

US Route 460 Timeline

2000

The Virginia Transportation Act designated U.S. Route 460 as a “high priority corridor” between Interstate 295 in Petersburg and the Route 58 bypass in Suffolk.

2003

VDOT began a location study for U.S. Route 460 in 2003. Also that year, the Virginia General Assembly passed legislation requiring a Public-Private Transportation Act solicitation for improvements to the highway. The location study was completed in 2008 and FHWA issued a Record of Decision in September 2008.

2005

- November 17, 2005: The CTB approves Candidate Build Alternative alignment 1 as the preferred alignment for the Project location.

2006

VDOT terminated the procurement process to find a bidder.

2007

- January 18, 2007: The CTB approves the Candidate Build Alternative alignment 1 *modified* alignment as the preferred alignment for the Project location.
- June 21, 2007: U.S. Route 460 independent review panel recommends advancing three proposals.
- July 19, 2007: The CTB approves all three conceptual proposals to advance to the next phase of the procurement phase.

2008/2009

- January 9, 2009: VDOT issued a Request for Detailed Proposals (RFDP) on December 31, 2008 and amended the RFDP on February 24, 2009.

2010

- May 3, 2010: VDOT terminated the procurement as there continued to be no public funds available to advance the Project.
- May 5, 2010: VDOT initiated a new procurement to include several new key assumptions that were not included in the earlier procurement with the goal of improving the economic viability of the Project.
- September 9, 2010: VDOT receives three conceptual proposals for U.S. Route 460 Project
- October 29, 2010: VDOT completes quality control review of proposals

2011

- March 2, 2011: VDOT Commissioner recommends advancing three proposals.
- July 28, 2011: VDOT issues Request for Detailed Proposals.

2012

- May 25, 2012: VDOT issues an addendum to its request for proposals to design, build and finance the project. The addendum sets a new financial structure, making the project more feasible for private sector involvement.
- September 5, 2012: The Commonwealth releases a detailed financial structure to design, build and finance the new 55-mile Route 460, including seven interchanges to provide access to local communities along the corridor. The new road would be financed through a combination of public dollars and tolls, while the existing Route 460 remains free.

- October 17, 2012: Governor McDonnell announces private team selected to design, build and finance the new U.S. Route 460.
- December 20, 2012: Governor McDonnell announces that Commonwealth signs Comprehensive Agreement and reaches financial close to build the new U.S. Route 460:
 - VDOT reached a commercial and financial close with US 460 Mobility Partners and the US 460 Funding Corporation of Virginia to finance, design and build the Commonwealth Connector. The Project entails the new construction of approximately 55 miles of four-lane divided, limited access highway between Prince George County and Suffolk. The Commonwealth Connector will be a tolled facility with these funds being collected and used to pay for Project costs.
 - The Commonwealth Connector will extend from the existing U.S. Route 460 near its interchange with Interstate 295 (I-295) in Prince George County to the U.S. Route 58 bypass just south of the existing U.S. Route 460 in the City of Suffolk. The corridor alignment for this project runs south of the existing U.S. Route 460 for its entirety and has been approved by the Commonwealth Transportation Board. The Final Environmental Impact Study and Record of Decision have been approved by the FHWA. The Project does not include improvements to the existing U.S. Route 460 or other adjacent roadways. The proposed Commonwealth Connector design includes intermediate interchanges at the following cross roads:
 - Routes 156 and 625 in Prince George County
 - Routes 602, 40 and 620 in Sussex County
 - Route 616 in Southampton County
 - Route 258 in Isle of Wight County

2013

- September 30, 2013: The contractor working with VDOT on the Route 460 project submitted an application to the U.S. Army Corps of Engineers, seeking to obtain necessary permits to move the project forward. Within that application, the estimated wetland impact was 479 acres. That is nearly four times the 129 acres of impacted wetlands estimated in the final 2008 environmental impact statement.
- December 16, 2013: MOU between VDOT and FHWA, and U.S. Army Corps of Engineers regarding the Supplemental EIS, indicating:
 - The issuance of a permit for the project will result in significant impacts, and therefore in order to comply with NEPA, the U.S. Army Corps of Engineers must prepare an EIS
 - The U.S. Army Corps of Engineers will need to supplement the FHWA EIS to make a permit decision

2014

- March 14, 2014: The Commonwealth issues a stop-work order on the project, halting monthly payments to contractors that averaged \$19 million to cover design work and other preparations for a “hoped-for 2014 construction date”.
- March 26, 2014: Secretary Layne states:
 - The contractor is currently working under an agreement that takes into consideration the currently proposed alignment of the road.
 - Design and permitting has been completely related to the current alignments but that the Army Corps of Engineers has asked to look at alternatives for the road.
 - Neither VDOT nor the Commonwealth has received a permit for construction and that right of way has not begun, and no construction work has been done.

Expenditures to Date

- Through February 2014, \$225.5 million has gone to the contractor. At least one more bill, for work before the stop-order, is being processed and will push that total up.
- \$60 million has been incurred by VDOT.