



**INTERSTATE 64 PENINSULA STUDY**  
**Commonwealth Transportation Board**  
**Status Briefing**

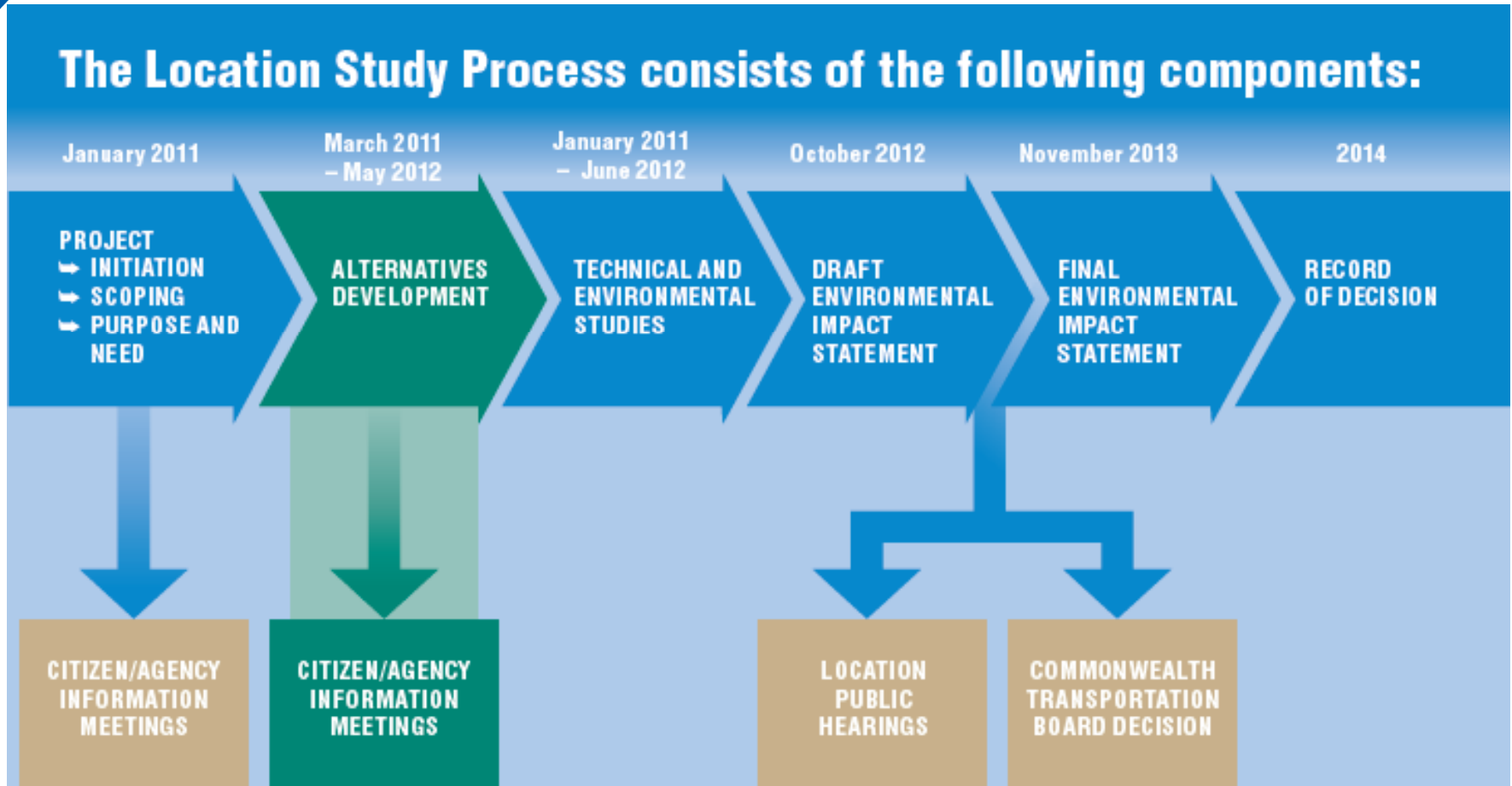
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# I-64 PENINSULA STUDY PROCESS





