protection Agency, Reston
National Marine Fisheries Service, Oxford



DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

April 29, 2004

REPLY TO
ATTENTION OF:
Eastern Virginia Regulatory Section

Mr. Roberto Fonseca-Martinez
Division Administrator
Federal Highway Administration
Post Office Box 10249
Richmond, Virginia 23240-0249

Dear Mr. Fonseca-Martinez:

This letter provides comments on projects discussed at the April 21, 2004, Partnering Meeting. The Virginia Department of Transportation (VDOT) is developing Environmental Impact Statements (EIS's) both of these projects, with the Federal Highway Administration as the lead Federal agency.

1. Route 460 (02-4532-15): The Corps is a cooperating agency in the preparation of the EIS for this project. We appreciate the willingness of VDOT and their consultants to meet with the Corps project manager on April 27 to further discuss some issues about the alternatives. The Corps agrees that Alternative E can be eliminated from further consideration, as you requested. You have also proposed to drop the segment of Alternative D which extends more or less from southwest of Dendron northeast across Route 40, part of the "CD" combination. We are not opposed to eliminating that segment. The Draft EIS should clearly document the reasons for the elimination of Alternative E and the segment of Alternative D.

We have additional comments concerning the alternatives under consideration. You are currently considering combinations of some of the segments of some of the alternatives. We recommend that you develop your alternatives analysis in such a way that all possible combinations of segments can be considered. While any one alternative or combination of two alternatives may prove to have greater impacts than other alternatives, it may be that by recombining alternatives impacts can be minimized while still adequately addressing the purpose and need. On the other hand, there may be an alternative or combination of two alternatives that substantially reduces impacts but does not appear to provide transportation benefits comparable to other alternatives that with some recombination of alternatives could prove to provide greater transportation benefits while still minimizing impacts.

During the April 27 meeting, VDOT presented some segments that are being considering for addition on the northwest end of the project, generally south of Disputanta. Until impact and benefit data can be generated, we cannot comment on the acceptability of those segments. However, as we expressed to the VDOT representatives during the meeting, one of the new segments being considered appears to run for several miles parallel to (although not through) a broad wetland system. The wetland was not identified on the map presented at the meeting, but it appears to be Warwick Swamp. We are concerned that the proximity of a roadway to the wetland system for such a length could result in either direct impacts to wetlands and tributaries in its system, or to

indirect impacts through stormwater runoff or deterioration of the forested buffer. However, we could not tell from the scale of the map and the level of detail of the impact data whether the alignment you are considering is far enough from Warwick Swamp to minimize such impacts. You should investigate potential impacts to that wetland system before dropping other segments in favor of the new segment(s).

Typically, widening of an existing roadway is preferable to construction on new location, both because it reduces direct impacts and because it minimizes the likelihood of secondary impacts such as development in areas to which new or improved access is provided. With that in mind, we want to insure that all options for widening the existing roadway (with or without bypasses) and constructing new roadway close to the existing roadway are fully evaluated. In order to minimize costs associated with widening/bypass options, we recommend that you consider reducing the number of interchanges along existing Route 460. For example, on the most recent map we have of Conceptual Alternatives (dated February 2004), there are two interchanges shown between Ivor and Zuni, two interchanges between Ivor and Wakefield, and two interchanges between Wakefield and Waverly, all for the purpose of moving traffic from the existing Route 460 alignment to bypass segments. It appears that some of these pairs of interchanges could be combined to one. However, we recognize that there may be factors that make such combinations undesirable.

Should you propose eliminating or adding any further segments or alternatives from consideration in the DEIS, you should coordinate that proposal with the agencies that participate in the Partnering process, including the Corps. Any such proposal should include supporting information.

2. Southeastern Parkway (03-6813-15): In a letter dated March 3, 2004, you invited the Corps of Engineers to participate as a cooperating agency in the preparation of the EIS for this project. We accept your invitation and will continue to work with you to develop a document that addresses our concerns.

At the April 2 Partnering Meeting, the traffic model developed for this project was presented. We understand the methodology used to develop the models and in general the assumptions made. We have no specific comments regarding the model at this time except with regard to toll considerations. We request information concerning how the toll is factored into the model as soon as such information is available. Will varying toll amounts be assumed? Will the effect of an increasing toll with increasing distance be modeled, in the same way that the effect of increasing congestion is modeled? Is there an assumption that the toll will have more a less a flat effect on traffic (such as x% fewer vehicles based on a \$3.00 toll applied) rather than a graduated effect?

In the minutes from the meeting provided by email on April 26, there were two statements of a similar nature made in reply to questions. In response to the question "Will the SPGB have an impact?" the reply in the minutes was "Yes, it will help control growth in that area." In response to the question "Couldn't widening the highways, especially in Chesapeake,

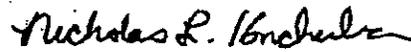
-2-

achieve the same goal?", the response was "The Parkway will control access to the area, thus slowing subdivision growth." In the absence of supporting documentation, we would disagree with these statements that construction of the Southeastern Parkway will serve to control and slow growth.

We refer you again to the comments and recommendations in our letter of December 19, 2003 (following a previous Partnering Meeting) concerning the Southeastern Parkway. We will continue to be available for meetings to discuss this project, including both general interagency meetings and workgroup meetings to discuss traffic and mitigation issues.

Thanks you for the opportunity to comment on these projects and studies. You may contact Alice Allen-Grimes at 757-441-7219 if you have any questions.

Sincerely,



Nicholas L. Konchuba
Chief, Eastern Virginia
Regulatory Section

Copies Furnished:

Virginia Department of Transportation, Richmond
U. S. Fish and Wildlife Service, Gloucester
Environmental Protection Agency, Reston
National Marine Fisheries Service, Oxford

Ken Wilkerson



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Ecological Services
6669 Short Lane
Gloucester, VA 23061

December 13, 2002

Colonel David L. Hansen
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

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2002

PARSONS-BRINCKERHOFF
NORFOLK, VA. OFFICE

Attn: Alice Allen-Grimes
Regulatory Branch

Re: Various Projects Discussed at the November
19, 2002 VDOT Partnering Meeting in
Gloucester, Virginia

Dear Colonel Hansen:

This letter includes the comments of the U.S. Fish and Wildlife Service (Service) on the following transportation projects discussed at the November 19, 20002 interagency Partnering meeting held in Gloucester, Virginia. In addition to the comments herein, we have enclosed generic Service scoping comments/ recommendations for your review. This letter constitutes the preliminary report of the Service and the Department of the Interior on the proposed projects and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 1531 et seq.) and the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

1. Route 460
VDOT Project #: 0460-969-101, P101
Counties of Isle of Wight, Surry, Southampton, Sussex, Prince George
Cities of Suffolk and Petersburg

Fish and Wildlife Coordination Act Comments

The Service understands that the study for improvements to this roadway will be conducted for a new alignment, generally from the existing roadway, ten miles to the north. We also understand that VDOT does not intend to include upgrades to the existing Route 460 or improvements to existing rail service as alternatives in the NEPA document for this roadway. The Service strongly disagrees with this approach and recommends that improvements to the existing Route 460 and rail be included as an alternative in the NEPA document. The Route 460 alternative should include a thorough analysis of the feasibility of constructing bypasses around existing towns located on the existing roadway.

Colonel David L. Hansen

Endangered Species Act Comments

Based on the information provided by VDOT, the following endangered and threatened species may be located in the project impact area:

- o Dwarf wedgemussel (*Alasmidonta heterodon*) - Federally listed endangered. This very small (1.5 inches long) freshwater mussel lives in Atlantic drainage rivers and creeks of various sizes and substrates.
- o Roanoke logperch (*Percina rex*) - Federally listed endangered. This fish is a relatively large darter endemic to Virginia. The logperch typically inhabits medium to large, warm, usually clear streams and small rivers of moderate to low gradient. The Service recommends a survey within appropriate habitat at the project site.
- o Red-cockaded woodpecker (*Picoides borealis*) - Federally listed endangered.
- o Michaux's sumac (*Rhus michauxii*) - Federally listed endangered.
- o American chaffseed (*Schwalbea americana*) - Federally listed endangered.
- o Bald eagle (*Haliaeetus leucocephalus*) - Federally listed threatened.

The Service recommends that surveys be conducted for the dwarf wedgemussel, Roanoke logperch, Michaux's sumac, and American chaffseed, where appropriate habitat exists. The dwarf wedgemussel should be surveyed in that area from 200 meters upstream to 800 meters downstream of stream crossings containing appropriate habitat. The Service recommends that raking the substrate not be used as a survey technique due to its possible adverse impacts to mussels and their habitat.

We have attached lists of individuals who are qualified to conduct surveys for these species. If the individuals on this list are not available, please contact this office. To ensure that adequate surveys are conducted, the surveyor names and proposed survey designs should be submitted to this office before surveys are conducted. If the Corps or VDOT believe that the Service has reached this conclusion in error, please contact Mr. William Hester of this office.

Please send copies of survey results to this office or inform this office if a survey will not be conducted. If surveys determine that any of these species are present in the vicinity of the project, the Corps has the responsibility to determine if the project may affect the species and so notify the Service. Should the Corps determine that the species may be adversely affected by the project, the consultation procedures under Section 7 of the Endangered Species Act (50 CFR Part 402) must be implemented by the Corps.

Colonel David L. Hansen

2. Pleasant Grove Parkway
City of Chesapeake

Fish and Wildlife Coordination Act Comments

Coordination of this project will receive a high level of scrutiny due to its proximity to the Service's Great Dismal Swamp National Wildlife Refuge. Very little resource information has been provided to date and the Service looks forward to reviewing it during future project coordination.

Endangered Species Act Comments

Based on a review of the information provided by VDOT, the Service believes that this project is not likely to affect federally listed or proposed species or adversely modify critical habitat. Therefore, no Biological Assessment or further Section 7 consultation is required with the Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

The Service appreciates the opportunity to comment on these permit applications. If you have questions, please contact William Hester at (804) 693-6694, extension 134.

