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Location Public Hearing: Norfolk and Hampton

I-64 Hampton Roads Bridge-Tunnel Environmental Impact Statement

Wed., Jan. 23, 2013
4 - 7 p.m.

Granby High School
7101 Granby Street
Norfolk, VA

Snow date: Jan. 30, 2013

Thurs., Jan. 24, 2013
4 - 7 p.m.

St. Mary Star of the Sea School
14 N. Willard Avenue
Hampton, VA

Snow date: Jan. 31, 2013



WELCOME

Thank you for your interest in this important study. The Virginia Department of Transportation (VDOT) is evaluating alternative ways to address transportation needs in the I-64 Hampton Roads Bridge-Tunnel (HRBT) corridor. The study area extends approximately 12 miles on I-64 from I-664 in Hampton to I-564 in Norfolk, including the HRBT.

The study involves the preparation of an Environmental Impact Statement (EIS) that is being developed in accordance with the National Environmental Policy Act (NEPA). The Draft EIS is a report that describes key transportation needs within the corridor, presents alternative solutions, and identifies potential impacts to the human and natural environment.

What We've Heard

Public involvement is an essential part of this study. Citizen information meetings were held in July 2011 and April 2012 to gather community input and aid in the evaluation of the alternatives. The public identified key transportation issues in the corridor such as heavy congestion and long, unpredictable travel delays. VDOT considered these comments while developing alternatives to address transportation needs in the corridor.

Purpose of the Public Hearing

During the hearing process, the team will:

- Provide an overview of the issues evaluated in the Draft EIS,
- Present the four retained alternatives under consideration (see next page), and
- Hear your thoughts about which alternative best meets the corridor needs and receive your comments on the Draft EIS.

Your feedback is an important contribution to the study. We encourage you to comment on the alternatives under consideration and the Draft EIS.



Study website: http://www.vdot.virginia.gov/projects/hamptonroads/i-64_hrbt_study.asp

STUDY PURPOSE AND NEED

At the Citizen Information Meeting in July 2011, VDOT presented the study Purpose and Need for public comment. The Purpose and Need is essential for establishing a basis for alternatives development and evaluation. The purpose of the I-64 HRBT study is to address transportation problems such as inadequate capacity; unpredictable travel times and speeds; and deficient roadways, tunnels, and bridges. For example, the study addresses substandard vertical clearance in the tunnels. The current low clearance results in numerous truck turnarounds that disrupt traffic and create delays for travelers.

ALTERNATIVES CONSIDERED

Alternatives Screening

A range of alternatives was identified at the second Citizen Information Meeting in April 2012. These alternatives were screened for their ability to address the corridor's transportation needs. In particular, VDOT reviewed whether each alternative could relieve the substantial congestion in the corridor and improve "geometric" deficiencies such as tunnel height. Alternatives that were deemed not feasible, or would not meet the study Purpose and Need, were not retained.

Retained Alternatives

Four alternatives have been retained for further evaluation. These alternatives are presented in the Draft EIS and at this Public Hearing.

- The No-Build Alternative would involve only routine maintenance with no major improvements to the corridor.
- The Build-8 Alternative would widen I-64 and the HRBT to four travel lanes in each direction, for a total of eight lanes throughout the corridor.
- The Build-8 Managed Alternative is the same as the Build-8 Alternative except that some or all of the travel lanes would be managed to provide more reliable travel times.
- The Build-10 Alternative would widen I-64 and the HRBT to five travel lanes in each direction for a total of ten lanes throughout the corridor.

NEXT STEPS

VDOT and the Federal Highway Administration (FHWA) will take public comments on the Draft EIS, including the retained alternatives, and address them as part of the NEPA process. The next step will be to present the findings of this study to the Commonwealth Transportation Board (CTB). The CTB will identify a preferred alternative from among the four alternatives evaluated in the Draft EIS. A Final EIS will then be prepared to document the preferred alternative for potential FHWA approval in a Record of Decision (ROD).

