



North Main Street Intersection Improvements at Route 460 Bypass

Town Council Work Session
August 2nd, 2016

Project History

- 2014 - Town completed Safety Review of Rt. 460 Bypass – N. Main Street to Coal Bank Hollow Road corridor
- 2014 - Town discussed concerns with VDOT – feedback was a grade separate interchange was not a financially viable project
- Spring 2015 - VDOT developed a safety improvement project to address major safety issues and submitted to Town for consideration to apply for funding
- Summer 2015 - “R” Cut design proposal application developed by VDOT limiting left turns
- Application submitted by Town to VDOT for HB2 funding review
- Spring 2016 - CTB approves funding for “R” Cut Safety Improvement Application
- Summer 2016 - Town develops Interchange Application for submission to VDOT SMART-SCALE process

Project Application Overview

- Intersection of North Main Street and Route 460 Bypass in the Town of Blacksburg application for funding
- Goal is to identify the Town's preferred alternative for an interchange at this location
- Town and VDOT, with input from citizens and stakeholders, will develop alternatives for interchange concepts
- Town Council will select a preferred alternative
- Preferred alternative will be refined further for submission with a SMART SCALE application
- Town will submit an application to request funding for the preferred alternative through the SMART SCALE Priority process

Purpose and Need of Project

- Historic high crash rate at intersection with severity of injuries including fatalities
- Intersection is on high speed limited access corridor.
- Provide a grade separation to reduce conflict points without prohibiting turning movements
- Provide pedestrian and bicycle accommodations

CTB Policy Change

Policy Adopted Thursday, July 28, 2016

Once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been canceled.

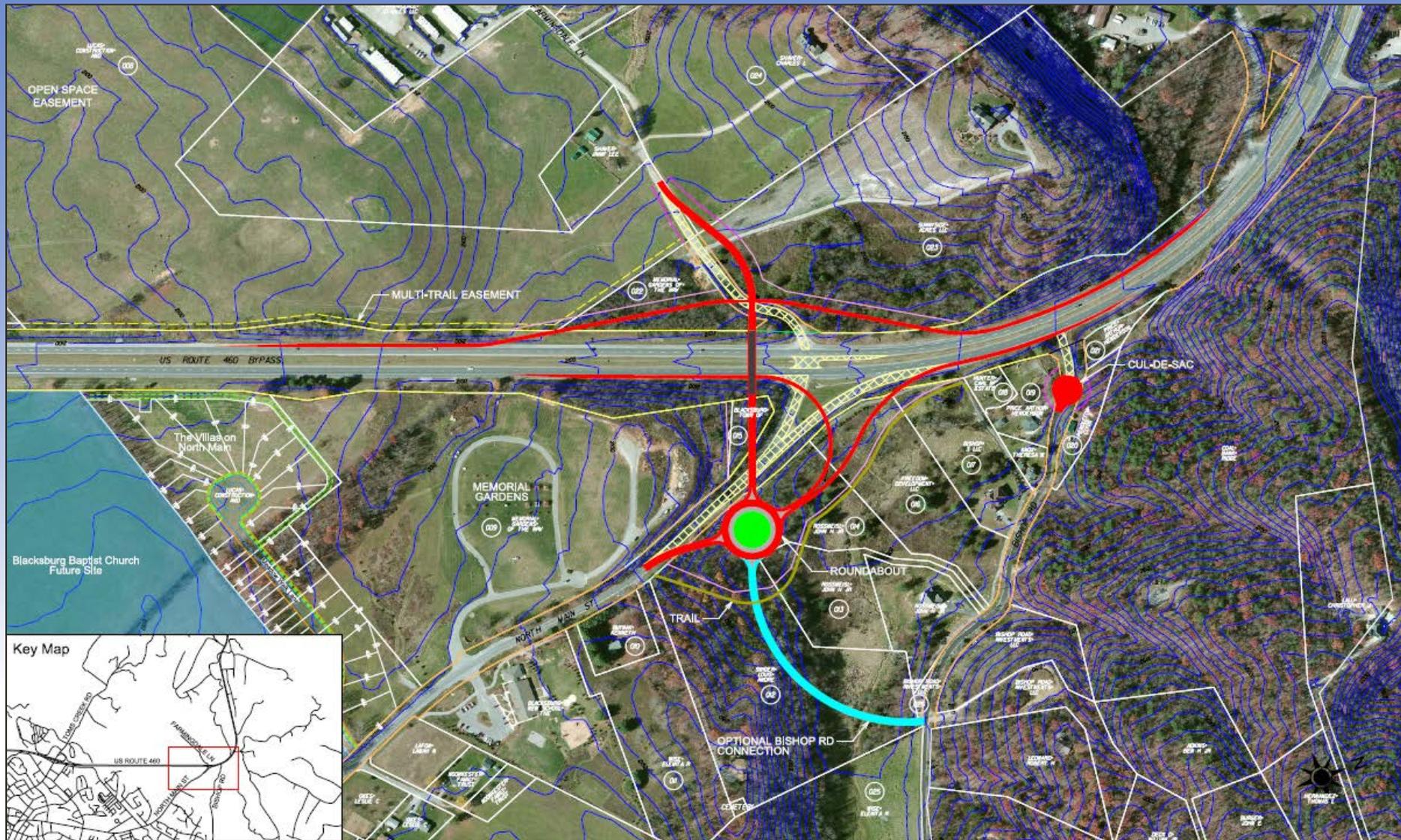
R-CUT Safety Improvement Project – Approved by CTB June 2016