Sincerely,



Karen L. Mayne
Supervisor
Virginia Field Office

cc: FHWA, Richmond, VA (Roberto Fonseca-Martinez)
VDOT, Richmond, VA (Ken Wilkinson)

U.S. Fish and Wildlife Service
Generic Scoping Comments

A primary concern of the Service is the protection of wetlands for the numerous functions and values they provide. Wetlands are some of the most biologically productive ecosystems and they provide habitat for a variety of fish and wildlife species. Wetlands can improve water quality by trapping sediments and absorbing nutrients and pollutants. Wetlands preserve water quality by slowing and filtering runoff from uplands, buffering water temperature fluctuations, stabilizing stream banks, and contributing organic matter to the food chain. One-third of all Federally endangered species depend on wetlands for at least a portion of their life history requirements and one-half of all migratory birds depend upon or frequent wetlands and associated habitats (U.S. Department of the Interior 1990). Yet wetlands comprise only 5% of the total land area of the contiguous United States (Tiner 1984) and only 4% in Virginia (Tiner 1987). Numerous studies on the status and trends of wetlands indicate that palustrine forested wetlands are declining at a significant rate, with national losses totaling 3.4 million acres from the mid-1970s to the mid-1980s (Dahl and Johnson 1991) and losses within the mid-Atlantic region totaling 70,000 acres between the mid-1950s and late 1970s (Tiner and Finn 1986).

The Service conducted a study of wetland trends in the 63,000-square mile watershed draining into Chesapeake Bay. Wetland status and trends were estimated for the time period of 1982 to 1989. An estimated 1.7 million acres of wetlands and 3.5 million acres of deepwater habitat (including the Bay) existed in the watershed in 1989. Almost 90% of the wetlands are palustrine, with forested wetlands being most abundant. An estimated total of 22,000 acres of palustrine wetlands were lost in the Chesapeake Bay watershed during the study period and Virginia experienced the heaviest losses (Tiner et al. 1994). Because of the value of these areas and the national policy of no net loss of wetlands, the Service recommends avoiding wetland impacts.

To protect wetlands, the Service has formulated a Mitigation Policy to guide our coordination of projects with potential wetland impacts. According to the Service's Mitigation Policy (FR Part III, Vol. 46, No. 15, Jan. 23, 1981, p. 7660) wetland impacts should be avoided or minimized to the maximum extent practicable and should be mitigated in a sequential fashion as listed below:

1. Avoiding the impact altogether by not taking a certain action or parts of an action,
2. Minimizing the impact by limiting the degree or magnitude of the action and its implementation,
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment,
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action,
5. Compensating for the impact by replacing or providing substitute resources or environments.

After numbers 1 through 4 above have been completed, if unavoidable wetland losses remain, we generally recommend that emergent wetland losses be compensated by restoring former wetlands or by creating similar emergent wetlands from low habitat value upland sites on a 1.5 to 1 areal basis and that unavoidable losses of scrub/shrub and forested wetlands be compensated in-kind on a 2 to 1 areal basis. These general recommendations incorporate more than simple areal replacement because of the inherent risk in wetland restoration/creation and the time lag between the loss of existing habitat and the replacement of that habitat value.

The Service makes several generic recommendations for habitat compensation. Sediment and erosion control measures should be implemented to prevent soil movement into the adjacent wetlands and waterways. The local Natural Resources Conservation Service office should be consulted regarding the soil amendments and planting schedule needed to maximize the likelihood of successful soil stabilization. No point source discharge (i.e. stormwater outfalls) should be directed into the restored or created wetlands.

To ensure successful compensation and to provide a basis for compliance monitoring, we recommend that the applicant be required to prepare, and submit for interagency review and concurrence, a detailed compensation plan that addresses the following items:

- o a detailed diagram of the compensation area boundaries and elevations;
- o a description of the soil conditions to be created or restored, including required pH, organic content, and necessary soil amendments (i.e. pH adjustments, fertilizer);
- o a description of the hydrologic conditions to be created or restored, including at least a description of the frequency and duration of soil saturation and/or inundation and the measures to be taken to develop this hydrologic regime;
- o a description of the plant communities desired, their proposed locations and means of establishment, the source of propagules, and the timing and density of establishment;
- o a detailed schedule describing when the proposed fill, dredging, planting, transplanting, or other actions will occur;
- o a post-compensation monitoring plan establishing monitoring methodologies, reporting schedules, and performance standards to be used to evaluate whether the compensation effort restored or replaced the affected wetland functions, including fish and wildlife habitat, flood storage, and water quality maintenance;
- o a description of actions to be taken by the applicant if the compensation measures are not successful.

All compensation should be completed prior to or concurrent with project-induced habitat impacts. Compensation plans should include a construction chronology and deadlines for completion of all habitat construction. All compensation plans should be published in the Record of Decision that is required in fulfillment of the obligations for this project under the National Environmental Policy Act.

In accordance with Executive Order 11988 (Protection of Floodplains), floodplain impacts should be mitigated to the maximum extent possible, including compensation for any unavoidable floodplain impacts. We recommend that the applicant mitigate floodplain impacts following the recommendations listed above for wetland mitigation.

The Service requests that the following information be included for each alternative in the environmental document:

1. maps showing location and acreage of all habitat types to be impacted including streams, wetlands, and uplands,
2. dominant plant species within each habitat type,
3. maps showing impacts within the 100-year floodplain,
4. stormwater management plans,
5. locations of soil borrow and disposal sites,
6. sequence and timing of project construction.

We request information on the potential indirect, secondary, and cumulative impacts to both upland and wetland habitat types predicted to result from each project alternative and the anticipated acreage to be impacted. Examples include land development for industrial facilities, housing, travel corridors, etc., that would be facilitated as a result of this transportation project.

We also reference Executive Order 13186 entitled, Responsibilities of Federal Agencies to Protect Migratory Birds (FR Vol. 66, No. 11, Jan. 17, 2001). This Executive Order states in part that federal agencies shall:

- o support the conservation intent of the migratory bird conventions by integrating bird conservation principles, measures, and practices into agency activities and by avoiding or minimizing, to the extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- o restore and enhance the habitat of migratory birds, as practicable.

The Service recommends habitat restoration/enhancement to offset negative impacts to migratory birds, other fish and wildlife resources, and wildlife-related recreation, that would result from this roadway. Actions such as habitat/riparian/floodplain restoration/reforestation or establishment of vegetated corridors between two or more larger blocks of habitat are some of many options that should be considered. The Service would be glad to discuss various habitat rehabilitation options for this project.

If this project may involve publicly-owned park property, the Service recommends that the applicant contact the National Park Service at the following address to inform them of this project:

Regional Director
National Park Service
U.S. Custom House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

Regarding cooperating agency status for the Service, we would like to serve as a cooperating agency for preparation of the environmental document. Depending on personnel constraints, we will participate to the maximum extent possible.

Literature Cited

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- Vaughn, Michael. 1999. personal communication. Professor, Virginia Polytechnic Institute and State University, Blacksburg, Virginia.

PLANTS OF VIRGINIA
SURVEY CONTACTS

LISTED IN ALPHABETICAL ORDER

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Inclusion of names on this list does not constitute endorsement by the U.S. Fish and Wildlife Service or any other U.S. Government agency.
July 25, 2002

ROANOKE LOGPERCH SURVEY CONTACTS IN VIRGINIA

LISTED IN ALPHABETICAL ORDER

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Inclusion of names on this list does not constitute endorsement by the U.S Fish and Wildlife Service or any other U.S. Government agency.

July 9, 2002

ATLANTIC SLOPE FRESHWATER MUSSELS
SURVEY CONTACTS

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Inclusion of names on this list does not constitute endorsement by the U.S. Fish and Wildlife Service or any other U.S. Government agency. November 30, 1999





United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
6669 Short Lane
Gloucester, VA 23061

DEC 22 2003

December 18, 2003



Colonel Yvonne J. Prettyman-Beck
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Attn: Alice Allen-Grimes
Regulatory Branch

Re: Various Projects Discussed at the
November 21, 2003 VDOT
Partnering Meeting in Gloucester,
Virginia

Dear Colonel Prettyman-Beck:

This letter includes the comments of the U.S. Fish and Wildlife Service (Service) on the following transportation projects discussed at the November 21, 2003 interagency Partnering meeting held in Gloucester, Virginia. This letter constitutes the preliminary report of the Service and the Department of the Interior on the proposed projects and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 1531 et seq.) and the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

1. Route 460
VDOT Project #: 0460-969-101, P101
Counties of Isle of Wight, Surry, Southampton, Sussex, Prince George
Cities of Suffolk and Petersburg

The Service provided comments in our letters dated December 13, 2002 and July 30, 2003. We reiterate our recommendation that the study area for this roadway should extend far enough south and east, approximately three to four miles, to allow for construction of bypasses around towns on the existing roadway. We have no additional comments at this time.

Colonel Yvonne J. Prettyman-Beck

Page 2

2. Southeastern Expressway
Cities of Chesapeake and Virginia Beach, Virginia

The Service is opposed to the large acreage of wetland fill that would be required to complete the proposed project. We look forward to future interagency coordination on this project and will provide additional comments in response to the upcoming Notice of Intent.

3. Harrisonburg Southeast Connector
Augusta and Rockingham Counties, Virginia

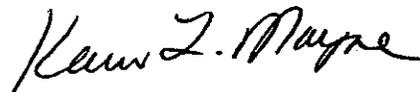
The Service looks forward to reviewing the Purpose and Need for this project. We will provide comments as appropriate.

4. Interstate Highway 81 Feasibility Study

The Service provided scoping comments in our letter dated December 12, 2003.

The Service appreciates the opportunity to comment on these proposed projects. If you have questions, please contact William Hester at (804) 693-6694, extension 134.

Sincerely,



Karen L. Mayne
Supervisor
Virginia Field Office

cc: FHWA, Richmond, VA (Roberto Fonseca-Martinez)
VDOT, Richmond, VA (Nick Nies)

RECEIVED
APR 19 2004
U.S. DEPARTMENT OF THE INTERIOR
United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services

6669 Short Lane

Gloucester, VA 23061

April 12, 2004

Colonel Yvonne J. Prettyman-Beck
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Attn: Alice Allen-Grimes
Regulatory Branch

Re: Various Projects Discussed at
the April 2, 2004 VDOT
Partnering Meeting in
Gloucester, Virginia

Dear Colonel Prettyman-Beck:

This letter includes the comments of the U.S. Fish and Wildlife Service (Service) on the following transportation projects discussed at the April 2, 2004 interagency Partnering meeting held in Gloucester, Virginia. This letter constitutes the preliminary report of the Service and the Department of the Interior on the proposed projects and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 1531 et seq.) and the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

1. Route 460
VDOT Project #: 0460-969-101, P101
Counties of Isle of Wight, Surry, Southampton, Sussex, Prince George
Cities of Suffolk and Petersburg

The Service provided comments in our letters dated December 13, 2002, July 30, 2003, and December 18, 2003. Based on the information provided to date, the Service agrees with dropping Alternative E from further consideration. While it may be premature to comment on other alternatives at this time, we generally

Colonel Yvonne J. Prettyman-Beck

Page 2

prefer that only alternatives located in close proximity to the existing roadway be carried forward for future consideration. We believe that alternatives located farther from the existing alignment would result in greater impacts to fish and wildlife resources through direct, indirect, secondary, and cumulative impacts. For these reasons, pending review of additional information, we would prefer that the western half of Alternative D be dropped from further consideration. We have no additional comments at this time.