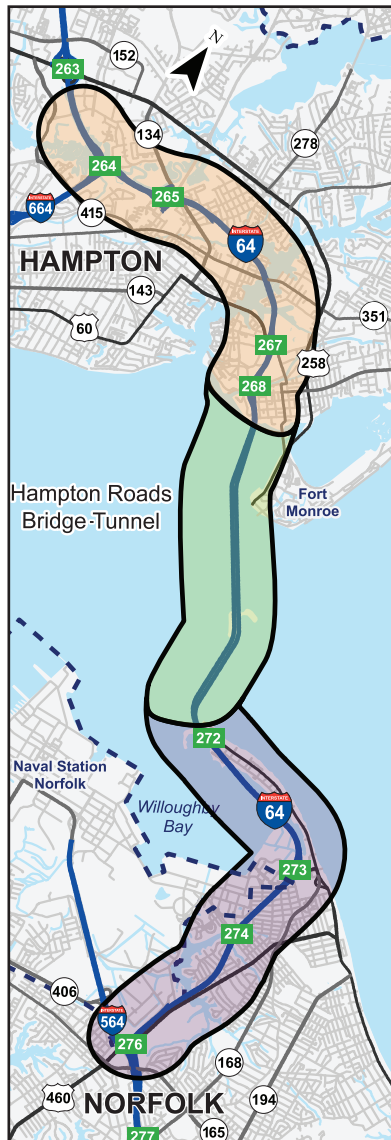
The study is scheduled for completion in Spring 2014. Should a build alternative be selected and funded, design documents must be completed, and necessary right-of-way acquired, before construction could begin.



Study website: http://www.vdot.virginia.gov/projects/hamptonroads/i-64_hrbt_study.asp

DESCRIPTION OF RETAINED ALTERNATIVES

	No-Build Alternative	Build-8 Alternative	Build-8 Managed Alternative	Build-10 Alternative	Comments
Hampton (Approach to bridge and tunnel)	6 lanes	6 lanes + 2 new lanes = 8 lanes	6 lanes + 2 new lanes = 8 lanes	6 lanes + 4 new lanes = 10 lanes	<ul style="list-style-type: none"> Existing road has 6 lanes Limited median space Widening occurs to outside of I-64
HRBT (Bridges and tunnel)	4 lanes	4 lanes + 4 new lanes = 8 lanes	4 lanes + 4 new lanes = 8 lanes	4 lanes + 6 new lanes = 10 lanes	<ul style="list-style-type: none"> Existing bridge-tunnel has 4 lanes New bridge-tunnel constructed to west of existing bridge-tunnel
Norfolk (Approach to bridge and tunnel)	4 lanes	4 lanes + 4 new lanes = 8 lanes	4 lanes + 4 new lanes = 8 lanes	4 lanes + 6 new lanes = 10 lanes	<ul style="list-style-type: none"> Existing road has 4 lanes Median space available Widening would occur on inside and outside of I-64



What is a Managed Lane?

Managed lanes are used to manage traffic so that users can benefit from more reliable travel times. Lanes could be managed using tolls and/or vehicle occupancy restrictions (such as HOV). Buses could also travel in these lanes.

The Build-8 Managed Alternative would have a similar lane configuration to the Build-8 Alternative. However, the managed lanes would be separated from the general purpose lanes by a narrow buffer. VDOT would manage the traffic flow in one or more lanes to provide those users with acceptable operation.



ALTERNATIVE LAYOUT AND TRAFFIC OPERATIONS

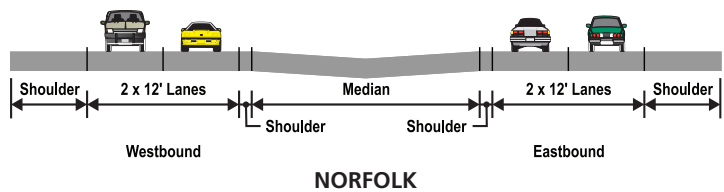
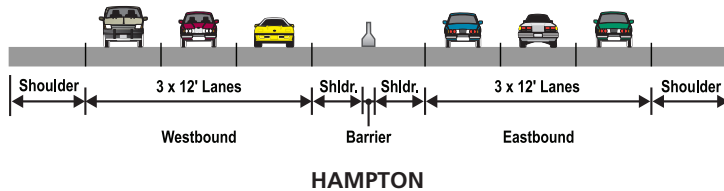
Traffic operation and congestion is measured using Level of Service (LOS). LOS is based on letter grades from "A" for excellent conditions to "F" for failure conditions.