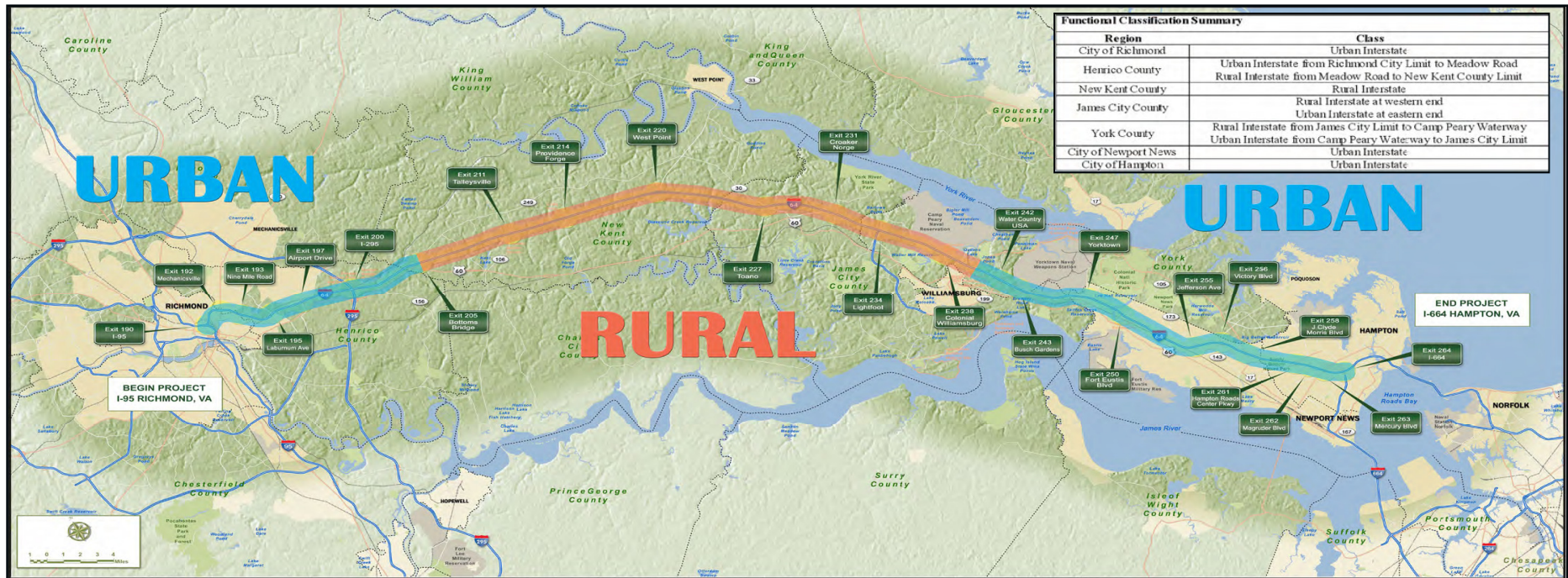
# DRAFT ENVIRONMENTAL IMPACT STATEMENT

- **Purpose and Need Analysis**

- Capacity
- Roadway deficiencies
- Safety

- **Alternatives Analysis**

- Existing conditions
  - ❖ Existing limited access ROW
  - ❖ Distinct regions/sections



