

STATE PROJECT: 0064-M11-002, P101

ALTERNATIVES

One Managed Lanes in Each Direction in the Median

Two Managed Lanes in Each Direction in the Median

Two Managed Lanes in Each Direction in the Median

Two Managed Lanes in Each Direction in the Median Plus One Additional Westbound Lane

INTERSTATE 64 PENINSULA STUDY ENVIRONMENTAL IMPACT STATEMENT



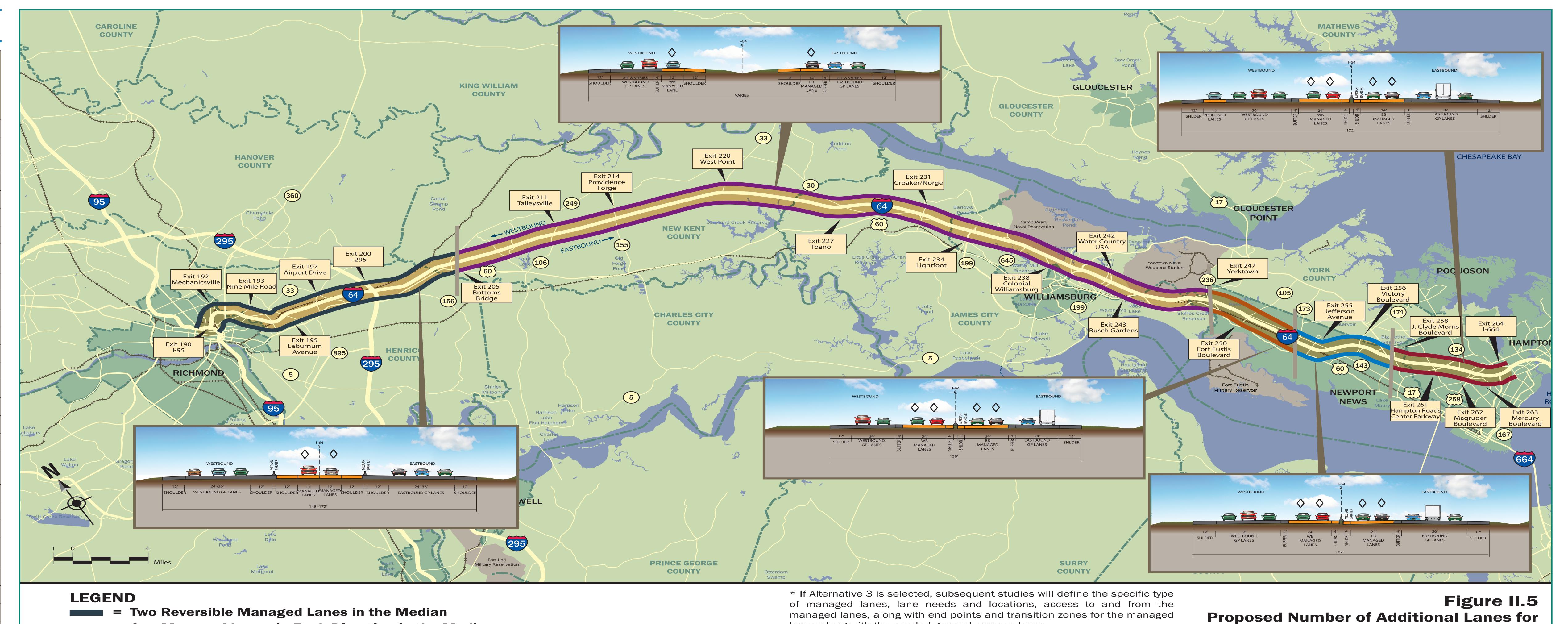
Build Alternative 3

BUILD ALTERNATIVE 3 (MANAGED LANES)

SUMMARY OF POTENTIAL IMPACTS¹

Category	Resource/Element Assessed	(Managed Lanes with General Purpose Lanes Alternative)
Farmlands	Prime Farmlands	65 acres
	Farmlands of Statewide Importance	37 acres
	Agricultural/Forestal Districts	2 acres
Right of Way and Relocations	Rural	106 parcels
	Residential/Suburban Low Density	413 parcels
	Outlying Business/Suburban High Density	208 parcels
	Central Business District	52 parcels
Socioeconomic and Environmental Justice	Disproportionate Impacts to Minority and Low Income Populations	No
	Estimated Lost Tax Revenue	Negligible
Public Parklands	Park Facilities	3
	Use of Park Facilities	37 acres
Natural Resources	Wetlands Crossed – Tidal	28 acres
	Wetlands Crossed – Non-Tidal	39 acres
	Other Waters of the US Crossed – Tidal	2,936 linear feet
	Other Waters of the US Crossed – Non-Tidal	109,580 linear feet
	VDEQ 2010 Impaired Waters Crossed	9
	100-Year Floodplains Crossed	21 acres
	Public Reservoirs Crossed	4
	Threatened and Endangered Species Habitat/ Populations	3
Historic Properties	Historic Sites/Districts	2
	Archaeological Sites ²	7
	Battlefields	5
Air Quality	Conforms to National Ambient Air Quality Standards	Yes
Noise	Common Noise Environments	66
	Residences	1,156
	Churches/Parks/Schools/Athletic Fields	4
	Proposed Noise Barriers	37,321 linear feet
Contaminated Sites	Sites Identified for Further Investigation	13
Visual	Adversely Affected Visually Sensitive Areas	0
Capital Cost ³	Cost in Billions (year 2017 dollars)	\$4.7 - \$7.3
1 Detential increases are viitle	in the limits of disturbance	

Potential impacts are within the limits of disturbance.



lanes along with the needed general purpose lanes.

** Not all sections of the I-64 corridor have sufficient median area to

accommodate the addition of any lanes. In these areas, the facility is

proposed to be widened to the outside in order to accommodate the managed

lanes in between the eastbound and westbound general purpose travel lanes.

² A complete identification of affected significant archaeological sites will be performed after a preferred alternative is selected.

Each cost estimate is preliminary and would be refined if an alternative is advanced. Details of the cost estimates are included in **Table 5** of the *Alternatives Development Technical Memorandum*.