

SHORT PUMP AREA TRANSPORTATION IMPROVEMENTS PROJECT

Public Hearing on the Environmental Assessment

State Project: 0064-M11-046; UPC: 124222; Federal Project: NHPP-0643(553)

October 29, 2024

WELCOME

The goals of this meeting are to:

- Present the alternatives retained for detailed evaluation in the Environmental Assessment (EA) for the Short Pump Area Transportation Improvements Project (Short Pump Project)
- Review the Purpose and Need
- Present the environmental analysis completed for the project
- Discuss findings and seek comments on the EA and supporting technical documents

Representatives from VDOT and Henrico County are available to answer your questions and discuss the project.

Input from this meeting will inform how VDOT and the Federal Highway Administration (FHWA) conclude the EA.



Interchange Access Report (IAR) and National Environment Policy Act (NEPA) Relationship

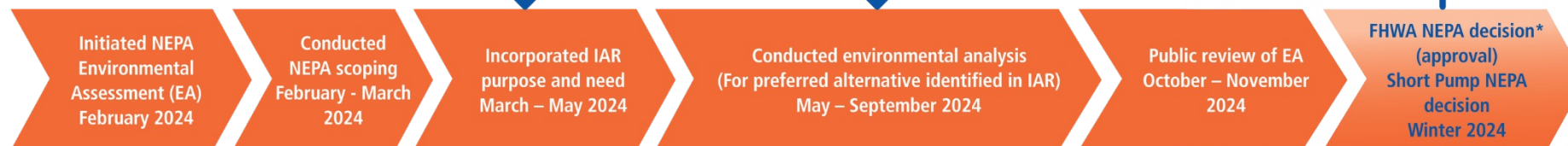
SHORT PUMP IAR PROCESS



Key Points:

- IAR and NEPA documents can be completed concurrently or separately
- NEPA document can be approved without a completed IAR
- IAR cannot be formally approved (only conditionally approved) without an approved NEPA document

SHORT PUMP NEPA PROCESS



PROJECT AREA

VDOT is leading the coordination with FHWA in the development of an EA for proposed improvements to the transportation network in the Short Pump area, which includes sections of I-64, I-295, Route 288, and US 250 in Henrico and Goochland Counties.

The EA has been completed and is available for public review and comment in accordance with NEPA.



The purpose of the Short Pump Project is to address operational and safety challenges in the Short Pump transportation network. The Short Pump Project would address the following needs as documented in the Interchange Access Report (IAR) and the Environmental Assessment (EA):



REDUCE CONGESTION

The Short Pump area contains three high-volume freeway networks and a US Route that serves a popular commercial area. This mix leads to recurring congestion on several roadway segments within the project area.



IMPROVE SAFETY

The Short Pump area contains several intersections and roadway segments that have been identified as high-ranking areas with potential for safety improvement within VDOT Richmond District.