# DRAFT ENVIRONMENTAL IMPACT STATEMENT Cont.

- **Alternatives Analysis cont.**

- **Range of preliminary alternatives**

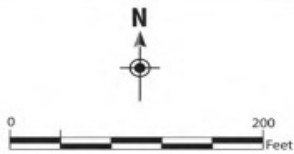
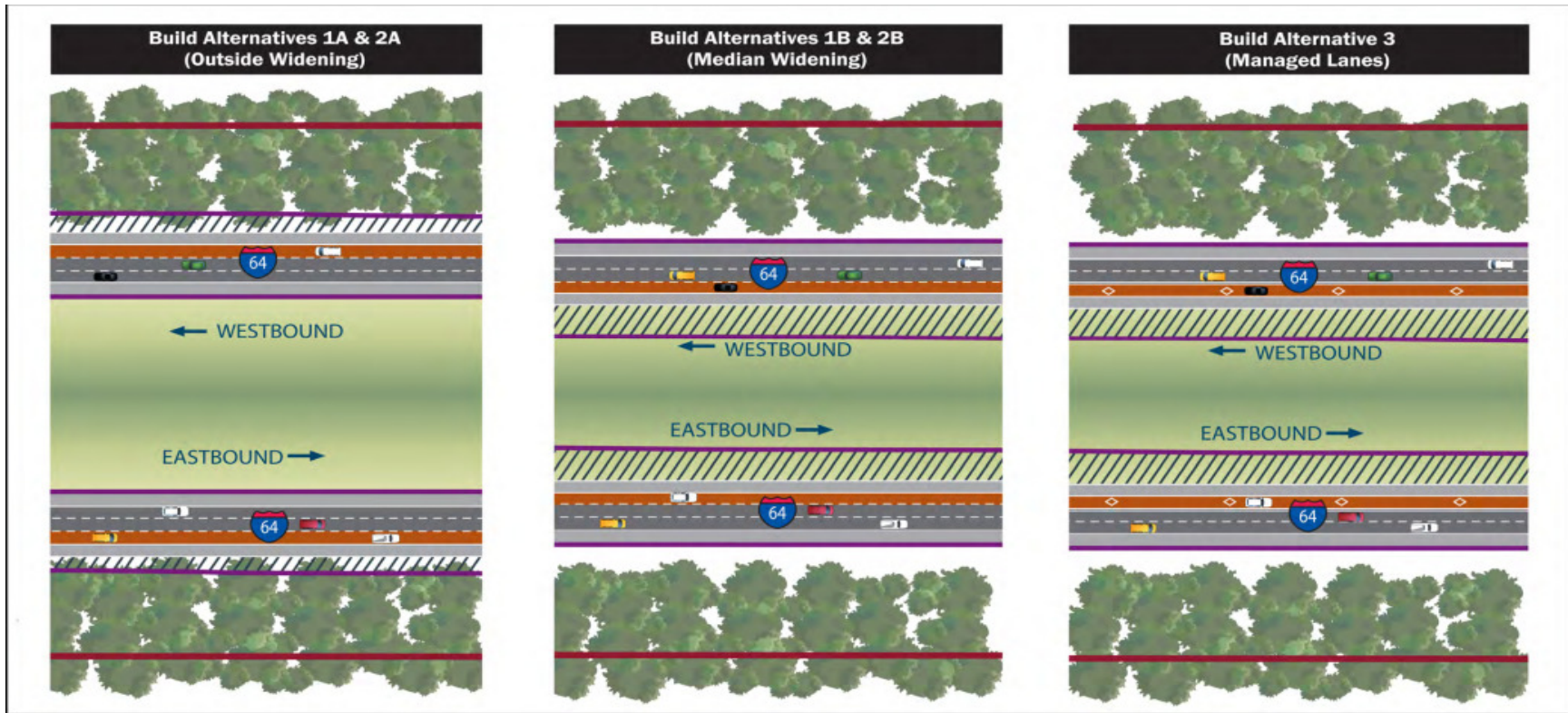
- ❖ No Action (No Build)
- ❖ TSM/TDM
- ❖ Passenger/freight rail
- ❖ Highway build alternatives (developed to meet LOS C or better)
  - General purpose lanes
  - Managed lanes and toll lanes (HOV, HOT, ETL, Full Toll)

