COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 9, 2021

Members of the Virginia General Assembly:

I am pleased to submit this report in accordance with § 33.2-275.1 of the Code of Virginia. Section 33.2-275.1 mandates that the Virginia Department of Transportation (VDOT), conduct a study of "Primary Evacuation Routes" in the Commonwealth. This law directs VDOT, in consultation with the Department of Emergency Management, to develop, maintain, and make publicly available a map of "primary evacuation routes" in the Commonwealth. The law further directs VDOT to "review the quality of the transportation infrastructure along such routes and submit a report on the findings of the Department and any recommended improvements at least once every five years." Attached is the first such report.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Stephen C. Brich, P.E.
Commissioner of Highways

Virginia Department of Transportation

A Study of the Commonwealth's Primary Evacuation Routes

(HB 1560, 2020)

Preface

The Virginia General Assembly, pursuant to Chapter 704 of the 2020 Acts of Assembly (HB 1560), mandated that the Virginia Department of Transportation (VDOT) conduct a study of "Primary Evacuation Routes" in the Commonwealth. This law directs VDOT, in consultation with the Department of Emergency Management, to develop, maintain, and make publicly available a map of "primary evacuation routes" in the Commonwealth. The law further directs VDOT to "review the quality of the transportation infrastructure along such routes and submit a report on the findings of the Department and any recommended improvements at least once every five years."

Study Group Membership

VDOT consulted as necessary with the Department of Emergency Management.

Contents

Executive Summary

At the time of this study, there is no established definition for “primary evacuation routes” in the Commonwealth of Virginia. VDOT, with confirmation from the Virginia Department of Emergency Management, created a map of and studied the state-maintained roads included in state-supported evacuation plans and the Corridors of Statewide Significance (CoSS). State evacuation plans include the Commonwealth of Virginia Emergency Operations Plan (COVEOP) Hurricane & Tropical Storm Response Annex, Northern Virginia Evacuation Plan, and the COVEOP Radiological Response Annex plans for both the North Anna and Surry Nuclear Power Stations. VDOT included the CoSS for consistency with the Commonwealth's comprehensive approach to all-hazards planning for emergency management and national planning guidance to ensure all levels of government are supported in their efforts to develop and maintain viable all-hazards, all-threats emergency operations plans.[1] Evacuation routes identified in state plans, along with the CoSS, will be the primary evacuation routes for this study.

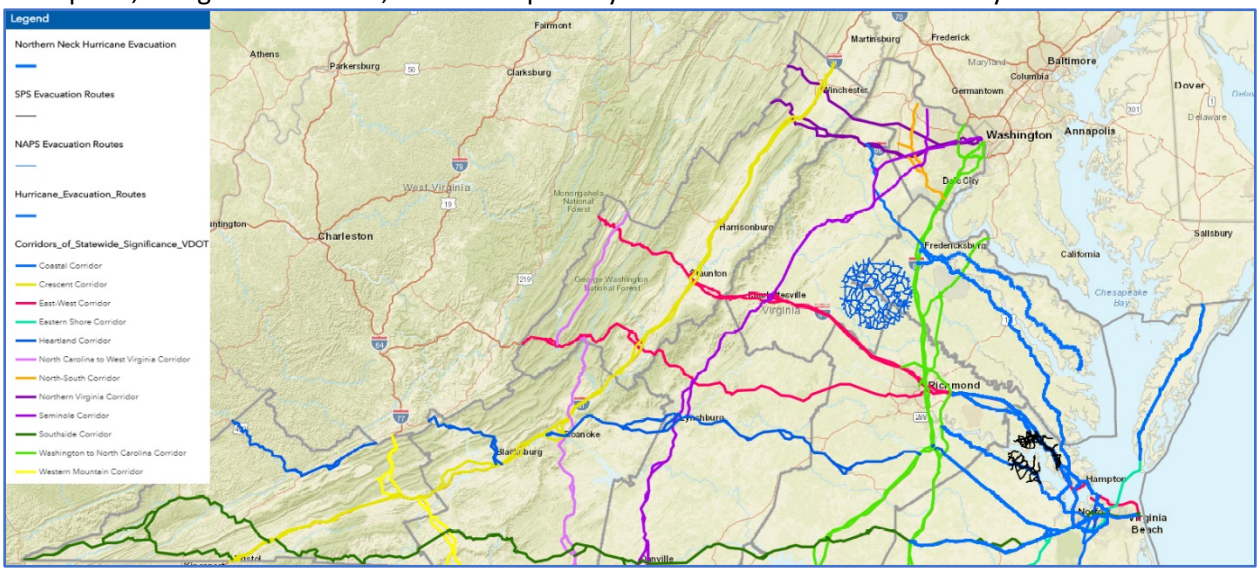


Figure. VDOT will post this map to the public VirginiaRoads.org website.

On the primary evacuation routes, VDOT does not recommend any additional improvements at this time. Improvements to the infrastructure along the primary evacuation routes are included in the Six-Year Improvement Program.[2] Key funding programs utilize project prioritization and selection processes that are focused on achieving the maximum benefit for the level of investment. VDOT does continuous assessments of road infrastructure. Assessments are completed and reported via the State of Good Repair Program, including pavements and structures. Additionally, a needs assessment for the CoSS includes data-driven analysis and stakeholder feedback to develop quantitative performance measures to identify the corridors’ needs.

