

## Summary of Potential Impacts

For additional information on potential impacts, see Section 3.0 (Environmental Consequences) of the EA and associated technical reports and memorandums.

Category	Eight Lane Build Alternative		Eight Lane Build – Managed Alternative	
	Bridge Height		Bridge Height	
	95 ft.	135 ft.	95 ft.	135 ft.
Partial Acquisitions	163	157	163	157
Full Acquisitions	70	70	70	70
Displacements	69	69	69	69
Section 4(f) Properties (acres)	0.12	0.12	0.12	0.12
Non Tidal Streams (linear feet)	5,098.00	5,098.00	5,098.00	5,098.00
Tidal Streams (acres)	2.14	1.88	2.14	1.88
Wetlands (acres)	22.37	20.80	22.37	20.80
Floodplains (acres)	33.89	29.73	33.89	29.73
Forest and Vegetation (acres)	272.52	268.75	272.52	268.75
Planning Level Total Construction Cost	\$1.86 billion	\$2.22 billion	\$1.92 billion	\$2.30 billion

## Notable Findings

### Archaeological and Architectural Resources

- o No newly identified resources were found eligible for listing on the National Register of Historic Places.
- o Virginia Department of Historic Resources has concurred with VDOT on a no adverse effect determination for this study.

### Channel Navigation Study

- o Recommended 95-foot and 135-foot bridge structures be retained for detailed study in the EA.

### Noise Analysis

- o A total of 868 impacted receptors are predicted for CBA 1 and 2 with the 95-ft high bridge, comprised of 787 residential dwelling units, 76 recreational receptors, 2 institutional receptors and 3 commercial receptors.
- o For CBA 1 and 2 with the 135 ft high bridge, a total of 900 receptors are predicted to be impacted, including 815 residential, 82 recreational receptors, 2 institutional receptors, and 3 commercial receptors.

### Section 4(f)

- o Either Build Alternative would have temporary or minor impacts to Section 4(f) properties associated with Deep Creek Middle School and Crestwood Intermediate School, respectively. Therefore, FHWA may issue a de minimis impact finding for both properties.

### Wildlife

- o Either Build Alternative would result in conversion of forested land to pavement or maintained herbaceous and shrub land. These impacts would be generally isolated to existing right-of-way and/or interchanges.

### Wetlands

- o Wetland and stream impacts are based on planning level engineering assumptions and will be refined if and when an alternative advances to design.