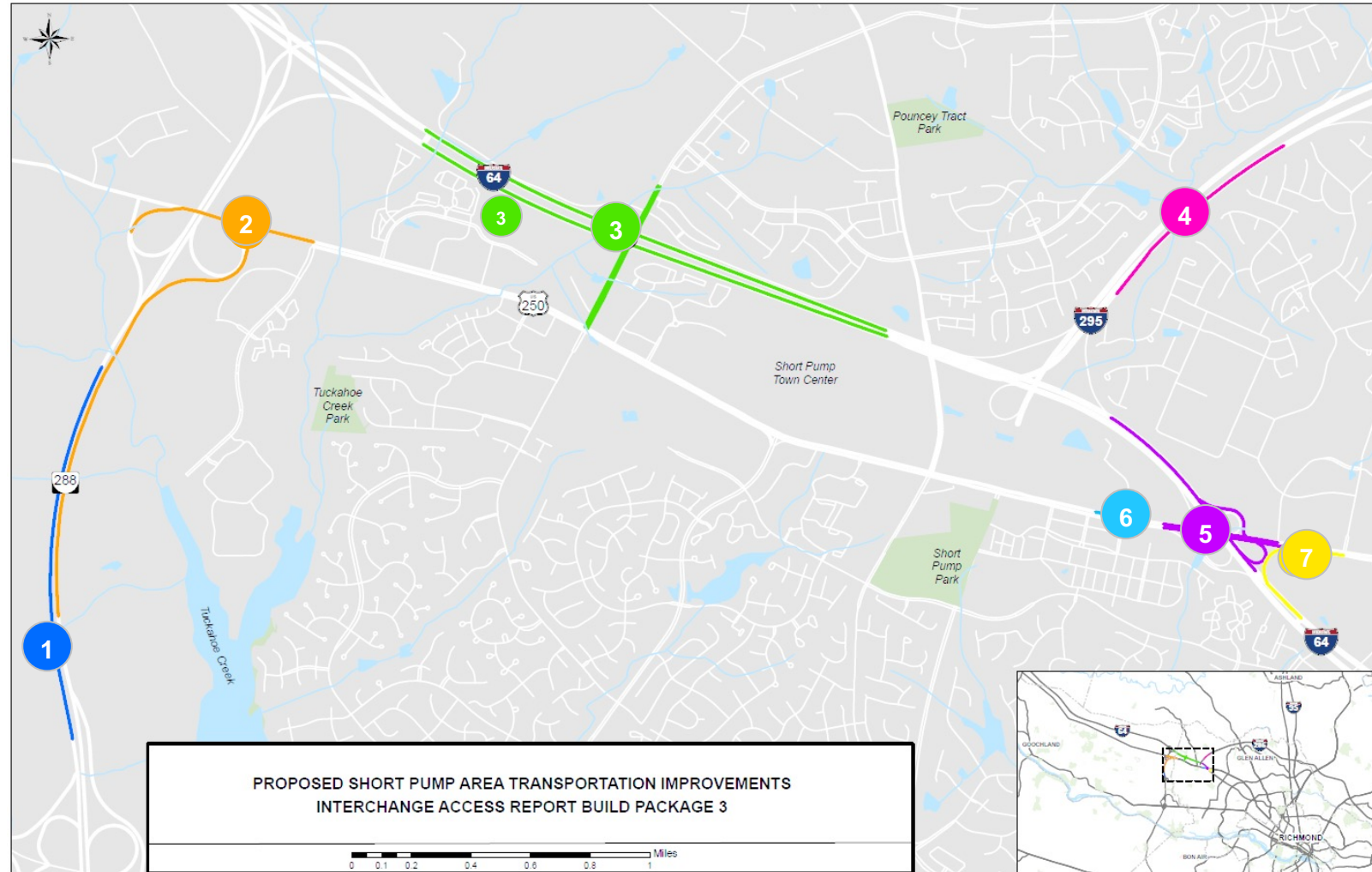
NO BUILD ALTERNATIVE

- Under the No Build Alternative, improvements to the Short Pump transportation network would not be built and the network would be maintained in its existing configurations.
- The No Build Alternative would not meet the purpose and need of the Short Pump Project but is required to be considered in the NEPA process.



BUILD ALTERNATIVE

- 1 Construct auxiliary lane on southbound Route 288
- 2 Construct auxiliary lane on northbound Route 288
- 3 Construct a new diverging diamond interchange at I-64/Gayton Road
- 4 Improve I-295/I-64 ramp and construct northbound auxiliary lane
- 5 Reconstruct/reconfigure I-64/ US 250 interchange
- 6 Reconfigure thru and turn-only lanes on US 250
- 7 Restrict turning movements at adjacent intersection



ENVIRONMENTAL REVIEW

- In compliance with the National Environmental Policy Act (NEPA) and 23 CFR Part 771, an EA has been prepared. The EA was developed to evaluate the potential impacts on the human (built) and natural environments that could result from the proposed Short Pump Project.
- Information concerning the potential impacts of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places are included in the EA in compliance with the National Historic Preservation Act, Section 106 and 36 CFR 800.
- Following the public review of the EA, the Preferred Alternative, along with FHWA and VDOT's response to substantive public comments, will be documented in a Revised EA and VDOT's request for FHWA to issue a NEPA decision.

ENVIRONMENTAL REVIEW

Environmental Resource	No Build Alternative	Build Alternative
Land use / Right of Way		In Henrico County, 29.1 acres of partial parcel impact are estimated to be required. In Goochland County, 13.1 acres of partial parcel impact are estimated to be required.
Environmental Justice	No impacts.	No disproportionate and adverse impact to Environmental Justice (EJ) populations
Waters of the US	Network would be maintained in its existing configurations. Provides a baseline for the comparison of impacts from the Build Alternative	Estimated to impact 9.324 acres of presumed jurisdictional wetlands, 1.650 acres of presumed jurisdictional streams, and 1.046 acres of presumed jurisdictional ditches.
Water Quality		Would not impact public surface water quality or drinking water wells and would result in limited temporary and permanent impacts to water quality, which would be minimized with the implementation of stormwater best management practices.
Floodplains		Encroaches into 6.9 acres of 100-year floodplain and 0.01 acre of floodway. No new crossings of floodplains would occur. During final design, a hydrologic and hydraulic analysis would be conducted, which would ensure that no substantial increase in downstream flooding would occur.
Wildlife and Habitat		Intersects approximately 42 acres of natural space (32 acres of identified forest cover). No new habitat fragmentation would occur.