2. Southeastern Expressway
Cities of Chesapeake and Virginia Beach, Virginia

The Service recommends that the previously-completed Habitat Evaluation Procedures be used as the basis for habitat compensation/protection for this project. We will make additional comments as project plans progress.

The Service appreciates the opportunity to comment on these proposed projects. If you have questions, please contact William Hester at (804) 693-6694, extension 134.

Sincerely,



for Karen L. Mayne
Supervisor
Virginia Field Office

cc: FHWA, Richmond, VA (Roberto Fonseca-Martinez)
VDOT, Richmond, VA (Nick Nies)

2810

FILE COPY

Jim Clark

DEC 14 2004



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Ecological Services
6669 Short Lane
Gloucester, VA 23061

December 9, 2004

Mr. Kenneth R. Myers
Federal Highway Administration
P.O. Box 10249
Richmond, Virginia 23240-0249

Re: Route 460 Corridor Improvement -
Prince George, Sussex, Surry,
Southampton, and Isle of Wight
Counties, Virginia

Dear Mr. Myers:

This letter regards the ongoing interagency coordination for the proposed Route 460 corridor improvements between Interstate 295 near Petersburg to the City of Suffolk, Virginia, including the Counties of Prince George, Sussex, Surry, Southampton, and Isle of Wight. This letter constitutes the comments of the Service and the Department of the Interior on the proposed project and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

As you are aware, in our July 30, 2003 scoping letter on this project, we stated the following:

The Service recommends habitat restoration/enhancement to offset negative impacts to migratory birds, other fish and wildlife resources, and wildlife-related recreation, that would result from this roadway. Actions such as habitat/riparian/floodplain restoration/reforestation or establishment of vegetated corridors between two or more larger blocks of habitat are some of many options that should be considered. The Service would be glad to discuss various habitat rehabilitation options for this project.

We reference Executive Order 13186 entitled, Responsibilities of Federal Agencies to Protect Migratory Birds (FR Vol. 66, No. 11, Jan. 17, 2001). This Executive Order states in part that federal agencies shall:

- o support the conservation intent of the migratory bird conventions by integrating bird conservation principles, measures, and practices into agency activities and by avoiding or minimizing, to the extent practicable, adverse impacts on migratory bird resources when conducting agency actions;

- o restore and enhance the habitat of migratory birds, as practicable.

We also reference Executive Order 13274 dated September 18, 2002 which states among other things, that:

- o "The development and implementation of transportation infrastructure projects in an efficient and environmentally sound manner is essential"
- o "Executive departments and agencies shall take appropriate actions, . . . to promote environmental stewardship in the Nation's transportation system"
- o ". . . the Secretary of Transportation, in coordination with agencies as appropriate, shall advance environmental stewardship through cooperative actions with project sponsors to promote protection and enhancement of the natural and human environment"

We believe the best way to accomplish habitat restoration/enhancement to offset negative impacts to fish and wildlife resources from this project, and comply with Executive Orders 13186 and 13274, would be through application of the Habitat Evaluation Procedures [(HEP) (<http://policy.fws.gov/870fw1.html>)].

HEP was developed in 1980 in response to the need to document the nonmonetary value of fish and wildlife resources. It evolved from an assessment method developed in Missouri and is based on the fundamental assumption that habitat quality and quantity can be numerically described. HEP is a method that was developed to rate habitat in order to quantify the impacts of changes made through land and water development projects. It can also be used as a tool to document baseline information on habitats as a gauge for future habitat modification. HEP may be adapted to many different uses including project planning, impact assessment, mitigation and compensation, and habitat management by providing information for two types of wildlife comparisons: (1) the relative value of different areas at the same point in time, and (2) the relative value of the same area at future points in time.

HEP is a species-habitat approach to impact assessment; and habitat quality for selected evaluation species is documented with an index, the Habitat Suitability Index (HSI). This value is derived from an evaluation of the ability of key habitat components to supply the life requisites of selected species of fish and wildlife. Evaluation involves using the same key habitat components to compare existing habitat conditions and optimum habitat conditions for the species of interest. Optimum conditions are those associated with the highest potential densities of the species within a defined area. The HSI value obtained from this comparison thus becomes an index to carrying capacity for that species.

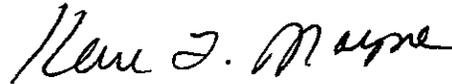
Mr. Kenneth R. Myers

3

The Service recommends that an interdisciplinary planning team begin meeting to apply HEP to the Route 460 project in an effort to fully assess project impacts to fish and wildlife resources and restore those habitat values through habitat restoration/enhancement. Please contact us so that we may provide assistance with this process and work with you to form an interdisciplinary team and begin the HEP process.

We appreciate the opportunity to comment on this project. If you have questions, please contact William Hester at (804) 693-6694, extension 134.

Sincerely,



Karen L. Mayne
Supervisor
Virginia Field Office

cc: Corps of Engineers, Norfolk, Virginia (Alice Allen-Grimes)
VDOT Headquarters, Richmond, VA (Jim Clark)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch St., Philadelphia, PA 19103

November 21, 2002

Ken Wilkinson
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219-1939

Subject: November 19, 2002 Partnering Meeting Comments

Dear Mr. Wilkinson:

The following comments are provided in response to the projects presented at the November 19, 2002 interagency partnering meeting held at the Fish and Wildlife Service office in Gloucester, Virginia.

Southeast Suffolk By-Pass Feasibility Study:

The proposal to complete a beltway around Suffolk Virginia will have large impacts to wetlands and may require the crossing of the Great Dismal Swamp National Wildlife Refuge (GDSNWR). Both of these impacts are of concern to the Environmental Protection Agency (EPA). With wetlands impacts estimated to be in the 60-90 acre range and the possible impacts to the GDSNWR EPA will want to see a strong, detailed purpose and need statement.

The purpose and need should address:

Why the other segments of the by-pass did not relieve congestion and improve safety on RT 58 in Suffolk (they had the same goal for the downtown area as the Southeast By-Pass).

What are the specific elements of purpose and need that are driving this project that can not be solved by the other by-pass links.

How much of the purpose and need is based on future development as compared to current need.

Alternatives:

EPA recommends that alternatives that minimize wetland impacts be developed.

EPA recommends that alternatives be developed that completely avoid the GDSNWR.

EPA recommends VDOT explore using the abandoned rail road right of way for the eastern segment.

Mitigation:

If the GDSNWR is crossed by an alternative VDOT should mitigate for this impact by purchasing land and transferring it to the GDSNWR, including the acreage isolated by a new road.

Pleasant Grove Parkway Feasibility Study:

This project, envisioned as a new highway, will link the Bowers Hill area with Rt 168 south of Great Bridge.

This preliminary study provided little information on resource impacts, although given the landscape it is crossing, EPA assumes there will be moderate amounts of wetland impacts.

EPA recommends that the project include several segments with logical termini so that the individual segments can be ranked and rated for both natural resource impacts and how well they individually or in combination can meet the purpose and need.

EPA also recommends and upgrade existing roads/new links be developed to compare and contrast with a new facility alternative.

Kings Highway Bridge Replacement Environmental Assessment:

This Environmental Assessment is to study the options for replacing the functional deficient Kings Highway Bridge over the Nansmond River in Suffolk Virginia.

Recommendations:

Bridge all the tidal wetlands.

Minimize impacts to the non-tidal wetlands.

Evaluate the impact of the new bridge to the Nansmond National Wildlife Refuge:

Visual impact

Bird flight and nesting impacts

Other potential adverse impacts

The evaluation should include a comparison of the 35 foot high as well as the 65 foot high bridges.

Route 460 Study:

This is one of three studies in this corridor:

- 1) The study presented on November 19 that seems to focus on a new freeway
- 2) Route 460 improvement study that is intended to focus on the existing Rt.460.
- 3) A rail corridor study between Richmond and Hampton Roads

This proposal is envisioned to be a new 62 mile long freeway from Petersburg to Suffolk Virginia. EPA is concerned that, even in this very early stage of planning, a new freeway has been selected without a complete evaluation of the concurrent study for upgrading the existing Route 460. EPA believes this proposal should be considered a feasibility study at this point because so little information has been created and the impacts and costs may be very high. No natural resource impacts were presented at the meeting but given the length of the proposal and the landscape of the project, EPA believes the potential for large wetland impacts is great.

Purpose and need:

Part of the project need is based on heavy truck traffic on the existing Route 460, particularly shipping containers from the ports in Hampton Roads. The study should evaluate the use of the existing and parallel rail road as an element to meet the purpose and need related to truck traffic. The study should explore how this rail line can be used to reduce growth in container truck traffic.

Another purpose for this project is safety. EPA understands that although the existing Rt. 460 has less accidents than the statewide average for a highway of its type, it does have a comparatively high number of fatal accidents. This data should be presented in the purpose and need.

Alternatives:

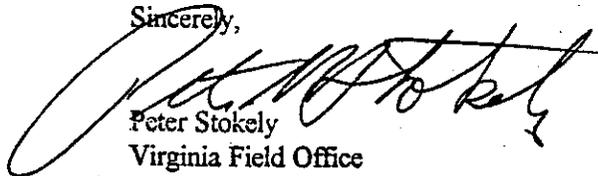
EPA recommends the upgrading of existing Rt. 460 with by-passes of the small towns, if necessary, be studied as an alternative.

EPA recommends the upgrading of existing 460 in combination with increased use of rail for the containerized shipping be studied as an alternative.