[1] https://www.fema.gov/sites/default/files/2020-07/developing-maintaining-emergency-operations-plans.pdf
[2] http://syip.virginiadot.org/Pages/allProjects.aspx

Background

Designating Primary Evacuation Routes

At the time of this study, there is no established definition for "primary evacuation routes" in the Commonwealth of Virginia. The COVEOP defines an "evacuation route" as a "road or highway designated by the Virginia Department of Transportation as a primary route for motorists evacuating from the threat of a hurricane." The routes are marked with signs that indicate "Hurricane Evacuation Route."[3]

The COVEOP only specifically addresses hurricane evacuation. To accurately represent evacuation routes used to evacuate from "all-hazards," VDOT, with concurrence from the Virginia Department of Emergency Management, created a map of and studied the state-maintained roads included in state-supported evacuation plans and the Corridors of Statewide Significance. These roads will be the primary evacuation routes for this study. State evacuation plans include the Hurricane and Tropical Storm Response Plan, Northern Virginia Evacuation Plan, and the COVEOP plans for emergencies at both the North Anna and Surry Nuclear Power Stations.

COVEOP, Hurricane and Tropical Storm Response Plan

Within the COVEOP (Hazard Specific Annex #3) Hurricane and Tropical Storm Response Plan, VDOT maintains the Hurricane Traffic Control Plan. The purpose of the Hurricane Traffic Control Plan is to provide the framework and guidelines for an evacuation of the Hampton Roads, Virginia, area. This Plan is to be used by local emergency service coordinators, state and local police, and other agencies involved in planning, coordinating, and executing an evacuation. This Plan's objective is to facilitate a safe and efficient evacuation before the onset of tropical-storm-force winds (39 mph). This Plan also compliments the Virginia/North Carolina Border Control Plan that addresses hurricane evacuation situations involving both Virginia and North Carolina, simultaneously evacuating as a tropical system approaches the Mid-Atlantic coastline. Additionally, this Plan assigns specific roles and responsibilities to the Virginia Department of Transportation (VDOT), Virginia State Police (VSP), Department of Military Affairs (DMA), and the Virginia Department of Motor Vehicles (DMV).[4]

Northern Virginia Evacuation Plan

The Northern Virginia Evacuation Plan provides broad guidance for state agencies, local jurisdictions, federal and non-governmental partners. There are local evacuation plans which support and synchronize with this regional Plan. This Plan guides federal support potentially requested due to the declaration of an "Emergency" or "Major Disaster," as defined in the Stafford Act at 42 U. S. C. § 5122. This Plan supplements the Commonwealth of Virginia Emergency Operations Plan (COVEOP) and incorporates the National Incident Management System (NIMS). The Plan supports local and regional evacuations. It is an all-hazards approach to any event that could occur with or without advanced notice and would cause an evacuation from Washington, DC, or the surrounding Virginia suburbs.

COVEOP, Radiological Emergency Response Plan (RERP)

Each nuclear power station in the United States is mandated by the Nuclear Regulatory Commission (NRC) at part 10 CFR Part 50.47 to have a RERP. The COVEOP RERP provides a basis for the preparation of detailed RERPs, procedures, and training programs by agencies of the state government and the

[3] https://www.governor.virginia.gov/media/governorvirginiagov/executive-actions/EO-42-Promulgation-of-the-Commonwealth-of-Virginia-Emergency-Operations-Plan-and-Delegation-of-Authority.pdf

[4] https://www.vaemergency.gov/agency/planning/

political subdivisions. The Plan specifies immediate response by State and local governments to the four Nuclear Regulatory Commission (NRC)/Federal Emergency Management Agency (FEMA)-defined emergency action levels, including the evacuation of the Emergency Planning Zones (EPZ) at the North Anna and Surry Power Stations.

The EPZ is a plume exposure pathway extending about 10 miles in radius around a reactor site. Protective action plans within this area are designed to avoid or reduce dose from potential exposures such as inhaling radioactive particles. These actions include sheltering, evacuation, and the use of potassium iodide pills where appropriate. More information is available from the NRC in the Typical 10-Mile Emergency Planning Zone Map.[5]