Level of Service Descriptions

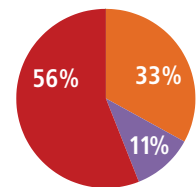
LOS A – C	No or minimal congestion	Speeds at or near free-flow
LOS D	Acceptable operation	Slight reduction in speed
LOS E	Significant congestion	Noticeable reduction in speed
LOS F	Failing congestion	Unpredictable speed; stop-and-go traffic

No-Build Alternative

Design and Construction Costs – \$0



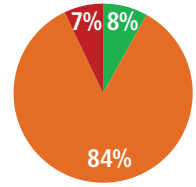
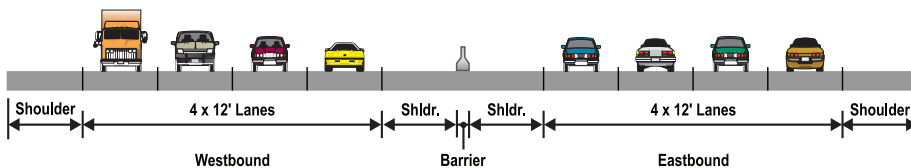
The charts below provide the percentage of the corridor in each operation category by alternative.



Year 2040 Traffic Operations

Build-8 Alternative

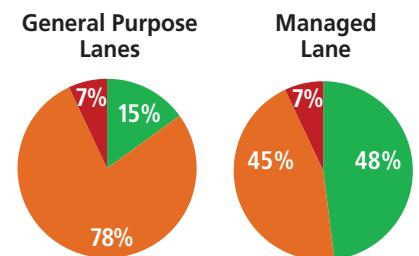
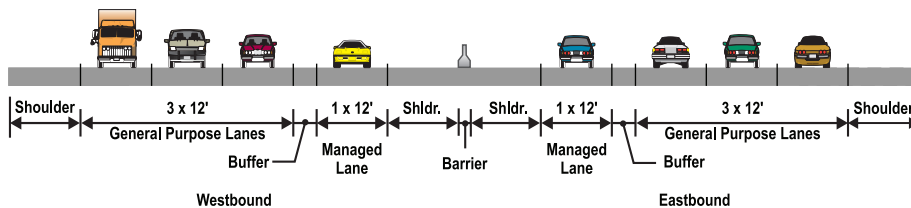
Design and Construction Costs - Approximately \$4.8 billion to \$6.5 billion



Year 2040 Traffic Operations

Build-8 Managed Alternative

Design and Construction Costs - Approximately \$4.8 billion to \$6.6 billion

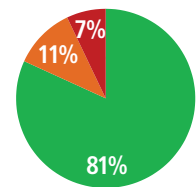
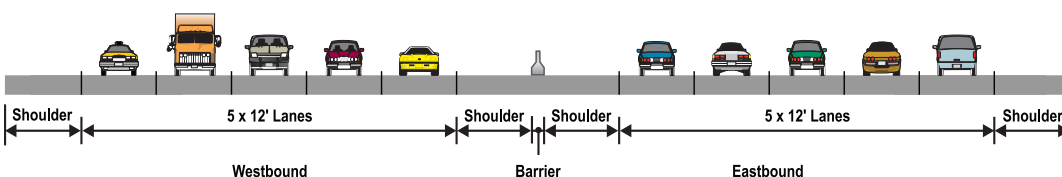


Year 2040 Traffic Operations

This example assumes one managed lane in each direction that is a high occupancy toll lane (HOT).