Environmental Resource	No Build Alternative	Build Alternative
Aquatic Biology	No impacts.	Would impact approximately 1.650 acres of intermittent and perennial streams which could support aquatic life. Best Management Practices (BMPs) for water quality would mitigate for the possible direct effects.
Threatened & Endangered, and Special Status Species	Network would be maintained in its existing configurations.	Would require the removal of approximately 32 acres of forested area. Further coordination on Northern Long-eared Bat (NLEB) and Tricolored Bat (TCB) would be required should the Build Alternative proceed to permitting and construction.
Air Quality		Would not cause or contribute to a new violation of the National Ambient Air Quality Standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA).
Noise	Provides a baseline for the comparison of impacts from the Build Alternative	Eight of the 11 noise barriers were found to be feasible and reasonable and have been recommended for construction. As those findings are preliminary, they could change, a more detailed evaluation would be performed in the final design phase of the project that will identify noise barriers that will be constructed as part of this project.

PROJECT PROCESS AND TIMELINE



* Federal Highway Administration (FHWA) cannot issue a National Environmental Policy Act (NEPA) decision (e.g. Finding of No Significant Impact) on this project until funding is identified for construction in the Richmond Regional Planning District Commission's (PlanRVA) Constrained Long Range Plan and the next subsequent (i.e. post-NEPA) phase is funded in the PlanRVA's Transportation Improvement Program. Once addressed, a NEPA decision can be issued and the project can proceed to the next phase

Let Us Know Your Thoughts



Provide comments orally or in writing on the EA and supporting technical documents at the in-person public hearing or complete the comment form online at VDOT.Virginia.gov/shortpump



Submit comments by email to:
Phillip.Frazer@VDOT.Virginia.gov

Please reference “Short Pump NEPA Comments” in the subject line



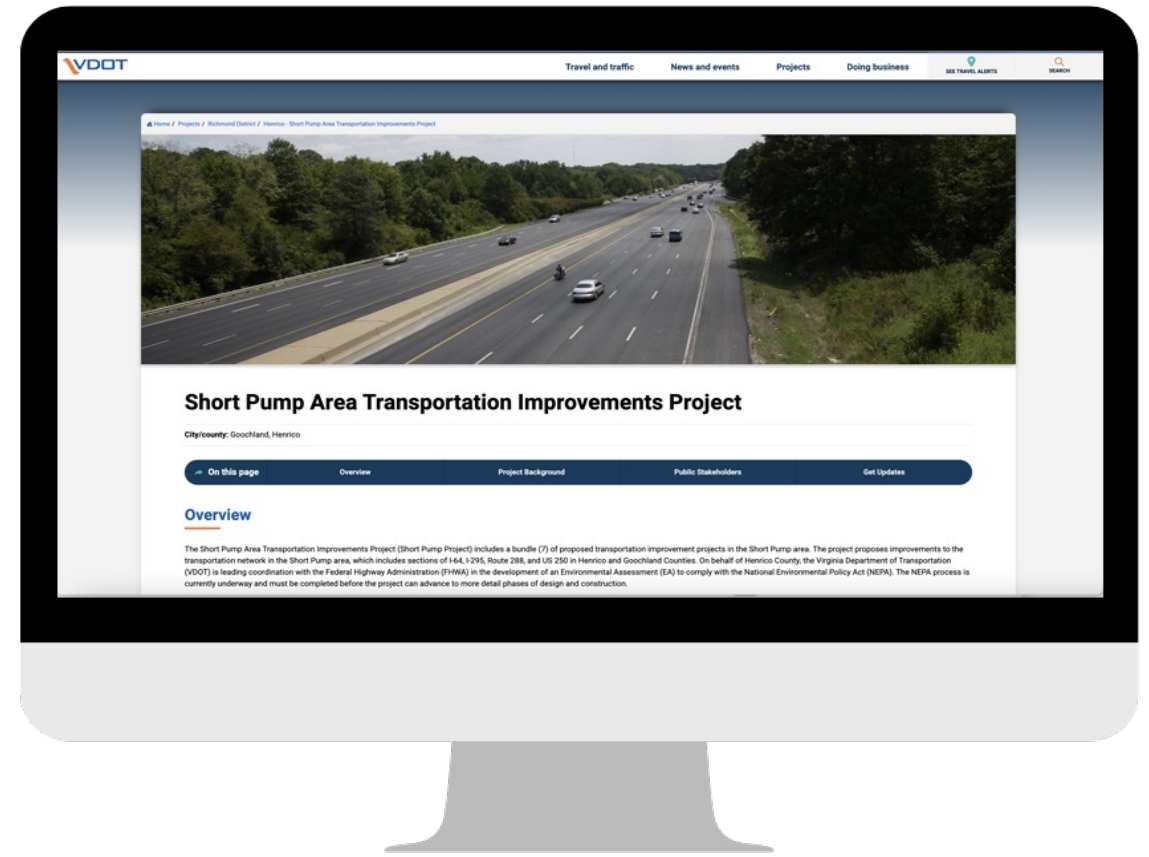
Submit comments by mail to:
Phillip Frazer
Ashland Residency
523 North Washington Highway
Ashland, VA 23005



Scan QR Code to visit
project website and
provide comments on
the EA

Stay Involved

- Visit the project website for updates
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VDOT.Virginia.gov/shortpump