

I-64 HRBT EIS

Alternatives CIM, April 2012

FAQs included in Brochure:

1. What is an EIS and what will it include?

An Environmental Impact Statement (EIS) is a document required by the National Environmental Policy Act for all federal projects or actions that are likely to have a significant impact on the environment. The EIS will serve as a tool for the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) to make an informed project decision. The EIS includes the review of a reasonable range of alternatives, their ability to meet the needs of the study, and their likely impacts to the social, cultural, and natural environment.

2. When will the study be complete, and when would improvements be made?

The I-64 Hampton Roads Bridge Tunnel (HRBT) EIS study is scheduled for completion in Spring 2014. There is currently no schedule for improvements to the corridor. Design documents must be completed, and necessary right-of-way acquired, before construction can begin. This process may take several years to complete if funding is available.

3. Tolls are being considered for other studies in the area. Are they being considered for the HRBT study?

Identifying funding sources is not within the scope of this study. However, tolling can cause diversion of traffic to other facilities and this diversion can influence the extent of improvement concepts that meet the purpose and need. Because of this, and because a fund source has not yet been identified, the potential impact of tolls is being included in the traffic forecasts.

4. Is there currently funding to construct improvements? When will funding decisions be made? Who will make these decisions?

No funding is currently available for improvements. Funding decisions can be made after the EIS is complete if a build alternative is selected by the Commonwealth Transportation Board 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.

5. What environmental resources are being considered in the study?

The following are some of the environmental resources being evaluated in the EIS:

- Historic / Archeological Resources
- Social / Community Resources
- Threatened & Endangered Species
- Parks and Recreation Areas
- Wetlands / Streams / Tidal Waters
- Economic Considerations
- Air Quality
- Noise Levels
- Land Use

6. Why are we doing this study? What is the importance of this study?

VDOT is completing this required study in order to make an informed decision regarding appropriate improvements in the I-64 HRBT corridor. This study incorporates valuable input from the public and other government agencies.

7. How does the study affect nearby military facilities?

I-64 and the HRBT provide a strategic link to several military installations, including Naval Station Norfolk. VDOT is considering how any improvements proposed by this study would affect the mobility of military personnel and equipment.

8. Who will approve the study outcome?

The Commonwealth Transportation Board (CTB) will select a preferred alternative from among the alternatives evaluated in the Draft Environmental Impact Statement (EIS) and following the location public hearing. The Final EIS documents the action of the CTB, responds to substantive comments received on the Draft EIS and is presented to FHWA for their approval. FHWA documents their approval with a Record of Decision (ROD).

9. What is the role of a public-private partnership for construction and funding of the HRBT?

Virginia's Public-Private Transportation Act (PPTA) allows private entities to construct, maintain, and operate transportation facilities through agreements with VDOT. Several proposals have been received for funding improvements to the corridor under a public-private arrangement, however decisions on the advancement of these proposals have been delayed pending the outcome of this study.

10. How are improvement alternatives being developed? What is the status of these alternatives?

VDOT received various suggestions for alternatives from the public and other government agencies during project scoping in Summer 2011. These suggestions are being considered to determine if they address the transportation needs. VDOT is now conducting traffic and engineering analysis to further develop reasonable alternatives. The proposed alternatives are currently in an early conceptual stage and the public is encouraged to review and provide input on these concepts.

11. What are the Build-8, Build-10, and Build-8 Managed Alternative Concepts?

VDOT has identified a range of potential alternative concepts which are currently being considered based on their ability to address transportation needs in the corridor. The Build-8, Build-10 and Build-8 Managed alternative concepts are three potential alternatives from this range that could address the purpose and need of the study. The public is encouraged to review and provide input on these concepts.

- The Build-8 Alternative Concept proposes four travel lanes in each direction on I-64 through the corridor. This would generally add one travel lane in each direction in Hampton, and two travel lanes in each direction on the bridges, in the tunnels and in Norfolk.
- The Build-10 Alternative Concept proposes five travel lanes in each direction on I-64 through the corridor. This would generally add two travel lanes in each direction in Hampton, and three travel lanes in each direction on the bridges, in the tunnels and in Norfolk.
- The Build-8 Managed Alternative Concept would be similar to the Build-8, but would include traffic management such as for High Occupancy Vehicles (HOV), High Occupancy Toll (HOT), and/or tolls. The scope of management options is being analyzed.

12. Is any rehabilitation planned for the existing HRBT?

Other than routine maintenance, there is no major rehabilitation planned by VDOT for the HRBT. Rehabilitation is being considered during this study.

13. How are historic properties being considered?

Section 106 of the National Historic Preservation Act requires that the study take into account the effects of potential improvements to historic properties, including architectural and archeological resources. VDOT has completed an initial survey of known historic properties in the corridor and identified those which may require additional investigation. VDOT is also considering public input on the identification of potential historic properties.

14. How is the public involved in the study process?

The public is being provided multiple opportunities to review study materials and offer comments to VDOT during development of the Environmental Impact Statement.

- The first Citizens Information Meeting was held in July 2011 at the start of the study. At this meeting, the public provided input regarding transportation needs in the corridor as well as ideas for improvements.
- At the second Citizen Information Meeting in April 2012, the public will have an opportunity to comment on the ongoing traffic analysis, alternative concepts being considered by VDOT, and the environmental features within the I-64 HRBT corridor.
- VDOT anticipates completion of the Draft EIS in December 2012. The public will be provided an opportunity to review the Draft EIS and provide comments on the document. In conjunction with the Draft EIS, VDOT will hold a public hearing to present draft study findings and receive additional public input.

15. Who do I contact if I have a question?

You may contact Ms. Angel Deem, VDOT Project Manager, at Angel.Deem@VDOT.Virginia.gov