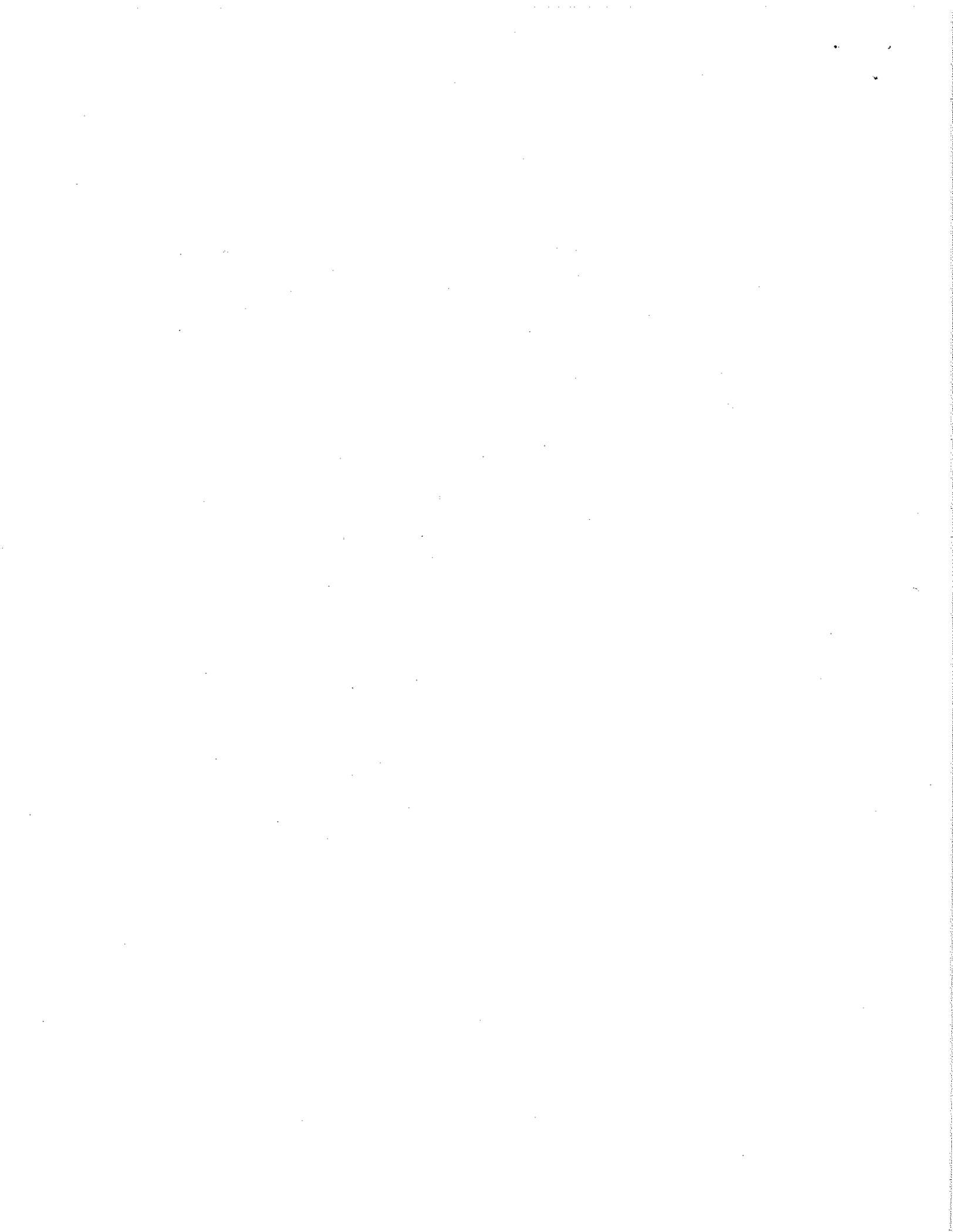
EPA recommends these other studies be completed prior to completion of this study and that this study incorporate the findings of the other two studies before reaching a conclusion on the purpose and need or a selected alternative.

Thank you for this opportunity to provide comments on these projects. If you have any questions please feel free to call me at 703-648-4292.

Sincerely,



Peter Stokely
Virginia Field Office





DEC 3 2003

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Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510-1679
Telephone (757) 683-8000
Fax (757) 683-8500

J. Robert Bray
Executive Director

December 1, 2003

Mr. Christopher Collins
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

RE: Route 460 Location Study

Dear Mr. Collins:

As you are aware, Route 460 is a primary freight route for trucks servicing the Port and Distribution Centers (DC) that are located along Route 460 because they are relatively free from congestion. Distribution Centers have located to this region because of the Port's ability to economically handle their merchandise and the DC's ability to economically distribute freight regionally and nationally. You may also be aware that Distribution Centers are major factors in the economic impact that the Port has on the Commonwealth's economy as they generate a steady stream of international business for the Commonwealth.

The Virginia Port Authority recommends a limited access highway that is close to the existing alignment of 460 to help preserve industrial access for the Distribution Centers and because of the County's existing land use patterns that are favorable to the DC businesses. Furthermore, it is recommended that the study area be expanded further south to help improve the chances of finding a favorable alternative that is close to the existing Route 460.

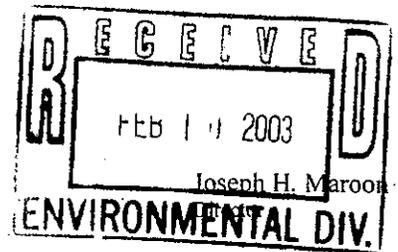
With best regards, I am

Very truly yours,

A handwritten signature in black ink, appearing to read "J. Robert Bray".

J. Robert Bray

W. Tayloe Murphy, Jr.
Secretary of Natural
Resources



COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

217 Governor Street
Richmond, Virginia 23219-2010
Telephone (804) 786-7951 FAX (804) 371-2674 TDD (804) 786-2121

February 4, 2003

Brennan Snyder
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219-2000

Re: VDOT Project# 0460-969-101,P101, Study Area for proposed highway from Rt. 58 in Suffolk to I-295 in Petersburg

Dear Ms. Snyder:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, numerous natural heritage resources and corresponding conservation sites have been documented in the study area. Over 60 state-rare plants and animals have been identified, many of which are regionally or globally rare as well. Since the area under review is so large, broad-level comments are most appropriate at this phase of the project. For more accurate recommendations, specific alignment alternatives are needed.

Following is a list of conservation sites and associated natural heritage resources that were identified within two miles of the study area.

Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources and habitat they support. Conservation sites are boundaries built around one or more rare plant, animal, or natural community designed to include the element and, where possible, its associated habitat, and buffer or other adjacent land thought necessary for the element's conservation. Conservation sites are given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain; on a scale of 1-5, 1 being most significant.

Antioch Swamp Barrens (Biodiversity Rank -B3)

Flora

Turkey Oak	<i>Quercus laevis</i>	G5/S2/NF/NS
Carolina yellow-eyed Grass	<i>Xyris caroliniana</i>	G4G5/S1/NF/NS
October flower	<i>Polygonella polygama</i>	G4/S1/NF/NS

An Agency of the Natural Resources Secretariat

Creeping blueberry	<i>Vaccinium crassifolium</i>	G4G5/S1/NF/NS
Long Leaf Pine	<i>Pinus Palustris</i>	G5/S1/NF/NS
Blue Jack Oak	<i>Quercus incana</i>	G5/S2/NF/NS
Fasciculate beakrush	<i>Rhynchospora fascicularis</i> var <i>fascicularis</i>	G5T?/S1?/NFNS
Sheep laurel	<i>Kalmia angustifolia</i>	G5/S2/NF/NS
Virginia least trillium	<i>Trillium pusillum</i> var <i>virginianum</i>	G3T2/S2/SOC/NS
Flowering pixie moss	<i>Pyxidantha barbulate</i> var <i>Barbulata</i>	G4T4/S1/NF/NS
Wooly chaffhead	<i>Carphephorus tomentosus</i>	G4/S1/NF/NS
Sweet shrub	<i>Calycanthus floridus</i> var <i>floridus</i>	G5T4/S2?/NF/NS
Southern purple pitcher plant	<i>Sarracenia purpurea</i> ssp <i>venosa</i>	G5T3T5/S2/NF/NS
Sandy woods chaffhead	<i>Carphephorus bellidifolius</i>	G4/S1/NF/NS
Seymeria	<i>Seymeria cassiodes</i>	G5/S1S2/NF/NS
<u>Natural Communities</u>		
Pine/Scrub Oak Sandhill		

Antioch Swamp Stream Conservation Unit (Biodiversity Rank –B4)

Flora

Shade mudflower	<i>Micranthemum umbrosum</i>	G5/S1/NF/NS
Lax hornpod	<i>Mitreola petiolata</i>	G5/S1/NF/NS
Dwarf bulrush	<i>Hemicarpha micrantha</i>	G4/S1/NF/NS
Fine-lined emerald	<i>Somatochlora filosa</i>	G5/S2/NF/NF
Bosc's Bluet	<i>Oldenlandia boscii</i>	G5/S1/NF/NS

Fauna

Eastern Lampmussel	<i>Lampsilis radiata</i>	G5/S2/NF/SC
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Barlow Farm – Chuckatuck Creek (Biodiversity Rank –B4)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
Phreatic isopod	<i>Caecidotea phreatica</i>	G1G2/S1/NF/NS

Beachland Habitat Zone (Biodiversity Rank –B5)

Flora

Tall yellow-eyed grass	<i>Xyris platylepis</i>	G5/S2/NF/NS
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Fauna

Barking tree frog	<i>Hyla gratiosa</i>	G5/S1/NF/LT
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Belle Meadow Pocosin (Biodiversity Rank –B4)

Natural Communities

Non-Riverine Pine Hardwood Forest

Berkley Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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Berryman's Corner (Biodiversity Rank –B4)

Flora

Mississippi Buttercup	<i>Ranunculus laxicaulis</i>	G5?/S1/NF/NS
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Billy Creek Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Blackwater Swamp (Biodiversity Rank –B4)

Fauna

Lesser Siren *Siren intermedia* G5/S2/NF/NS

Natural Community

Coastal Plain Piedmont Bottomland Forest

Blackwater Tributary Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Carbell Swamp Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

Many-headed bunched beakrush *Rhynchospora cephalantha* var
Pleiocephala G5T7/S2/NF/NS

Cat Ponds (Biodiversity Rank –B4)

Flora

Black-fruited spike rush *Eleocharis melanocarpa* G4/S2/NF/NS
Purple bladderwort *Utricularia purpurea* G5/S2/NF/NS
Two-formed pink *Sabatia difformis* G5/S2/NF/NS
Maidencane *Panicum hemitomon* G5/S2/NF/NS
Long beach seedbox *Ludwigia brevipes* G4G5/S2/NF/NS
Largeleaf peat moss *Sphagnum macrophyllum* var
macrophyllum G3T3/S2/NF/NS
Three-angle spikerush *Eleocharis tricostata* G4/S1/NF/NS

Fauna

Mabee's salamander *Ambystoma mabeei* G4/S1S2/NF/LT
Tiger salamander *Ambystoma tigrinum* G5/S1/NF/LE
Barking treefrog *Hyla gratiosa* G5/S1/NF/LT
Chicken turtle *Deirochelys reticularia* G5/S1/NF/LE
Lesser Siren *Siren intermedia* G5/S2/NF/NS