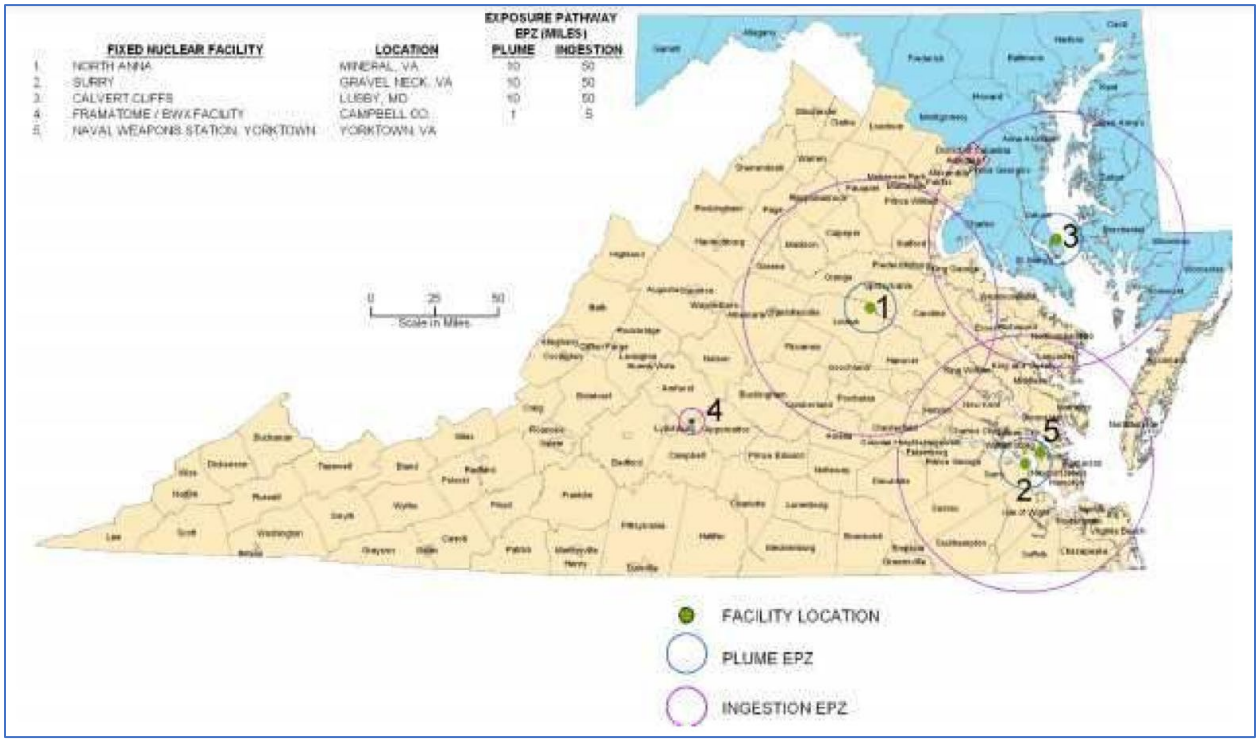


Figure 2 Virginia Nuclear Power Station Emergency Pathway Zones

[5] https://www.nrc.gov/about-nrc/emerg-preparedness/about-emerg-preparedness/planning-zones.html#:~:text=Ingestion%20Exposure%20Pathway%20EPZ&text=Protective%20action%20plans%20for%20this,Updated%20Thursday%2C%20October%2029%2C%202020

North Anna Power Station (NAPS)

The NAPS is on Lake Anna in Louisa County. The primary evacuation routes include routes designated minor collector and above within the 10-mile emergency planning zone (EPZ).

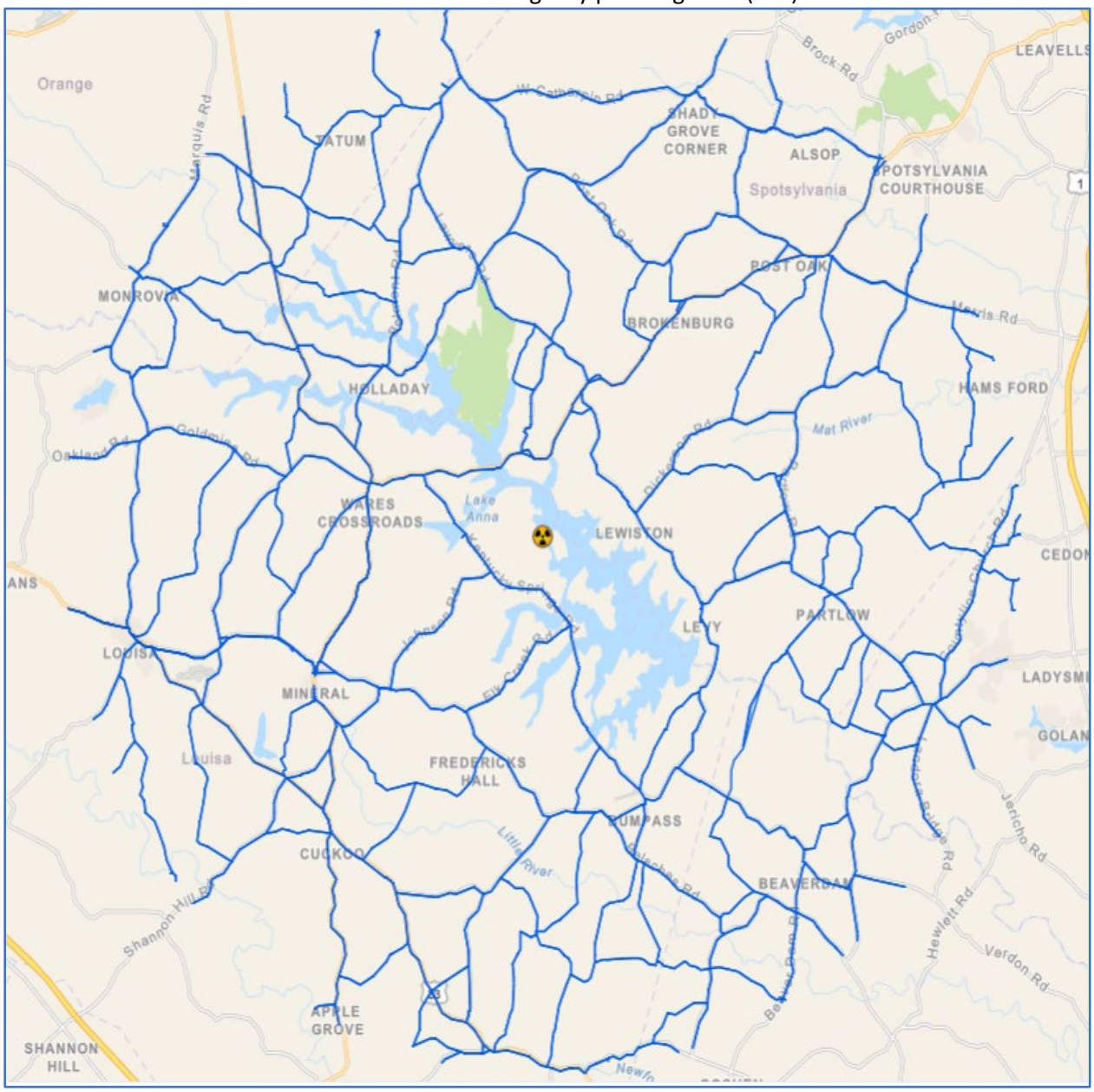


Figure 3 North Anna Power Station Primary Evacuation Routes

Surry Power Station (SPS)

The SPS is located on the James River in Surry County. The primary evacuation routes include routes designated minor collector and above within the 10-mile emergency planning zone (EPZ).