- **Alternatives retained for detailed study in DEIS**

- ❖ No build
- ❖ 5 Highway build options:
  - 1A = Add General Purpose Lanes to the Outside
  - 1B = Add General Purpose Lanes to the Median
  - 2A = Add Additional Lanes to the Outside and Toll All Lanes
  - 2B = Add Additional Lanes to the Median and Toll All Lanes
  - 3 = Managed Lanes, Median Widening



# DRAFT ENVIRONMENTAL IMPACT STATEMENT Cont.



- LEGEND**
- = Existing Right of Way
  - = Existing Lane
  - = Alternative Footprint
  - = Conceptual Lane
  - = Conceptual Shoulder
  - /// = Potential Disturbance Area

\* Note: The representative section shown is located in New Kent County.

**Figure II.6**  
Representative Alternative Footprints





# DRAFT ENVIRONMENTAL IMPACT STATEMENT Cont.

## SUMMARY OF POTENTIAL IMPACTS

Category	Resource/Element Assessed	1A	1B	2A	2B	3
Right of Way Relocations	Rural (number of parcels)	106	81	106	81	106
	Residential/Suburban Low Density (number of parcels)	418	410	418	410	413
	Outlying Business/Suburban High Density (number of parcels)	213	201	213	201	208
	Central Business District (number of parcels)	52	51	52	51	52
Natural Resources	Wetlands Crossed (tidal/non-tidal acres within limits of disturbance)	28/38	28/37	28/38	28/37	28/39
	100-Year Floodplains Crossed (acres within the limits of disturbance)	21	18	21	18	21
	Public Reservoirs Crossed (number)	4	4	4	4	4
	Threatened and Endangered Species Habitat/Populations (number of species with potential habitat within the limits of disturbance)	3	3	3	3	3
Noise	Residences Impacted (number)	1262	1190	1262	1190	1556
	Proposed Noise Barriers (number/linear feet)	13/39,376	13/39,376	13/39,376	13/39,376	12/37,321
Contaminated Sites	Sites that potentially contain flammable, explosive, corrosive, or toxic substances and include gas stations, industrial sites, storage tanks, etc.)	13	13	13	13	13



# DRAFT ENVIRONMENTAL IMPACT STATEMENT Cont.

## ALTERNATIVE COMPARISON

Alternative Considerations	1A	1B	2A	2B	3
Meets Purpose & Need	✓	✓	✓	✓	✓
Possesses potential for phased construction	✓	✓	✓	✓	✓
Possesses potential for revenue generation			✓	✓	✓
Encroaches on Navy Explosive Safety Zone (5 miles adjacent to Naval Weapons Station Yorktown property)	X		X		
Requires change in current federal law and regulations to allow for tolling of <u>all lanes</u> on Interstate 64			X	X	