Requires Resolution to withdraw application prior to applying for new Grade Separated Interchange Application

Schedule To Date

- June 27, 2016 – Project Kick-Off Meeting
- July 1, 2016 – Brainstorming Session to establish draft alternatives
- July 13, 2016 – Meeting to review initial draft alternatives
- July 25, 2016 – Public Meeting to present draft alternatives (alternatives 1-4)

Alternative 1



Alternative 1

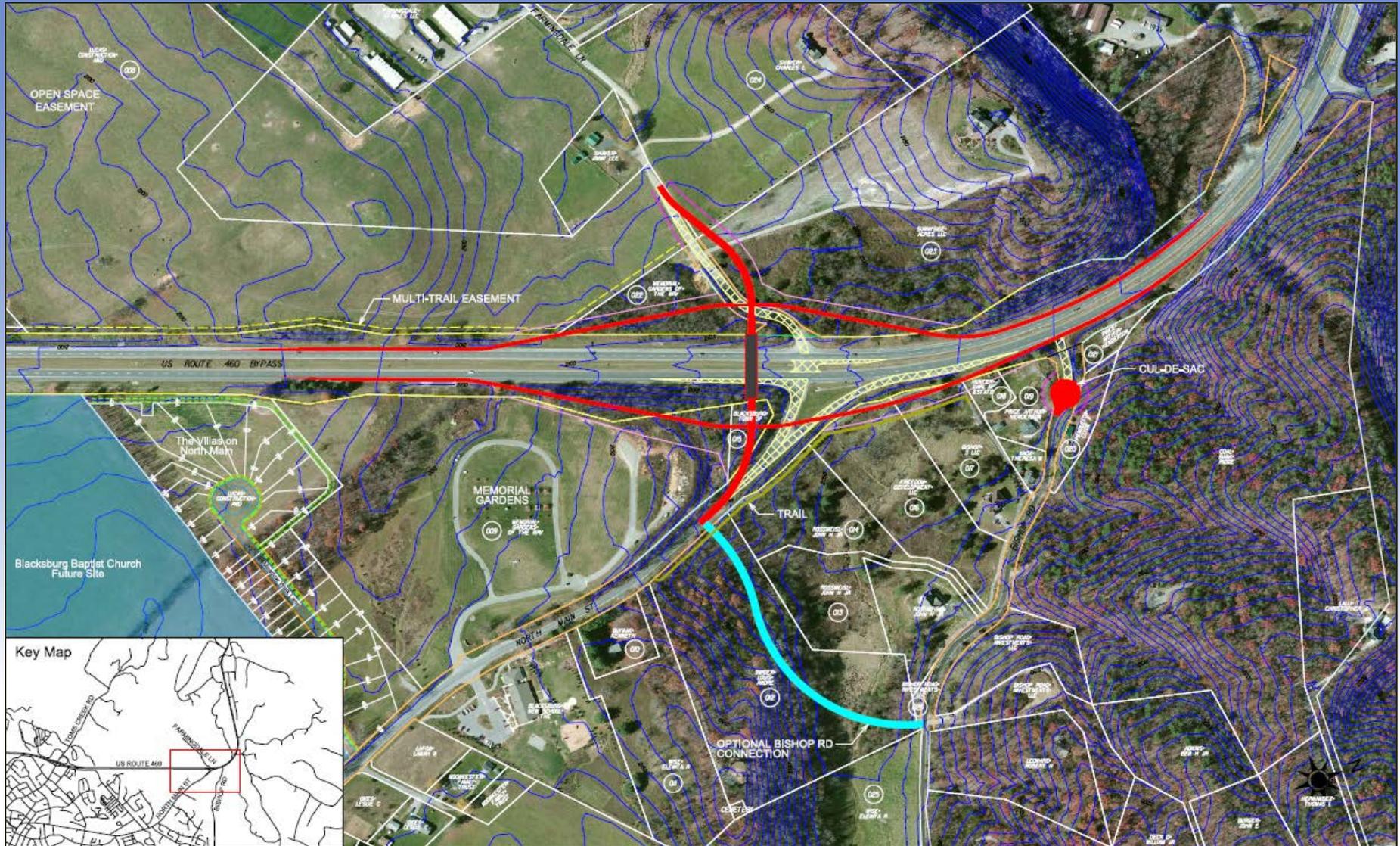
Pros

- Roundabout keeps traffic moving
- No relocations (businesses and residences)
- Minimal impact to Multi-Use Trail west of Route 460 Bypass
- Eliminates Route 460 Bypass/Bishop Road intersection
- Roundabout construction in the clear

Cons

- Stream impacts to tributary of Toms Creek
- Retaining walls near roundabout and WB entrance ramp
- Right of Way acquisition
- Limited Access modifications
- Potential Access Management Waiver
- Constructability issues
- Impact to Open Space Easements

Alternative 2



Alternative 2

Pros

- No relocations (businesses and residences)
- Minimal impact to Multi-Use Trail west of Route 460 Bypass
- Eliminates Route 460 Bypass/Bishop Road intersection

Cons

- Stream impacts to tributary of Toms Creek
- Retaining walls along WB exit and entrance ramps
- Right of Way acquisition
- Limited Access modifications
- Potential Access Management Waiver
- Potential Cemetery impacts
- Constructability issues
- Bridge storage lanes (dependent on future development)
- Impact to Open Space Easements

Alternative 3

Pros

- No relocations (businesses and residences)
- Minimal impact to Multi-Use Trail west of Route 460 Bypass
- Eliminates Route 460 Bypass/Bishop Road intersection

Cons

- Stream impacts to tributary of Toms Creek
- Retaining walls along WB entrance ramp
- Right of Way acquisition
- Limited Access modifications
- Potential Access Management Waiver
- Constructability issues
- Impact to Open Space Easements

Alternative 4

Pros

- No relocations (businesses and residences)
- Fewer parcels impacted
- Construction in the clear
- Improves Safety on Route 460 Bypass at Bishop Rd. intersection
- Roundabout at Vineyard Avenue
- Opportunity for future development

Cons

- Greater Impact to Multi-Use Trail west of Route 460 Bypass
- Potential sound walls