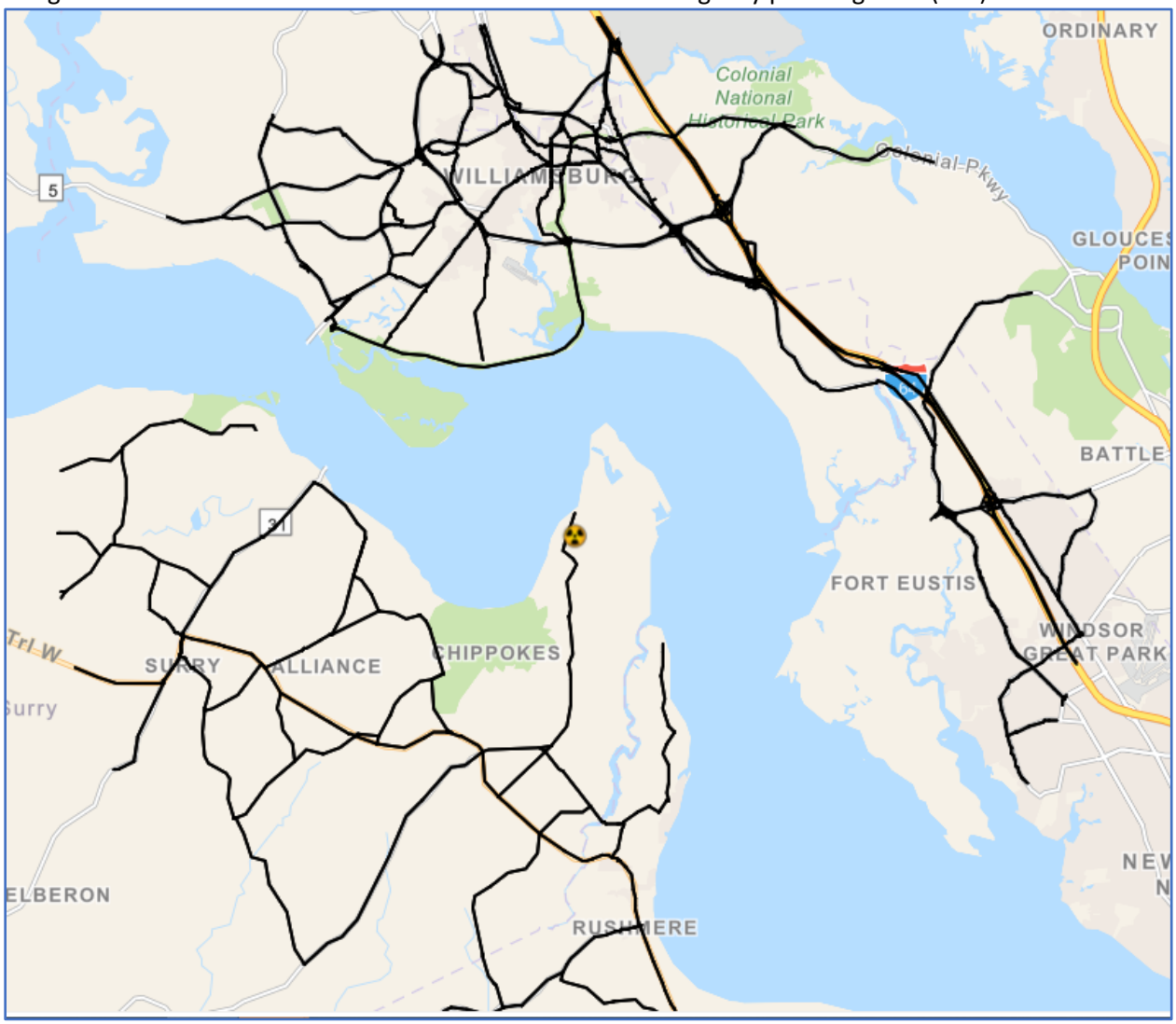


Figure 4 Surry Power Station Primary Evacuation Routes

Corridors of Statewide Significance

The Corridors of Statewide Significance are included for this study to ensure that statewide evacuation needs from all-hazards, and all threats are considered. These roads represent primary routes in a natural or human-made emergency that requires persons to evacuate their place of residence or work location. Including the CoSS in this study's primary evacuation routes ensures fair and equitable access to evacuation routing options for most people across Virginia.

The VTrans2040 Plan references the original designation of the CoSS in the VTrans2035 Plan, as adopted by the Commonwealth Transportation Board (CTB) (via a resolution dated December 17, 2009), that initially designated 11 CoSS; a 12th corridor was subsequently added (via a CTB resolution dated May 18, 2011). The designation and study of these multimodal corridors is a responsibility of the Commonwealth Transportation Board in accordance with *Code of Virginia* §33.2-353. The official definition of a CoSS as defined in VTrans2035 is:

> "An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state."

To be considered a CoSS, a corridor must meet all four of the following criteria:

1. Multimodal – must involve multiple modes of travel or must be an extended freight corridor.
2. Connectivity – must connect regions, states, and/or major activity centers.
3. High Volume – must involve a high volume of travel.
4. Function – must provide a unique statewide function and/or address statewide goals.[6]