Chappell Creek Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Disputanta (Biodiversity Rank –B2)

Flora

Sun-facing coneflower *Rudbeckia heliopsidis* G2/S1/NF/NS
Trinidad peatmoss *Sphagnum trinitense* G4/S2S3/NF/NS

Disputanta Powerlines Habitat Zone (Biodiversity Rank –B5)

Flora

Red milkweed *Asclepias rubra* G4G5/S1/NF/NS
Long-leaf milkweed *Asclepias longifolia* G4G5/S1/NF/NS

Eppes Creek Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Eppes Island Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Fort Lee 6th Street Pines (Biodiversity Rank –B5)

Fauna

Loggerhead Shrike *Lanius ludovicianus* G4/S2B,S3N/NF/LT

Golden Hill Branch Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

Many-headed bunched beakrush *Rhynchospora cephalantha* var
pleiocephala G5T?/S2/NF/NS

Green Swamp Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Harrison Point Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Hickaneck Swamp (Biodiversity Rank –B2)

Fauna

Southeastern myotis bat fly *Basilisa boardmani* G3/S1/NF/NS
Southeastern myotis *Myotis austroriparius* G3/S1/NF/NS
Eastern big-eared bat *Corynorhinus rafinesquii* G3G4/S1/SOC/LE

Hickaneck Swamp (Biodiversity Rank –B2)

Natural Community

Bald Cypress-Tupelo Swamp

Ivor East Powerline (Biodiversity Rank –B4)

Flora

Carolina peatmoss *Sphagnum carolinianum* G3/S2/NF/NS

Knott's Creek Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Lake Cohoon Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Lake Meade Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Lake Meade Seep (Biodiversity Rank –B2)Fauna

Phreatic isopod	<i>Caecidotea phreatica</i>	G1G2/S1/SOC/NS
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Lower Bailey Creek Habitat Zone (Biodiversity Rank –B5)Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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Manry 604-606 (Biodiversity Rank –B3)Flora

Seymeria	<i>Seymeria cassiodes</i>	G5/S1S2/NF/NS
Carolina peatmoss	<i>Sphagnum carolinianum</i>	G3/S2/NF/NS
Many-headed bunched beakrush	<i>Rhynchospora cephalantha var pleiocephala</i>	G5T?/S2/NF/NS

Fauna

Red-cockaded Woodpecker	<i>Picoides borealis</i>	G3/S1/LE/LE
Fringed nutrus	<i>Scleria ciliata var ciliata</i>	G5T?/S1/NF/NS

Manry Wakefield (Biodiversity Rank –B3)Flora

Southern purple pitcher plant	<i>Sarracenia purpurea ssp venosa</i>	G5T3T5/S2/NF/NS
Toothache grass	<i>Ctenium aromaticum</i>	G5/S1/NF/NS
Slender nutrush	<i>Scleria minor</i>	G4/S2/NF/NS
Slender marsh rose-pink	<i>Sabatia campanulata</i>	G5/S2/NF/NS
Red milkweed	<i>Asclepias rubra</i>	G4G5/S1/NF/NS
Blue witch grass	<i>Dichanthelium caeruleans</i>	G5T4T5/S1/NF/NS

Fauna

The Georgia satyr	<i>Neonympha areolata areolata</i>	G5T4/S2S3/NF/NS
Red-cockaded Woodpecker	<i>Picoides borealis</i>	G3/S1/LE/LE

Muddy Cross Ponds (Biodiversity Rank –B4)Flora

Three-angle spike rush	<i>Eleocharis tricostata</i>	G4/S1/NF/NS
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Natural Communities

Coastal Plain Depression Pond

Otterdam Swamp-Route 40 Stream Conservation Unit (Biodiversity Rank –B5)Fauna

The lake chubsucker	<i>Erimyzon sucetta</i>	G5/S2/NF/NS
The lined topminnow	<i>Fundulus lineolatus</i>	G5/S2S3/NF/NS

Piney Grove Bog Habitat Zone (Biodiversity Rank –B5)Flora

Red milkweed	<i>Asclepias rubra</i>	G4G5/S1/NF/NS
Southern purple pitcher plant	<i>Sarracenia purpurea ssp venosa</i>	G5T3T5/S2/NF/NS
Carolina peatmoss	<i>Sphagnum carolinianum</i>	G3/S2/NF/NS
Slender nutrush	<i>Scleria minor</i>	G4/S2/NF/NS
Large-flowered camass	<i>Zigadenus glaberrimus</i>	G4Q/S1/NF/NS
Barratt's sedge	<i>Carex barrattii</i>	G3G4/S2/NF/NS
Large white fringed orchid	<i>Platanthera blephariglottis</i>	

	var. <i>conspicua</i>	G4G5T3T4/S1NF/NS
Slim-leaf tick-trefoil	<i>Desmodium tenuifolium</i>	G3G4/S1/NF/NS
Pine-barren reed-grass	<i>Calamovilfa brevipilis</i>	G4/S1/NF/NS
Small capitate beakrush	<i>Rhynchospora cephalantha</i>	
	var. <i>attenuata</i>	G5T3?/S2/NF/NS

Fauna

The Georgia satyr	<i>Neonympha areolata areolata</i>	G5T4/S2S3/NF/NS
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Powell Creek (Biodiversity Rank –B2)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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Bald eagle Roost

Natural Communities

Tidal Freshwater Marsh

Route 601 Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

Seymeria	<i>Seymeria cassioides</i>	G5/S1S2/NF/NS
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Route 604 Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

Slender rattlesnake-root	<i>Prenanthes autumnalis</i>	G4G5/S3/NF/NS
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Route 635 Roadside Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

A state rare goldenrod	<i>Solidago gracillima</i>	G4?/S2/NF/NS
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Shackley Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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South Zuni Sandhills (Biodiversity Rank –B4)

Flora

Turkey oak	<i>Quercus laevis</i>	G5/S2/NF/NS
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Pineland tick-trefoil	<i>Desmodium strictum</i>	G4/S2/NF/NS
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Bluejack oak	<i>Quercus incana</i>	G5/S2/NF/NS
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Natural Communities

Pine/Scrub Oak Sand Hill

String of Logs Pocosin Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

Many-headed bunched beakrush	<i>Rhynchospora cephalantha</i> var. <i>pleiocephala</i>	G5T?/S2/NF/NS
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Tar Bay Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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Taylor Farm (Biodiversity Rank –B2)

Fauna

Phreatic isopod	<i>Caecidotea phreatica</i>	G1G2/S1/SOC/NS
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Terrapin Swamp SCU (Biodiversity Rank –B3)

Fauna

The yellow lance *Elliptio lanceolata* G2G3/S2S3/SOC/SC

Three Bridges (Biodiversity Rank –B2)

Fauna

The Eastern big-eared bat *Corynorhinus rafinesquii* G3G4/S1/SOC/LE

Significant Great Blue Heron Colony G3G5/S2/NF/NS

Natural Communities

Bald Cypress-Tupelo Swamp

Upper Bailey Creek Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Upper Chippokes Creek 2 Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Upper Chippokes Creek 2 Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Upper Chippokes Creek 4 Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Upper Chippokes Creek 5 Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Upper Chippokes Creek 6 Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Upper Warwick Swamp Powerline (Biodiversity Rank –B3)

Flora

Barratt's sedge (*Carex barrattii*, G3G4/S2/NF/NS)

Wakefield South Powerline Habitat Zone (Biodiversity Rank –B5)

Flora

Red milkweed *Asclepias rubra* G4G5/S1/NF/NS

Tall yellow-eyed-grass *Xyris platylepis* G5/S2/NF/NS

Walton Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Wards Creek Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle *Haliaeetus leucocephalus* G4S2B/S3N/LT/LT

Warwick Swamp Powerline (Biodiversity Rank –B5)

Flora

Red milkweed	<i>Asclepias rubra</i>	G4G5/S1/NF/NS
Large-flowered camass	<i>Zigadenus glaberrimus</i>	G4Q/S1/NF/NS
Spreading pogonia	<i>Cleistetes divaricata</i>	G4/S1/NF/NS

Western Branch Reservoir Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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Western Branch Reservoir South Habitat Zone (Biodiversity Rank –B5)

Fauna

Bald Eagle	<i>Haliaeetus leucocephalus</i>	G4S2B/S3N/LT/LT
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Zuni Village Sandhill Habitat Zone (Biodiversity Rank –B5)

Flora

Pineland tick-trefoil	<i>Desmodium strictum</i>	G4/S2/NF/NS
Turkey oak	<i>Quercus laevis</i>	G5/S2/NF/NS

Due to the potential for this area to support numerous populations of natural heritage resources, DCR recommends an inventory of suitable habitat in the study area. If natural heritage resources are found, we can more accurately evaluate if there will be any impacts to natural heritage resources and if needed offer specific recommendations for minimizing impacts.

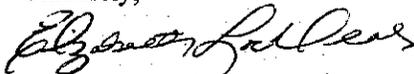
DCR-Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact J. Christopher Ludwig, Natural Heritage Inventory Manager, at (804) 371-6206 to discuss arrangements for field work. A list of other individuals who are qualified to conduct inventories may be obtained from the USFWS.

In addition, DCR recommends coordination with the USFWS and VDGIF to ensure compliance with protected species legislation.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks other natural heritage resources. DCR's Biological and Conservation Data System is constantly growing and revised. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Should you have any questions or concerns, feel free to contact me at 804-692-0984. Thank you for the opportunity to comment on this project.

Sincerely,



Elizabeth Locklear
Locality Liaison

CC: Rebecca Behringer, VDOT
Synthia Waymack, DCR



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November 14, 2003

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The Honorable Robert F. McDonnell
 Delegate
 Virginia General Assembly
 Post Office Box 62244
 Virginia Beach, Virginia 23466.

Re: Route 460 Corridor Study
 (THY:Route 460)

Dear Delegate McDonnell:

I would like to take this opportunity to convey the HRPDC's support for improvements to Route 460. In particular, the HRPDC/MPO have expressed support for a limited access facility within close proximity, north and south of the existing corridor. The region's locally elected officials believe that a limited access highway will provide badly needed access to the I-95 Corridor and points west. In addition, being close to the Norfolk Southern Rail Corridor will offer the region enormous economic development opportunities. Together, a limited access highway in proximity to the existing highway and rail corridors will offer important benefits to the entire region as well as to the towns along the corridor.

We appreciate all of the hard work you have devoted to this project and look forward to working with you on the Route 460 Communications Committee. We are confident that you will continue to insure that this project moves forward expeditiously and meets the best interests of the communities of Hampton Roads.