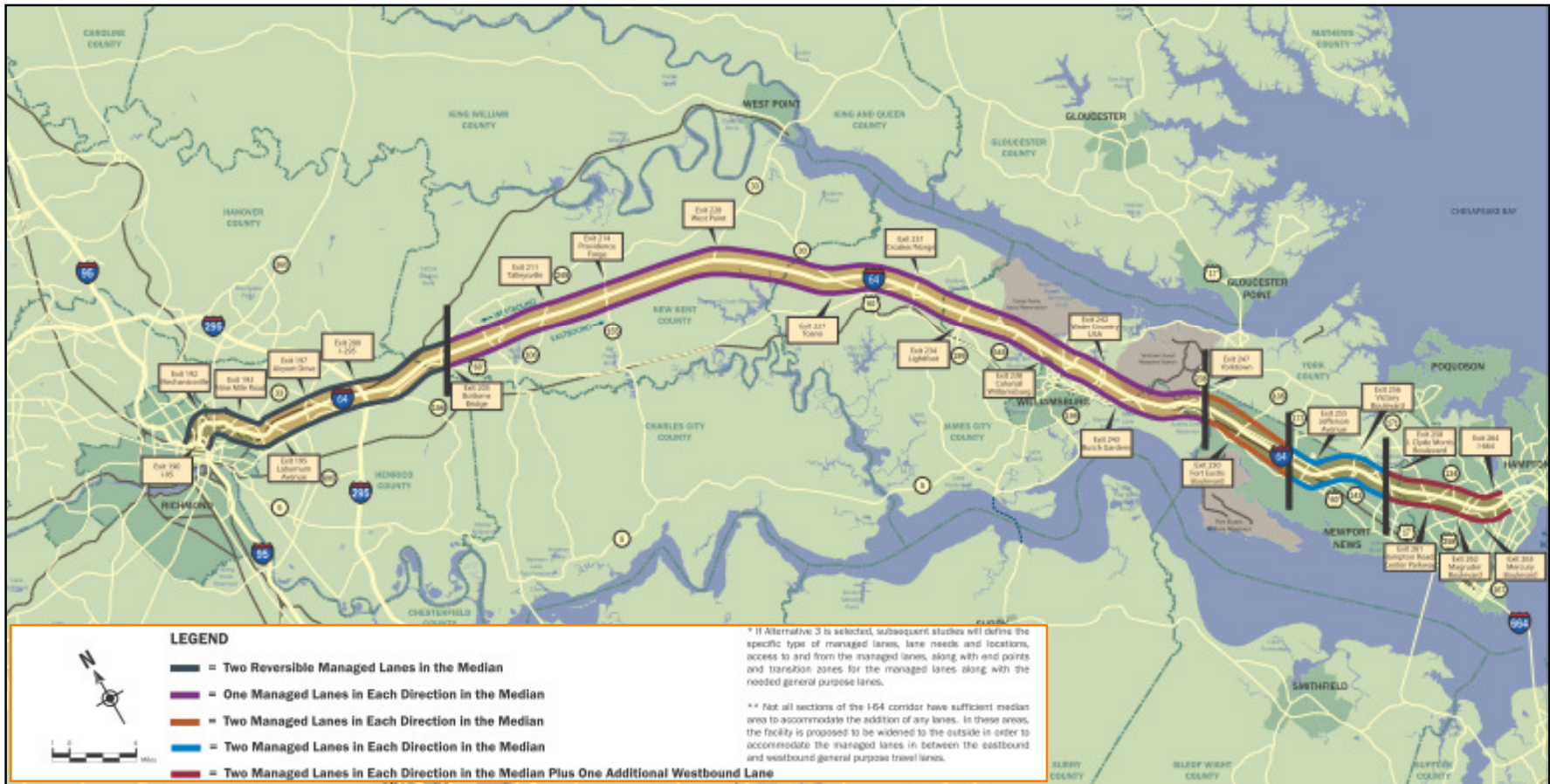






# DRAFT ENVIRONMENTAL IMPACT STATEMENT Cont.

## ALTERNATIVE 3



## PUBLIC HEARING SUMMARY

- **Location public hearings: December 11 – 13, 2012**
  - 226 total persons in attendance
- **DEIS, Technical Reports were made available for comment**
  - Comment period ended January 7, 2013
- **Number of Comments Received: 130**
  - Via comment sheets, emails, letters, and oral comments
  - 119 comments received from Citizens
  - 11 comments received from local government/state and federal agencies
  - **When asked *Which alternative do you feel best meets the needs within the corridor?***
    - 31 in support of alternative 1A, 37 in support of alternative 1B
    - 4 in support of alternative 2A, 10 in support of alternative 2B
    - 15 in support of alternative 3 *in support of PPTA*
  - **When asked *Would you support the use of tolls as a way to finance the needed improvements within the I-64 corridor from Richmond to Hampton Roads?***
    - 40 in support
    - 51 not in support

## NEXT STEPS/STUDY SCHEDULE

- **March 2013 – Commonwealth Transportation Board Decision on Preferred Alternative**
- **November 2013 – Final Environmental Impact Statement**
- **2014 – Federal Highway Administration Record of Decision**