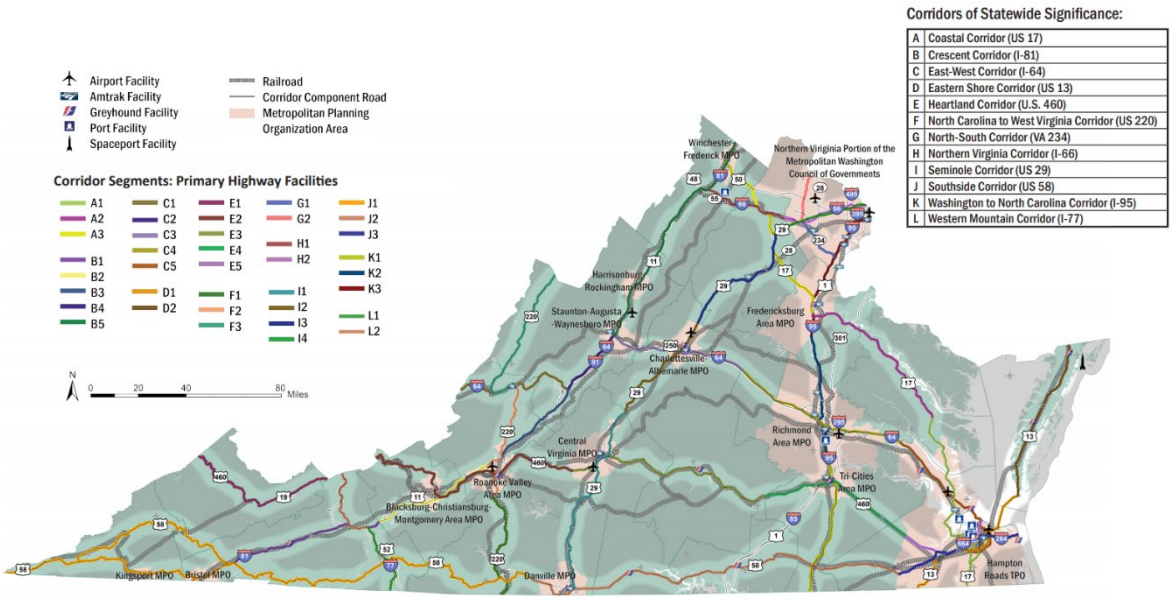


Figure 5 VTrans 2040 Multimodal Transportation Plan [Corridors of Statewide Significance (COSS)](#)[7]

[6] https://www.vtrans.org/archive/vtrans2040#:~:text=Corridors%20of%20Statewide%20Significance%20(CoSS,as%20well%20as%20interstate%20traffic.

[7] https://icfbiometrics.blob.core.windows.net/vtrans/assets/docs/VTrans2035-CoSS-Introduction.pdf

Evaluating VDOT Infrastructure

VDOT continuously assesses road infrastructure. The agency evaluates infrastructure in two manners, condition and performance. Infrastructure condition is evaluated on an on-going basis while performance is evaluated every 4 years pursuant to federal and state law.

For purposes of this report, the evacuation routes have been reviewed by VDOT's local managers and found, in general, to be in satisfactory condition. There are isolated locations with ongoing projects, bridge postings or other known challenges. Depending upon the nature of the emergency and demand associated with a specific evacuation plan, the identified routes can be used or an appropriate local alternative will be identified. Further, the State of Good Repair Program is a more formalized approach to identify and address deteriorated pavements and structurally deficient bridges, which would encompass those comprising primary evacuation routes, and is described below.

Chapter 684 of the 2015 Acts of Assembly (HB 1887) established the State of Good Repair (SGR) Program set out in § 33.2-369. The SGR Program provides funding for deteriorated pavements and Poor Condition, *structurally deficient* (SD), bridges owned or maintained by VDOT and or localities, as approved by the CTB. Legislation requires the program to be transparent and based on objectively obtained and developed data.

Structures and Bridges

Enactment 2 of Chapter 684 of the 2015 Acts of Assembly (HB 1887) required that the CTB approve a prioritization ranking process by July 1, 2016, for SD bridges and deteriorated pavements. The CTB approved the SGR Program Prioritization Process Methodology in June 2016 as outlined in "Resolution of the CTB Approved Process Methodology and FY2017 State of Good Repair Percentage Fund Distribution." Subsequent Resolutions have since been approved by the CTB to address fund distributions and other matters affecting SGR.

SGR allocations are for rehabilitating or replacing bridges on the National Bridge Inventory (NBI) deemed to be in Poor Condition (SD) and deteriorated pavement on interstate and primary highways. SGR funds are required to be distributed proportionately between VDOT and localities, based on assessed needs. Each district will receive between 5.5 percent and 17.5 percent of the total available SGR funds in any given year based on its SGR needs as described above. Furthermore, the CTB can approve waivers to this funding distribution requirement in certain situations as specified in § 33.2-369.

State of Good Repair Requirements

Description	Pavement	Bridge
Purpose	Reconstruction/Rehabilitation (Deteriorated)	Reconstruction/Replacement (Structurally Deficient)
System	VDOT Maintained Interstate and Primary Routes and Locally Maintained Primary Extensions	All Systems (VDOT and Locally Maintained)
Priority Consideration	Priority Consideration Lowest CCI, Highest AADT Number, Condition, Costs	Number, Condition, Costs
Distribution	All nine construction districts - Based on needs Min 5.5% and Max 17.5% per year	
Waivers	Key Project - extraordinary circumstances only - cap can be waived	
	20% taken off the top for Secondary Pavements (if VDOT secondary target not met)	N/A

Note: A bridge deemed structurally deficient does not imply that it is likely to collapse or is unsafe, but there are elements of the bridge that need monitoring or repair.

Note on Acronyms: CCI (Critical Condition index); AADT (Annual Average Daily Traffic).

Figure 6 State of Good Repair Requirements

The State of Good Repair Program prioritization formula for bridges is comprised of five factors that measure importance, condition, redundancy, structure capacity, and cost-effectiveness. The State of Good Repair Program Bridge Prioritization Formula is available here: http://www.virginiadot.org/business/resources/bridge/SGR_PrioritizationFormula_Description_08-31-2018.pdf

The State of the Structures and Bridges Fiscal Year 2019 report is available at the following link: https://www.virginiadot.org/info/resources/bridgeReports/2019-07-FY2019-State-of-the-Structures-and-Bridges-Report-Final.pdf

Pavements

VDOT issues the State of the Pavement report annually. This report describes the pavement condition and ride quality on Virginia's pavements based on data collected, processed, and analyzed during the first part of the reporting year. It also provides trend analysis over the last five years of pavement condition ratings. Pavement condition data are used to estimate the cost to achieve and sustain pavement performance targets and to recommend allocation of available maintenance funds across districts. The State of the Pavement Report provides background information on the methodology of data collection, quality assurance of data, derivation of condition measures, and the use of pavement condition data to assess pavement sufficiency statewide. The State of the Pavement report for 2019 is available at the following link: https://www.virginiadot.org/info/resources/State_of_the_Pavement_2019.pdf.