Sincerely,

Arthur L. Collins
 Executive Director/Secretary

MAILED

NOV 14 2003

HRPDC

DLF:lw

Copy: Louis R. Jones, HRPDC/MPO Chairman
 W. Douglas Caskey, County Administrator, Isle of Wight

DLF



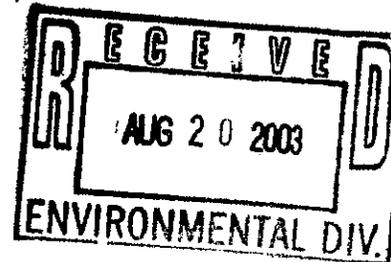
FILE COPY

1177

COUNTY of ISLE OF WIGHT

THE COURTHOUSE

August 19, 2003



VIA FACSIMILE AND MAIL
804/786-7401

Mr. Chris Collins
Virginia Department of Transportation
1201 East Broad Street
Richmond, Virginia 23219

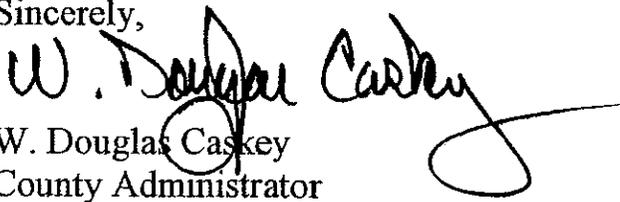
RE: Route 460 Location Study

Dear Mr. Collins:

Responsive to the recent Public Scoping Meeting conducted by the Virginia Department of Transportation in Windsor, Virginia, the Isle of Wight County Board of Supervisors has unanimously adopted the enclosed **Resolution to Support an Alignment of U.S. Route 460 that is in Proximity to the Current Alignment.**

Please incorporate this Resolution by the Board of Supervisors in your record of comments for the Route 460 Location Study.

Sincerely,


W. Douglas Caskey
County Administrator

Enclosure

cc: The Honorable Board of Supervisors
Mr. Jacob P. Stroman, IV, County Attorney
Mr. Jonathan W. Hartley, Director of Planning and Zoning
Ms. Jane S. Wimbush, Suffolk District Administrator
Mr. MacFarland Neblett, Resident Engineer

**RESOLUTION TO SUPPORT AN ALIGNMENT OF
U.S. ROUTE 460 THAT IS IN PROXIMITY
TO THE CURRENT ALIGNMENT**

WHEREAS, the Virginia General Assembly has enacted legislation to require the Virginia Department of Transportation to solicit proposals for improvements to U. S. Route 460 between Hampton Roads and the Richmond-Petersburg metropolitan area under the Public-Private Transportation Act of 1995; and,

WHEREAS, the U. S. Route 460 Corridor provides a gateway to southside Hampton Roads, as well as, an evacuation route in the event of a natural disaster or terrorism; and,

WHEREAS, U. S. Route 460 is important to the well-being of economic development in Isle of Wight County; and,

WHEREAS, at its regular meeting on July 19, 2001, the Board of Supervisors unanimously adopted a motion supporting an alignment of Route 460 that is in proximity to the current alignment and the existing Towns along the Route 460 Corridor, as illustrated in the County's Comprehensive Plan and supported by the County's economic development strategy.

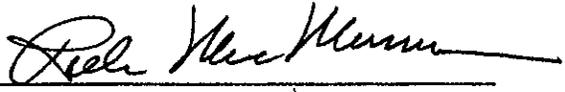
NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED that the Board of Supervisors reiterates its support of an alignment of Route 460 that is in proximity to the current alignment and the existing Towns along the Route 460 Corridor.

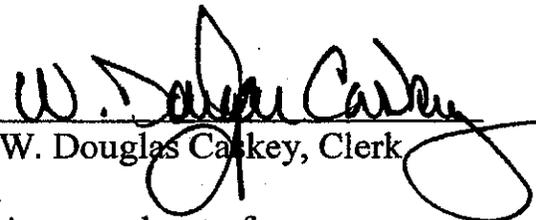
BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Isle of Wight County, Virginia requests the Virginia Department of Transportation (VDOT) to consider expanding the Route 460 study area to include additional land area south of the current Route 460 alignment.

BE IT FURTHER RESOLVED that the Board of Supervisors requests VDOT to conduct an analysis of the economic impact to those specific areas and/or incorporated Towns affected by any proposed realignment of the Route 460 Corridor between Hampton Roads and the Richmond-Petersburg metropolitan area.

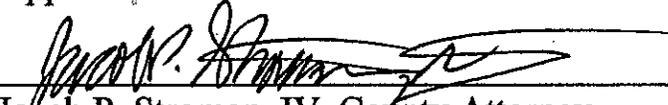
BE IT FURTHER RESOLVED that the Board of Supervisors requests VDOT to also evaluate the potential impacts to the land use and character of the areas included in any proposed realignment of Route 460 between Hampton Roads and the Richmond-Petersburg metropolitan area.

Adopted this 7th day of August, 2003.


Richard K. MacManus, Chairman


W. Douglas Caskey, Clerk

Approved as to form:


Jacob P. Stroman, IV, County Attorney



633

C. Lloyd

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

PHILIP A. SHUCET
COMMISSIONER

EARL T. ROBB
STATE ENVIRONMENTAL ADMINISTRATOR

August 27, 2003

W. Douglas Caskey
Isle of Wight County Administrator
P.O. Box 80
Isle of Wight, Virginia 23397

Dear Mr. Caskey:

Thank you for your recent letter transmitting Isle of Wight County Board of Supervisors resolution on Route 460. Pursuant to the National Environmental Policy Act (NEPA), the Department is in the process of preparing an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration. A major requirement of the NEPA process is the consideration of reasonable alternatives. At this point in the study the Department is developing a purpose and need to assist with the identification of alternatives. As we develop this range of potential alternatives we will consider your input regarding the solution endorsed by Isle of Wight County.

The resolution also requests that VDOT consider expanding the study area to the south of existing Route 460. Obtaining comments on the study area was one of the objectives of our Scoping meetings. In order for the Department to make an informed decision regarding the changes to the study area you proposed, we will need additional information. The Department and FHWA request that you supply transportation related rationale supporting your suggestion to change the study area. We will be happy to consider any information you can provide that demonstrates why the study area should be expanded to the south.

Thank you for your comments and participation in the study of this important improvement.

Sincerely,

Christopher Collins
Project Studies Manager



Chris / Jim please prepare response for me get Jeff copy for your sig.

COUNTY of ISLE OF WIGHT

THE COURTHOUSE

11/4

October 30, 2003

Commissioner's

OCT 31 2003

Office

Mr. Phillip A. Shucet
Commissioner
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: U.S. Route 460 Communications Committee

Dear Mr. Shucet:

Please allow this letter to convey to you a copy of correspondence recently forwarded to Mr. Christopher Collins, Project Studies Manager, Virginia Department of Transportation, responsive to a prior request by that Department for additional information in support of Isle of Wight County's position relative to the alignment of an improved Route 460.

In your capacity as a member of the above referenced Committee established by HJR684, we very much appreciate your consideration and support of the position endorsed by our Board of Supervisors.

Respectfully,

W. Douglas Caskey
W. Douglas Caskey
County Administrator

WDC:cms

Enclosures

cc: Mr. Jonathan W. Hartley, Director of Planning and Zoning



COUNTY of ISLE OF WIGHT

THE COURTHOUSE

October 27, 2003

Mr. Christopher Collins
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

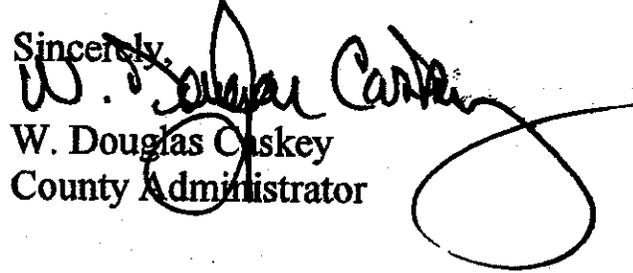
RE: Route 460 Location Study

Dear Mr. Collins:

Please reference your letter of August 27, 2003 regarding the Isle of Wight County Board of Supervisors' prior resolution relative to the alignment of an improved Route 460. In your correspondence, you requested additional information in support of the position taken by the Board of Supervisors regarding alignment and modifications to the current study area for this project.

Enclosed is the related rationale responsive to this County's position, as developed by County staff. Should you have any questions or require additional information, please do not hesitate to call me.

Sincerely,


W. Douglas Caskey
County Administrator

WDC:cms

Enclosures

cc: The Honorable Board of Supervisors
Mr. Jacob P. Stroman, IV, County Attorney
Mr. Jonathan W. Hartley, Director of Planning and Zoning
Mr. Patrick J. Small, Director of Economic Development



COUNTY of ISLE OF WIGHT

THE COURTHOUSE

MEMORANDUM

TO: W. Douglas Caskey, County Administrator

FROM: Jonathan Hartley, Director of Planning and Zoning

DATE: October 24, 2003

RE: Expansion of Route 460 Location Study Area

In response to letter of August 27, 2003 from Christopher Collins, Project Manager for the Route 460 Location Study, Isle of Wight County should request that the study area be established as three (3) miles north and south of the existing Route 460 corridor. The rationale for making this request is based on transportation related factors as well as land use and environmental factors, which are all critical factors in undertaking a Location Study.

The Location Study, as presented at the informational meeting on August 6th, identified the study area as the area between Route 10 and approximately one mile south of the Norfolk & Southern rail line located just south of the existing Route 460 corridor. This creates a study area that is 17 miles wide at its widest point in Isle of Wight County. Only one mile of that width is located south of the current Route 460. Since this Location Study is proposed in an effort to increase capacity along the existing corridor, it seems contradictory to expand the area northward and ignore a potential alignment south of the existing corridor.

Currently, Route 460 and the Norfolk and Southern Railroad serve as the economic engine for the corridor, from Waverly to Windsor. These communities are dependent on this corridor for their economic survival. Moving the existing corridor away from the present Route 460 will have a significant negative impact on these communities. Focusing on the area north of Route 460 only further limits the options of a new corridor serving the existing communities.