- Right of Way acquisition
- Limited Access modifications
- Proximity to Toms Creek interchange
- Bridge storage lanes (dependent on future development)
- Left turning movement restricted from Farmingdale Lane to WB Route 460 Bypass
- Impact to Open Space Easements

Smart Scale Factor Areas

- Safety
- Congestion Mitigation
- Accessibility
- Environment
- Economic Development
- Estimated Cost

Additional Considerations

- Right of Way and property impacts
- Public input and stakeholder feedback

Community Meeting Themes

271 Citizens attended community meeting on July 25th
30-plus email survey responses

- Strong Support for Grade Separated Interchange Concept
- Safety and efficient traffic flow major priority
- Simple cost effective design preferred
- Comprehensive approach to include connecting Coal Bank Hollow Road into project
- Maintain intersection at current location rather than moving East
- Significant opposition to “R” Cut design currently approved
- Requests for short term solutions while waiting for funding

Schedule Ahead

- August 2, 2016 – Work session with Town Council to discuss draft alternatives and input from the public meeting
- August 2, 2016 – Draft Technical Memorandum submitted for review by the Town and VDOT
- August 9, 2016 – Town Council Meeting to present alternatives and Draft Technical Memorandum
- August 16, 2016 – Work Session with Town Council to establish a preferred alternative
- August 23, 2016 – Town Council Meeting to obtain final resolution for the preferred alternative
- September 12, 2016 – Final Technical Memorandum submitted
- September 30, 2016 – SMART SCALE submission deadline

SMART SCALE Timeline and Funding

- September 30, 2016 – Applications due statewide
- October to January 2017 – Screening and Scoring of Applications
- January 2017 – Scores released to CTB and public
- February to April – CTB considers evaluated projects for inclusion in Six Year Improvement Program (SYIP)
- April to May – CTB holds SYIP Public Hearings to gather input. Release Draft SYIP
- June 2017 – CTB Adopts final SYIP
- Funding:
 - Previous Round - \$883M Statewide, \$85M Salem District
 - Current Round – Anticipate no more than half of the last round



Discussion and Questions on the Four Alternatives