Pavement condition data presented in the State of the Pavement Report are used by VDOT to plan, budget, prioritize, and schedule pavement maintenance and rehabilitation work. Data are also used for

internal and external performance reporting; and are made available to pavement researchers, safety planners, and others within and external to VDOT.

The pavement condition data are an important input into the Pavement Management System (PMS) to develop estimates of pavement maintenance and rehabilitation needs based on an optimization analysis. These needs are subsequently used to develop the biennial maintenance budget and a work plan generated by the optimization analysis. These products guide district personnel to select a pavement maintenance strategy for yearly pavement maintenance schedules. Accumulation of consistent, quality condition data over time allows VDOT to understand different pavement treatment strategies' cost-effectiveness better. This information enables VDOT to make investment decisions that maximize pavement life and optimize the use of scarce resources.[8]

Virginia's Transportation Funding

The Commonwealth Transportation Board (CTB) annually reviews and approves the Commonwealth Transportation Fund (CTF) budget. The CTF receives revenues from dedicated state and federal sources. The major state revenues are based on Virginia's official revenue forecast developed by the Department of Taxation (TAX). The federal revenues from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are estimated by VDOT and the Virginia Department of Rail and Public Transportation (DRPT). Revenues provided are also from funds collected for regional transportation improvements in Northern Virginia, Hampton Roads, and Central Virginia. These funds are dedicated to the efforts of the Northern Virginia Transportation Authority, Hampton Roads Transportation Accountability Commission, and the Central Virginia Transportation Authority. During its 2020 session, the Virginia General Assembly enacted Chapters 1230 and 1275 of the Acts of Assembly, which revised the composition of and increased available revenues for transportation funding in the Commonwealth. Under Chapters 1230 and 1275, the CTF serves as the fund to which all transportation revenues are deposited and then distributed to programs and funds.

These transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) $0.03 of the $0.25 per $100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

Chapter 1230 also amended the allocation of funds. Before funds are distributed from the CTF to the Transportation Trust Fund and the Highway Maintenance and Operating Fund ("HMO Fund"), (i) $40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) $40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) $80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. The remaining funds in the CTF are then allocated 51% to the Highway Maintenance and Operating Fund (HMOF) and 49% to the Transportation Trust Fund.

[8] https://www.virginiadot.org/info/resources/State_of_the_Pavement_2019.pdf

Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The revenues for the HMOF support highway maintenance, operations, and administration. The Priority Transportation Fund (PTF) revenues are dedicated to debt service on the Commonwealth of Virginia Transportation Capital Projects Revenue Bonds. The CTB can also use the PTF to facilitate the financing of priority transportation projects throughout the Commonwealth. Federal revenues are used for their defined purposes to support construction, maintenance, or transit.

Toll revenue and concession payments to the Commonwealth under the Public-Private Transportation Act of 1995 also would be deposited to the CTF and allocated to the Transportation Trust Fund (for defined purposes and not available for further distribution). Interest, dividends, and appreciation accrued to the Transportation Trust Fund or the HMO Fund also would be allocated to the CTF and distributed two-thirds to the Virginia Transportation Infrastructure Bank and one-third to the Transportation Partnership Opportunity Fund.

Revenues from the CTF and other dedicated money sources finance the Six-Year Financial Plan adopted by the CTB. The plan totals $47.0 billion for FY 2022-2027.

Section 33.2-358 of the Code of Virginia lays out the allocation of funds to construction programs, including the State of Good Repair, SMART SCALE (i.e., Construction District Grant and High Priority Projects), Interstate Operations and Enhancement, and Virginia Highway Safety Programs. The CTB has policies guiding the prioritization and selection of projects for each of these programs. For projects that are scored through the SMART SCALE prioritization process, the Office of Intermodal Planning and Investment must indicate whether they are on a primary evacuation route (HB 561, 2020).

Six-Year Improvement Program

The Six-Year Improvement Program (SYIP) is a document that outlines planned spending for transportation projects proposed for construction development or study for the next six years.

The SYIP is updated annually and is how the CTB meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary, and urban highway systems, public transit, ports and airports, and other programs for the immediate fiscal year. The SYIP also identifies planned program funding for the succeeding five fiscal years. The CTB allocates funds for the first fiscal year of the SYIP, but the remaining five years are estimates of future allocations. Fiscal years start July 1 and end June 30.

The CTB updates the SYIP each year as revenue estimates are updated, priorities are revised, and project schedules and costs change.

Throughout the SYIP development process, there are various points of coordination with regional, metropolitan, and local groups, as well as opportunities for stakeholder participation. Development of

the SYIP begins in the fall when the CTB hosts a series of meetings seeking public comment on transportation projects and priorities. VDOT and DRPT carry out various project selection processes and projects are recommended for funding in the Draft SYIP presented to the CTB in the spring. The CTB hosts a series of public hearings to receive feedback on proposed projects and recommends adjustments to the Draft SYIP, as necessary. A Final SYIP is presented to the CTB for adoption in June. The SYIP contains projects selected for funding through the five formula programs identified above, as well as other special federal and state programs. The SYIP also includes projects that are funded by others but administered by VDOT. Candidate projects for most funding programs can be submitted for consideration through the SMART Portal. Individual projects are selected for funding and included in the SYIP, which is adopted by July 1 of each year.