In terms of land use, the County has adopted a Comprehensive Plan that is very explicit about future patterns of growth and development. The County has identified three growth areas, called Development Service Districts (DSD), to provide for moderate growth over the next twenty years. The County has made significant investments in public sewer and water in all three of these DSDs. The balance of the County has been designated as Rural Agricultural Conservation with a high priority on preserving the rural character and heritage of the County. The importance of protecting the agricultural and rural areas has been demonstrated by the joint efforts of the County and landowners to establish Agricultural and Forestal Districts. Locating a new limited access highway entirely in the Rural Agricultural Conservation areas totally removed from the established DSDs would be inconsistent with the basic premises and guiding principles and policies of the Comprehensive Plan.

The Windsor DSD is the area most associated with the Route 460 Location Study and the requested revision of the study area to three miles north and south of the existing corridor. Attached is a copy of the Windsor DSD from the Comprehensive Plan. The current Plan for this area anticipates the majority of the residential and commercial development to be located within the Town of Windsor (light gray and olive colors on the DSD map). However, a large area designated for industrial development (dark gray) is located to the southeast of the Town in the County. This industrial area includes two industrial sites under development by the County. More significantly, this area also includes the 1,600 acre site proposed at one time as a coal storage facility for Norfolk and Southern. This site is purportedly one of the larger sites with rail access on the east coast. This planned industrial area extends 2+ miles south of the Norfolk and Southern Rail line, and will some day have the potential to accommodate one or more major industrial users.

When one considers the logistics of siting a major limited access highway in the Windsor area, it would seem prudent to consider existing and future land use patterns. In the context of the Location Study, the study area contradicts the DSD and the planned industrial areas of the Comprehensive Plan for this region of the County. With industrial uses to the south and primarily residential uses in the northern portion of the DSD, consideration of a new road alignment only north of Windsor would require all industrial traffic to traverse residential areas. In addition, the areas just north and east of the DSD include Lake Burnt Mills and Lake Prince, which are the public

water supply reservoirs for the City of Norfolk, and present further challenges in siting a highway corridor.

In summary, the County is strongly in favor of maintaining a new limited access road in close proximity to the existing Route 460 corridor, as stated in the Resolution adopted by the Board of Supervisors on August 7, 2003. In addition, the County is strongly in favor of revising the study area to three miles north and south of the existing Route 460. This position is consistent with the County's Comprehensive Plan, the long term investments the community has made in public utilities and facilities, and the historical development patterns of this corridor. Such a revised study area would insure that all reasonable alternative routes are fairly considered and evaluated.

Should you have any questions regarding the above positions and statements, do not hesitate to contact me.

Enclosure

Cc Patrick Small, Director Economic Development



COUNTY of ISLE OF WIGHT

THE COURTHOUSE

Memorandum

To: W. Douglas Caskey
County Administrator

From: Patrick J. Small, CED
Director of Economic Development

Date: October 9, 2003

Re: Route 460 – Modified Study Area

Isle of Wight County has invested over \$10 million in the development of industrial infrastructure designed to attract warehouse and distribution operations to the Windsor area. This investment is manifest as the Shirley T. Holland Commerce Park. To date it has attracted direct private sector investment totaling more than \$30 million. The property can accommodate as much as 3.5 million square feet of additional industrial space. This constitutes potential private investment (conservatively estimated at \$40 per square foot) of more than \$140 million dollars in real estate alone. Personal property investment (estimated at 1/3 of construction costs) could total at least another \$45 million.

Additionally, Norfolk Southern owns a 1,600 acre site adjacent to the Shirley T. Holland Commerce Park. Several potential clients have proposed developing this site and each had anticipated investing roughly \$1 billion in capital. Combined these two properties represent a 2,000 industrial complex, the development of which is predicated on Route 460 maintaining an alignment similar to its current path. Any significant alteration of the alignment could render this outcome void. The Route 460 corridor represents the short term and intermediate future of economic development potential for our community. Longer term it represents the key to the diversification of our corporate employment and tax base. Today's public investment in Windsor is expressly designed to meet this goal.

The Town of Windsor is also a key social and economic engine in Isle of Wight. A significant deviation of Route 460 will have irreparable impacts on our entire local economy. It will result in business disinvestment and a subsequent erosion of our employment and revenue base. Isle of Wight County can not afford to have Windsor substantially bypassed such that it becomes a "ghost town". This outcome will force the diversion of local tax dollars to redevelopment and social welfare programs that the community can not afford. For all the reasons contained herein, the Department of Economic Development recommends that the study area be constrained to a parallel alignment, in a corridor extending roughly three miles to both the north and south of the existing Route 460.



AUG 29 2003

WNC

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

PHILIP A. SHUCET
COMMISSIONER

EARL T. ROBB
STATE ENVIRONMENTAL ADMINISTRATOR

August 27, 2003

W. Douglas Caskey
Isle of Wight County Administrator
P.O. Box 80
Isle of Wight, Virginia 23397

Dear Mr. Caskey:

Thank you for your recent letter transmitting Isle of Wight County Board of Supervisors resolution on Route 460. Pursuant to the National Environmental Policy Act (NEPA), the Department is in the process of preparing an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration. A major requirement of the NEPA process is the consideration of reasonable alternatives. At this point in the study the Department is developing a purpose and need to assist with the identification of alternatives. As we develop this range of potential alternatives we will consider your input regarding the solution endorsed by Isle of Wight County.

The resolution also requests that VDOT consider expanding the study area to the south of existing Route 460. Obtaining comments on the study area was one of the objectives of our Scoping meetings. In order for the Department to make an informed decision regarding the changes to the study area you proposed, we will need additional information. The Department and FHWA request that you supply transportation related rationale supporting your suggestion to change the study area. We will be happy to consider any information you can provide that demonstrates why the study area should be expanded to the south.

Thank you for your comments and participation in the study of this important improvement.

Sincerely,

Christopher Collins
Project Studies Manager

1605

Marvin A. Crocker, Jr., Mayor

Council Members

William L. Jones - Vice Mayor
H. Cecil Eley, Jr.
Carolyn H. Griffin
Kenneth N. Johnson
James P. O'Briant, III
Victor L. Walker

TOWN OF WINDSOR

8 East Windsor Boulevard
Post Office Box 307
Windsor, Virginia 23487

Established 1902

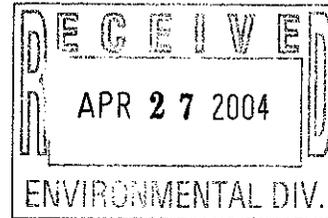
April 14, 2004

Town Manager
Kurt A. Falkenstein

Town Clerk/Treasurer
Patricia M. Mann

Town Attorney
Joshua Pretlow, Jr.

Christopher Collins
Project Studies Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219



RE: U.S. Route 460 Location Study

Dear Mr. Collins:

At our meeting on April 13, 2004 the Town Council of Windsor, Virginia unanimously adopted a resolution to support conceptual alignment "A" as the preferred alternative for the relocation of U.S. Route 460.

After careful study of the proposed routes, it was determined that this alignment will best serve the Town of Windsor based on the following conclusions. Conceptual alignment "A" meets many of our primary objectives by being located within close proximity of the current Route 460 and by avoiding major residential subdivisions within our town. In addition, this route also provides an opportunity for increased economic activity as it is located near future planned industrial sites.

In adopting this resolution, the Town Council suggests that conceptual alignment "A" be modified to avoid any adverse impacts to the Commonwealth Cotton Gin. This facility is a primary agricultural resource for the Town of Windsor, Isle of Wight County and the surrounding farming community. We respectfully request that careful consideration be given to this request.

We appreciate the opportunity to participate in this study and look forward to a favorable selection with reference to this proposed route. Should you have any questions regarding these issues, please feel free to contact Mr. Kurt A. Falkenstein, Town Manager, at 757-242-4288.

RECEIVED

APR 29 2004

PARSONS BRINCKERHOFF
NORFOLK, VA OFFICE

Sincerely,

Marvin A. Crocker, Jr.
Mayor

Enclosure

**TOWN OF WINDSOR
RESOLUTION TO SUPPORT CONCEPTUAL ALIGNMENT "A"
OF THE U.S. ROUTE 460 LOCATION STUDY**

WHEREAS, The Virginia Department of Transportation in coordination with state and federal agencies is studying the relocation of U.S. Route 460 between the Hampton Roads Region and the Richmond-Petersburg Region; and,

WHEREAS, The Route 460 Corridor provides a vital thoroughfare for economic activity, an evacuation route in the event of natural disasters, and provides a key military logistical route; and,

WHEREAS, Conceptual Alignment "A" is proposed to be located south of the existing U.S. Route 460; and,

WHEREAS, This alignment limits the environmental and historical impacts and provides an opportunity for increased commercial, industrial and economic activity for the Town of Windsor, Isle of Wight County and the Commonwealth of Virginia.

NOW, THEREFORE, BE IT RESOLVED, that the Town Council of Windsor, Virginia supports Conceptual Alignment "A" as the proposed alternative for the relocation of U.S. Route 460.

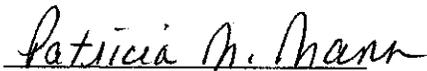
BE IT FURTHER RESOLVED, that we, the Town Council of Windsor, Virginia hereby request that this alignment be evaluated to the fullest possible extent in order to enhance and promote the social and economic opportunities along this corridor, with particular attention given to the following issue along this proposed alignment:

- a. It is suggested that this alignment be relocated to the north of the corridor proposed as Alternative "A" in order to avoid a primary agricultural facility, the Commonwealth Cotton Gin.

Adopted this 13th day of April, 2004.


Marvin A. Crocker, Jr., Mayor

ATTEST:


Town Clerk

26022 Administration Ctr. Dr.
P.O. Box 400
Courtland, Virginia 23837

SOUTHAMPTON COUNTY



1178

FILE COPY

REC	FILED
AUG	757-655-3015 1-800-229-3160 Fax: 757-653-0227
ENVIR	

At a meeting of the Board of Supervisors of Southampton County, Virginia, held in the Southampton County Office Center, Board of Supervisors' Meeting Room, 26022 Administration Center Drive, Courtland, Virginia on Monday, August 25, 2003 at 8:30 a.m.

PRESENT: Reggie W. Gilliam, Chairman
Eppa J. Gray, Jr., Vice Chairman
Carl J. Faison
Dallas O. Jones
Charleton W. Sykes
Ronald M. West
Walter L. Young, Jr.