Build-10 Alternative

Design and Construction Costs - Approximately \$5.7 billion to \$7.9 billion



Year 2040 Traffic Operations

ENVIRONMENTAL IMPACT SUMMARY

Impact Category	No-Build Alternative	Build-8 Alternative	Build-8 Managed Alternative	Build-10 Alternative	Notes
Land acquisition (acres)	0	281	287	304	Acreeage indicates amount of right-of-way required.
Parks and recreational facilities impacts (number/acres)	0/0	14/25	14/25	14/26	Includes right-of-way required from park lands.
Potential residential displacements	0	261	275	315	Right-of-way acquisition and relocation would be in accordance with state and federal laws.
Potential business displacements	0	16	16	17	Right-of-way acquisition and relocation would be in accordance with state and federal laws.
Stream impacts (No. of crossings/linear feet of streams)	0	12/18,200	12/18,300	12/18,500	Includes the extension of existing bridges and culverts, new HRBT approach bridges and tunnel.
Wetlands impacts (acres)	0	52	52	53	Based on National Wetland Inventory (NWI) data.
100-year floodplain impacts (acres)	0	419	436	439	Includes area of new HRBT approach bridges and tunnel.
Threatened and endangered species impacts	0	Short-term impacts to 400 acres	Short-term impacts to 400 acres	Short-term impacts to 415 acres	Potential habitat impacts may occur to sea turtles, shortnose sturgeon and Atlantic sturgeon.
Submerged aquatic vegetation impacts (acres)	0	6	6	6	Any disturbance would require approval from the Virginia Marine Resources Commission.
Historic architectural resources impacts (no. of properties)	0	13	13	13	Impacts would include the displacement of historic buildings in historic districts.
Air quality impacts	0	Minor short-term impacts	Minor short-term impacts	Minor short-term impacts	The retained alternatives meet all applicable air quality conformity requirements.
Noise (no. of sites with noise impact)	817	1,019	1,017 to 1,019	1,017	Abatement measures such as noise barriers would be considered for noise impacts.

Parks and Historic Sites – Section 4(f)

Section 4(f) of the US Department of Transportation Act protects parks and historic sites. The four retained alternatives would impact these properties to varying degrees. VDOT is seeking your comments at this hearing on potential impacts to Section 4(f) properties, particularly impacts that may be considered minor (“de minimis”) impacts as described in the Draft EIS.

Historic Properties – Section 106

In compliance with Section 106 of the National Historic Preservation Act, information concerning potential effects on properties listed in or eligible for listing in the National Register of Historic Places is available for public comment in the Draft EIS and at this public hearing.

FAQs

Why is an EIS being prepared?

An EIS is a document required by the National Environmental Policy Act (NEPA) for all federal projects or actions that are likely to have a significant impact on the environment. The EIS serves as a tool for VDOT and FHWA to make an informed decision on each study alternative based on the alternative's ability to meet transportation needs, potential impacts to the environment, and input from the public and other government agencies.

Is funding currently available to construct improvements? When will funding decisions be made? Who will make these decisions?

No funding is currently available for design or construction. Funding decisions can be made after the Final EIS is complete if a build alternative is preferred by the CTB and approved by FHWA. The decision to proceed with project funding will be made by the Hampton Roads Transportation Planning Organization through input from local governments in the region.

Are tolls being considered for the HRBT study?

Tolls are being considered as part of the Build-8 Managed Alternative for this study. This alternative would include a management scenario such as the addition of high-occupancy toll (HOT) lanes, the

addition of high occupancy vehicle (HOV) lanes, or tolling all lanes. Tolling options are being considered now to determine how they could affect the alternative design and environmental impacts. Should the Build-8 Managed Alternative be selected as the preferred alternative, a detailed toll study would be conducted.

Would any properties be acquired? If so, how will this be handled and when?

If a build alternative is selected that requires VDOT to acquire private property, the affected landowner would be notified directly if/when the project advances to the design phase. The acquisition of property and any required relocation of residents, businesses, and non-profit organizations, if needed, would be conducted in accordance with all applicable state and federal laws, regulations and requirements.

What will VDOT do with public input? Will citizens' comments and concerns be communicated and how will VDOT address them?

VDOT has considered public input from previous citizen information meetings in the development of the Draft EIS. In the Final EIS, VDOT will formally respond to all substantive comments received on the Draft EIS and at the public hearing.

Responses to additional Frequently Asked Questions can be found on the study website:
www.vdot.virginia.gov/projects/hamptonroads/i-64_hrbt_study.asp

YOUR INPUT

Your input will help shape the future of the HRBT corridor. We encourage you to get involved in the study process by reviewing the information presented and by completing a comment form. Comments can be made in one of the following ways by February 13, 2013.

Comment Form: Drop a completed comment form into the comment box before you leave tonight.

Electronic Survey: <http://www.surveymonkey.com/s/I64HRBTEIS>

Email: hrbtcomments@vaprojects.com

Mail: HRBT Project Manager at 2901 S. Lynnhaven Road, Suite 300, Virginia Beach, VA 23452

For additional information, contact Angel Deem, VDOT Project Manager, at Angel.Deem@VDOT.Virginia.gov

Study website: www.vdot.virginia.gov/projects/hamptonroads/i-64_hrbt_study.asp

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this study or require special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-367-7623 or TTY/ITDD 711.