In general, it is the intent of the CTB that projects included in the SYIP are to be fully funded through construction and delivered according to the established budget and schedule. If a locality or metropolitan planning organization requests the termination of a project or fails to advance a project to the next phase, then the locality or localities within the metropolitan planning organization may be required to reimburse VDOT for all funds expended on the project.

Allocations available in the following funding programs will be programmed in the SYIP annually:

- State of Good Repair Program pursuant to §33.2-369
- Regional Surface Transportation Program funds provided to metropolitan planning organizations pursuant to 23 U.S.C. §133
- Congestion Mitigation Air Quality funds pursuant to 23 U.S.C. §149
- Highway Safety Improvement Program pursuant to 23 U.S.C. §148 and §154

Generally, allocations available in the fifth and sixth year of the SYIP under development for the following funding programs will be programmed in even-numbered fiscal year SYIP updates:

- High Priority Projects Program pursuant to §33.2-370
- Highway Construction District Grants Program pursuant to §33.2-371

Allocations available in the first and second year of the SYIP under development for the following funding programs will be programmed in odd-numbered fiscal year SYIP updates:

- Revenue Sharing Program pursuant to §33.2-357[9]
- Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to 23 U.S.C. §133, excluding sub-allocated funds controlled by metropolitan planning organizations

Click here for a summary of various VDOT transportation funding programs and the biennial programming schedule.

[9] Programming of Revenue Sharing funds was different in FY 2021 – 2022 assumptions as a result of the mitigation efforts provided for in Chapter 552, Item 430, P. 1. – 2. New allocations for this cycle were provided in FYs 2025 and 2026.

Conclusion

Improvements to the infrastructure along the primary evacuation routes that are approved through one of the various construction funding programs and the federally funded maintenance program are included in the Six-Year Improvement Program (SYIP).[10] Improvements are also funded along the primary evacuation routes through the Highway Maintenance and Operating Fund, but they are not shown in the SYIP. Key funding programs utilize project prioritization and selection processes that are focused on achieving the maximum benefit for the level of investment. These data-driven processes facilitate VDOT's capability and capacity to move many people and goods over the roads during emergencies, including evacuations.

[10] http://syip.virginiadot.org/Pages/allProjects.aspx

Appendix 1 HB 1560 (2019)

VIRGINIA ACTS OF ASSEMBLY -- 2020 SESSION

CHAPTER 704

An Act to amend the Code of Virginia by adding a section numbered 33.2-275.1, relating to Department of Transportation; primary evacuation routes.

[H 1560]

Approved April 6, 2020

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered 33.2-275.1 as follows:

§ 33.2-275.1. Primary evacuation routes; public information.

The Department of Transportation (the Department), in consultation with the Department of Emergency Management, shall develop and maintain a map of primary evacuation routes in the Commonwealth. Such map shall be made available on Department's public website.

The Department shall review the quality of the transportation infrastructure along such routes and submit a report on the findings of the Department and any recommended improvements at least once every five years. Such report shall be submitted as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and shall be posted on the General Assembly's website, and the first of such reports shall be submitted no later than the first day of the 2021 Regular Session of the General Assembly.

Appendix 2 VDEM Concurrence

Virginia Department of Emergency Management

DATE: December 14, 2020

TO: John Scrivani, VDOT Director, Office of Safety, Security and Emergency Management

FROM: John Northon, VDEM Deputy State Coordinator, Disaster Services

RE: Commonwealth's Primary Evacuation Routes Study

Purpose

This memo serves to document the coordination between VDOT and VDEM regarding the Commonwealth's Primary Evacuation Routes Study

Background

A VDOT Study of "Primary Evacuation Routes" is mandated by the General Assembly in Chapter 704 of the 2020 Acts of Assembly (HB 1560). This law directs VDOT, in consultation with the Department of Emergency Management, to develop, maintain, and make publicly available a map of "primary evacuation routes" in the Commonwealth. The law directs VDOT to "review the quality of the transportation infrastructure along such routes and submit a report on the findings of the Department and any recommended improvements at least once every five years."

At the time of this study, there is no established definition for "primary evacuation routes" in the Commonwealth of Virginia. VDOT, with agreement from the Virginia Department of Emergency Management, created a map of and studied the state-maintained roads included in state-supported evacuation plans and the Corridors of Statewide Significance (CoSS). State evacuation plans include the Commonwealth of Virginia Emergency Operations Plan (COVEOP) Hurricane & Tropical Storm Response Annex, Northern Virginia Evacuation Plan, and the COVEOP Radiological Response Annex plans for both the North Anna and Surry Nuclear Power Stations. Evacuation routes identified in these plans, along with the CoSS, will be the primary evacuation routes for this study.

VDOT does not recommend any improvements to the infrastructure along the primary evacuation routes outside of the established Six-Year Improvement Program. These infrastructure assessment programs demonstrate considerable effort to ensure the traveling public has access to the roads as designed.

Conclusion

VDEM concurs with VDOT's recommendation. Additionally, VDEM and VDOT subscribe to an all-hazards approach to emergency evacuation planning.

signed
//jan//14 Dec 2020
John A. Northon
VDEM, Deputy State Coordinator, Disaster Services

Appendix 3 Hurricane Evacuation Routes

Peninsula
Interstate 64 West
Interstate 664 North
US Route 17 North
US Route 60 West
Route 143
During severe weather, the Jamestown-Scotland Ferry is removed from service and should NOT be considered part of your evacuation plan.

Southside
264 West and Interstate 64 Hampton Roads Bridge-Tunnel
Interstate 664 North Monitor Merrimac Memorial Bridge-Tunnel
US Route 17 North
US Route 58 West
US Route 460 West
Route 10 West
The Chesapeake Bay Bridge-Tunnel is NOT an evacuation route. For closure information, visit www.cbbt.com.