IN RE: Route 460 Location Study

Supervisor West moved:

WHEREAS, the Comprehensive Plan of Southampton County identifies U.S. Route 460 as a primary, arterial, commercial and industrial corridor, vitally important to the overall well-being and economic development of Southampton County, and

WHEREAS, the Virginia Department of Transportation has initiated the Route 460 Location Study to consider future improvements to Route 460 between Interstate 295 in Prince George County to the Suffolk Bypass (U.S. 58) in Suffolk; and

WHEREAS the proposed study area includes a vast territory, far beyond the existing highway alignment, reaching northward to Virginia Route 10, but including no areas south of the Norfolk Southern Railway.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Southampton County, Virginia that it respectfully requests the Virginia Department of Transportation (VDOT) to amend the proposed study area to include areas south of the Norfolk Southern Railway; and

BE IT FURTHER RESOLVED that this Board respectfully requests VDOT to duly consider and weigh heavily any and all economic impacts that any proposed realignment may have upon the towns and counties presently served; and

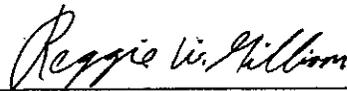
BE IT FURTHER RESOLVED, that this Board respectfully requests VDOT to fully evaluate and weigh heavily the potential adverse impacts upon land use, air quality, water quality, and wildlife habitat of any proposed realignment of Route 460 between I-295 and U.S. Route 58; and

BE IT FURTHER RESOLVED that this Board heartily endorses and supports an alignment of Route 460 in close proximity to the current alignment and existing towns along the Route 460 corridor.

Seconded by Supervisor Jones.

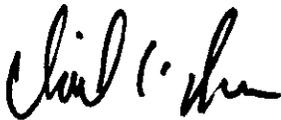
Voting on the Item: YES - Gilliam, Gray, Faison, Jones, Sykes, West and Young.

NO - None.



Reggie W. Gilliam, Chairman
Southampton County Board of Supervisors

A COPY TESTE:



Michael W. Johnson, Clerk
Southampton County Board of Supervisors



**BOARD OF SUPERVISORS
SURRY COUNTY, VIRGINIA**

RESOLUTION

03-14

AT A REGULAR MEETING OF THE SURRY COUNTY BOARD OF SUPERVISORS
HELD IN THE GENERAL DISTRICT COURTROOM OF THE GOVERNMENT
CENTER ON JULY 24, 2003 AT 7:00 P.M.

PRESENT

The Honorable Ernest L. Blount, Chairman
The Honorable Judy S. Lyttle, Vice-Chair
The Honorable Reginald O. Harrison
The Honorable John M. Seward
The Honorable Joshua B. Shears

VOTE

Aye
Aye
Aye
Aye
Aye

ABSENT

WHEREAS, the Commonwealth of Virginia has initiated certain actions to improve the segment of U. S. Route 460 between the city of Petersburg and the city of Suffolk; and

WHEREAS, these actions should result in a new link between the Hampton Roads communities and the communities of the Richmond and Tri-Cities Metropolitan Areas that will more safely, efficiently and economically facilitate the movement of a variety of modes of transportation for economic, tourism and emergency evacuation reasons within this region of the Commonwealth; and

WHEREAS, the Surry County Board of Supervisors on behalf of the citizens of Surry County wishes to note that it is in concert with the actions of the Commonwealth and fully supports improvement of U. S. Route 460; and

WHEREAS, the Surry County Board of Supervisors has determined that the improved U. S. Route 460 should meet interstate highway design and construction standards and that it appears that it would be less costly and less disturbing to the natural environment and to existing development if the improved U. S. Route 460 was relocated northerly from its present alignment; and

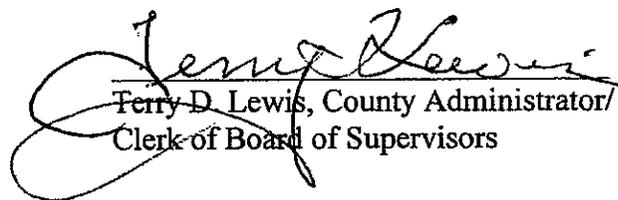
WHEREAS, the Surry County Board of Supervisors in recognition of the need to provide funding for the improvement of U. S. Route 460, wishes to urge the Commonwealth to make the improved U. S. Route 460 a toll facility which should enable the roadway to be constructed within a short timeframe;

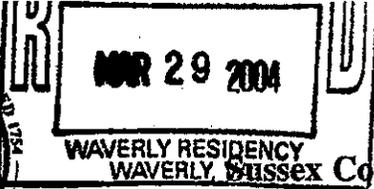
NOW THEREFORE BE IT RESOLVED THAT, the Surry County Board of Supervisors doth hereby support the improvement of U. S. Route 460 as a new interstate quality roadway and that it be constructed to link Interstate 295 to Interstate 664; and

BE IT FURTHER RESOLVED, that the improved U. S. Route 460 be relocated northerly of its present right-of-way in order to reduce construction cost and adverse environmental impacts; and

BE IT FINALLY RESOLVED, that the construction costs of improving U. S. Route 460 be covered with tolls in order to enable the construction work to be initiated and completed within a short timeframe.

ATTEST:


Terry D. Lewis, County Administrator/
Clerk of Board of Supervisors



1401

Sussex County Board Of Supervisors

Post Office Box 1397

20233 Thornton Square

Sussex, Virginia 23884

Phone 434- 246-5511 - Fax 434-246-6013

BOARD OF SUPERVISORS
Williams J. Collins, Jr., Chairman
Alice W. Jones, Vice Chairwoman
Charlie E. Caple, Jr.
C. Eric Fly
Wayne M. Harrell
Rufus E. Tyler, Sr.

Mary E. Jones
County Administrator

March 25, 2004

Mr. David Steele, Resident Engineer
Waverly Residency - VDOT
Post Office Box 45
Waverly VA 23890

Re: Resolution - U. S. 460 Study

Dear Mr. Steele:

Enclosed for your records is a copy of the U.S. Highway 460 Study as adopted by the Sussex County Board of Supervisors at its regular meeting on March 18, 2004.

Should you have any questions, please direct them to Ms. Mary E. Jones, County Administrator. Thank you.

Sincerely,

Deborah D. Jenkins
Assistant To County Administrator

cc: The Honorable Susan Irving, Mayor, Town of Waverly
The Honorable T. Wayne Birdsong, Mayor, Town of Wakefield
The Honorable Thomas Baicy, III, Mayor, Town of Stony Creek
The Honorable Mary Nye, Mayor, Town of Jarratt
File



At a meeting of the Board of Supervisors of the County of Sussex held at the Courthouse thereof, on the 18th day of March 2004.

PRESENT:

Charlie E. Caple, Jr.
 Williams J. Collins, Jr.
 C. Eric Fly
 Wayne M. Harrell
 Alice W. Jones
 Rufus E. Tyler, Sr.

VOTE:

aye
 aye
 aye
 aye
 aye
 aye

ABSENT:

U.S. 460 Study

ON MOTION OF SUPERVISOR TYLER, seconded by SUPERVISOR HARRELL and carried that the following resolution is hereby adopted:

WHEREAS, the Virginia Department of Transportation has begun a three-year study to consider future improvements to Route 460 between Interstate 295 in Prince George County and the Suffolk Bypass (US 58) in Suffolk; and,

WHEREAS, the Virginia Department of Transportation is currently conducting a Route 460 Location Study; and,

WHEREAS, the need for the Route 460 Location Study is based upon finding of the TransAmerica Feasibility Study and legislative initiatives provided by the Virginia General Assembly; and,

WHEREAS, the Virginia Department of Transportation has stated that the preliminary elements of the Purpose and Need of the Route 460 project are: improve mobility within the corridor; increase capacity to accommodate existing and future volumes; improve safety; support freight movements throughout the corridor; and improve hurricane and emergency evacuation; and,

WHEREAS, the elements of the Purpose and Need of the Route 460 project can be accomplished while maintaining the current location of Route 460 within the Town of Waverly, the Town of Wakefield and the County of Sussex; and,

Page 2: Resolution regarding U.S. 460 Study adopted by the Sussex County Board of Supervisors, March 18, 2004

WHEREAS, within the last year, the Commonwealth of Virginia and the Town of Waverly have made significant expenditures to widen and improve Route 460 through the Town of Waverly; and,

WHEREAS, Route 460 is the main east-west thoroughfare through the Town of Waverly, the Town of Wakefield, and the County of Sussex; and,

WHEREAS, numerous businesses have located along Route 460 and depend on Route 460 at its present location within the Town of Waverly, the Town of Wakefield and the County of Sussex; and,

WHEREAS, the relocation of Route 460 around the Town of Waverly and the Town of Wakefield would have serious negative economic impact on the Town of Waverly, the Town of Wakefield and the County of Sussex; and,

WHEREAS, the Town of Waverly, the County of Sussex and the Sussex Service Authority are actively pursuing the development of an Industrial Park along the current 460 corridor; and,

WHEREAS, the Town of Waverly and the County of Sussex are jointly pursuing the designation of property along the current 460 corridor to include all of Route 460 within the Town of Waverly's corporate limits and a portion of the 460 segment from State Route 602 east to the Town of Waverly's corporate limits as a Virginia Enterprise Zone; and,

WHEREAS, the Sussex Service Authority has installed a sewer line westward from the Town of Wakefield to the Town of Waverly with the anticipation that a water line will follow which will open this portion of 460 for commercial development; and,

WHEREAS, the Town of Waverly has established businesses along the 460 corridor in the corporate limits that would be negatively impacted if the road were relocated; and,

WHEREAS, the relocation of Route 460 would severely hamper the Town of Waverly's and the County of Sussex's efforts to develop an Industrial Park and fully benefit from a Virginia Enterprise Zone along the current 460 corridor; and,

WHEREAS, the relocation of Route 460 would cause the loss of business trade for the existing businesses located in the Town of Waverly, Town of Wakefield

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Sussex along this corridor which would result in loss of jobs and the closing of these businesses; and,

NOW, THEREFORE, BE IT RESOLVED BY THE SUSSEX COUNTY BOARD OF SUPERVISORS:

That the Sussex County Board of Supervisors does not support changing the location of Route 460 within the County of Sussex, within or around the Town of Wakefield, and within or around the Town of Waverly.

BE IT FURTHER RESOLVED:

That the Sussex County Board of Supervisors directs the Clerk to transmit this resolution, to the Honorable Governor of the Commonwealth of Virginia, to the Honorable Lieutenant Governor of the Commonwealth of Virginia, to the Honorable Members of the Virginia General Assembly who represent the citizens of the County of Sussex, the Town of Wakefield, and the Town of Waverly and to the Honorable Members of the Commonwealth Transportation Board.

This Resolution is adopted by the Sussex County Board of Supervisors, Sussex, Virginia, this 18th day of March, 2004.

A COPY TESTE:



Mary E. Jones, Clerk