Northern Neck
US Route 3 West

Eastern Shore
All Eastern Shore residents will use US Route 13 North toward Salisbury, Maryland.[11]

[11] https://www.vaemergency.gov/hurricane-evacuation-zone-lookup/

Appendix 4 Northern Virginia Evacuation Plan Evacuation Routes

Limited Access Corridors
I-95 / I-395
I-66
Route 267 (Dulles Toll Road)
I-495 (Beltway)
George Washington Memorial Parkway (GWMP)

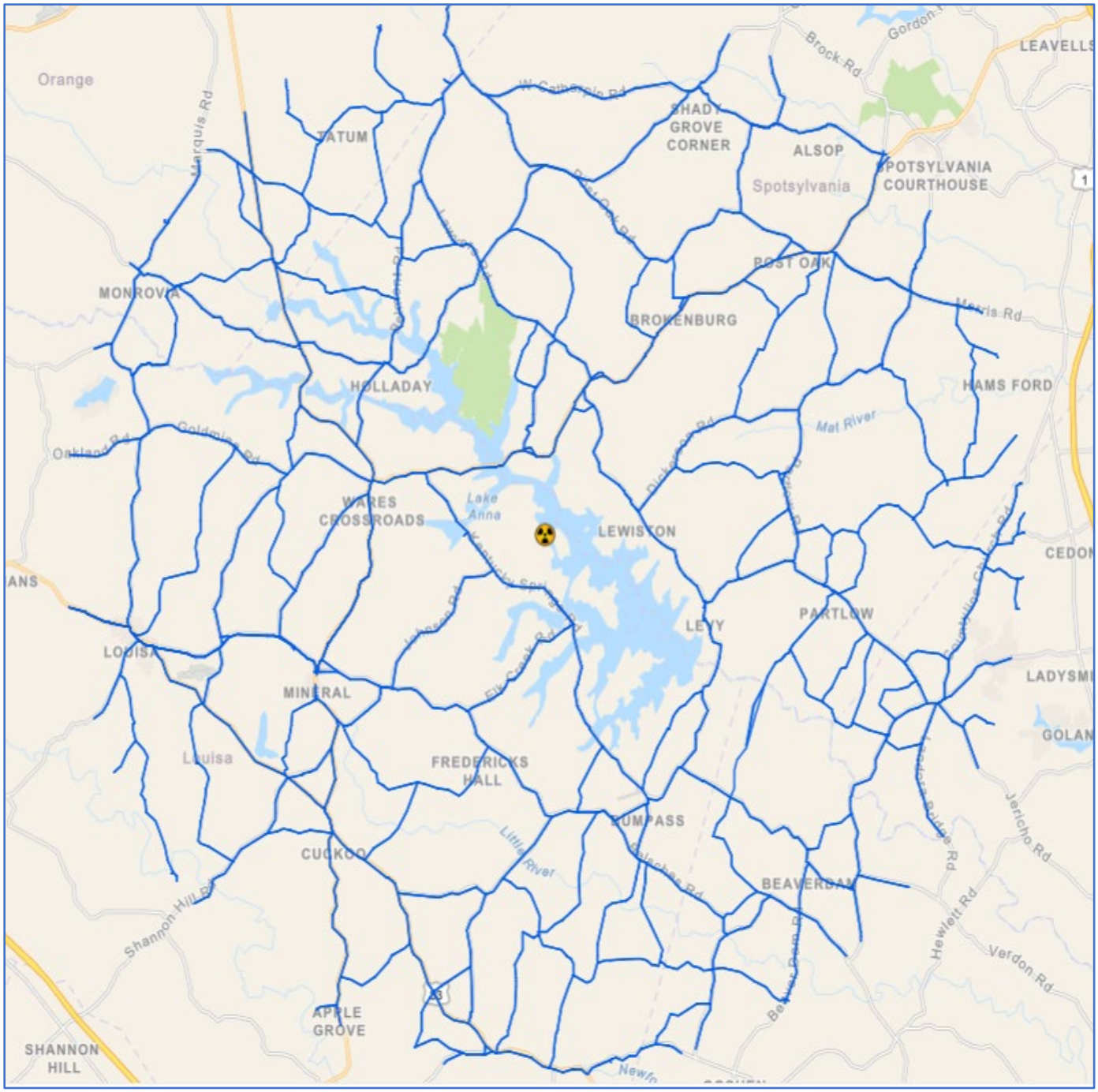
Traffic Signal Corridors
Route 1
Route 50
Route 7
Route 620
Route 236
Route 7100
Route 3000
Route 234
Route 243
Route 29
Route 28
Route 123
Route 193
Route 644

Other Traffic Signal Corridors to be managed by VDOT in coordination with appropriate localities.
Routes 2, 3, 9
Routes 15, 17
Routes 20, 27
Route 33
Route 48
Route 55
Routes 110, 120
Routes 205, 206, 208
Routes 211, 213, 215, 218
Routes 228, 229
Routes 230, 231, 235, 236, 237
Routes 241, 244, 245
Route 287
Route 299
Route 309
Routes 402, 420
Route 522
Routes 606, 611, 613
Route 7900

Appendix 5 COVEOP, Radiological Emergency Response Plan Routes

Both power stations' primary evacuation routes include routes designated minor collector and above within the 10-mile plume exposure pathway zone (EPZ). While all roads within the 10-mile EPZ may be used for an evacuation during an emergency, only the minor collector routes and above are designated primary evacuation routes. These maps with more detail will be posted to the Virginia Roads website. To access the full attribute table for power station primary evacuation routes, please contact Matt Lott in the VODT Office of Safety, Security and Emergency Management at matt.lott@vdot.virginia.gov.

North Anna Power Station Primary Evacuation Routes



Surry Power Station Primary Evacuation Routes