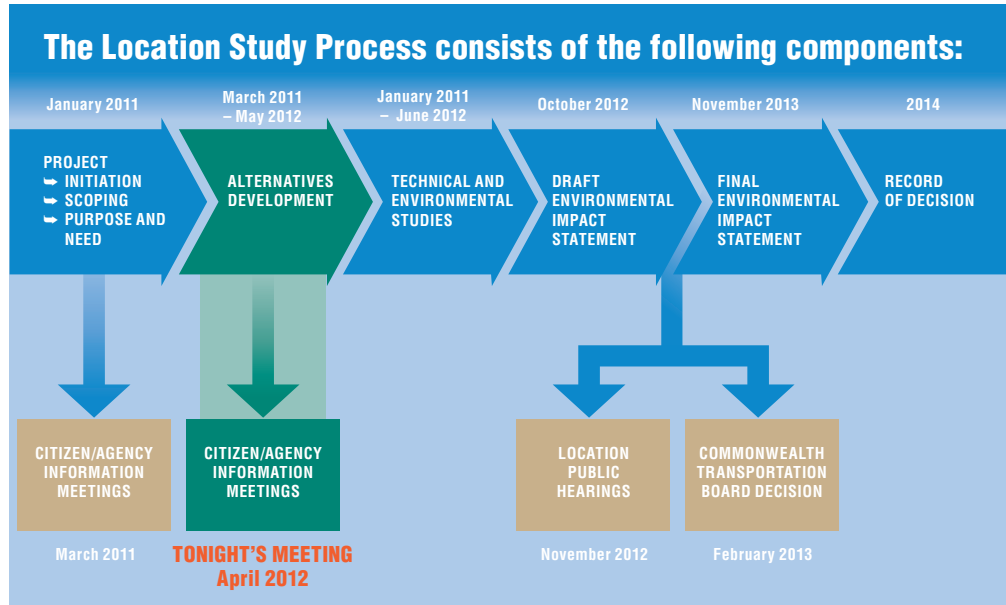


NEXT STEPS

Alternatives will be further developed, a toll diversion study will be initiated, and technical and environmental studies will continue. The Draft Environmental Impact Statement that will document this work is expected to be completed by the end of the year. After the document is distributed a public hearing will be held, giving you another opportunity to provide comments.

STUDY PROCESS



HOW TO COMMENT

You can give us comments in four ways:

- **TONIGHT** – We want to hear from you. Talk to us, fill out a comment form and drop it into the box before you leave.
- **MAIL** – If you are not ready to submit your comments tonight, you may submit them by **May 31, 2012** to:

I-64 Peninsula Study Team
 c/o McCormick Taylor, Inc.
 North Shore Commons A
 4951 Lake Brook Drive, Suite 275
 Glen Allen, Virginia 23060

- **EMAIL** – If you prefer, you can email information to I-64PeninsulaStudy@mccormicktaylor.com. When submitting electronically, please reference “**CIM2 Comments**” in the subject line.
- **ONLINE** – You can submit your comments using the on-line comment form by accessing the VDOT website page for this project at www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp.

VISIT OUR WEBSITE

For additional information you can access the VDOT website at any time to review all of the materials presented at tonight’s meeting and the dates, times and locations of future meetings. You’ll find other project information as well at www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp.

CONTACT US

Finally, you can contact VDOT’s project manager, **Mr. Nicholas Nies** at 804-786-1092 or Nicholas.Nies@VDOT.Virginia.gov.



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 project or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed above.

SPRING 2012
 STATE PROJECT: 0064-M11-002, P101



WELCOME

The Virginia Department of Transportation (VDOT) in conjunction with the Federal Highway Administration is studying potential improvements to address existing and future transportation needs in the I-64 Corridor from I-95 in the city of Richmond to I-664 in the city of Hampton.

The purpose of this Citizen Information Meeting is to present possible ways to reduce traffic congestion for and increase safety of I-64 travelers between Richmond and Hampton Roads, and provide you with the opportunity to review and comment on the conceptual alternatives being considered. Specifically, today’s meeting will focus on the full range of alternatives being developed, including:

- No Action (No Build) alternative
- Transportation systems management
- Travel demand management
- Highway build conceptual alternatives
- Managed lanes and toll lane options
- Other multi-modal options within the corridor including passenger rail, freight rail, bus transit and barge service

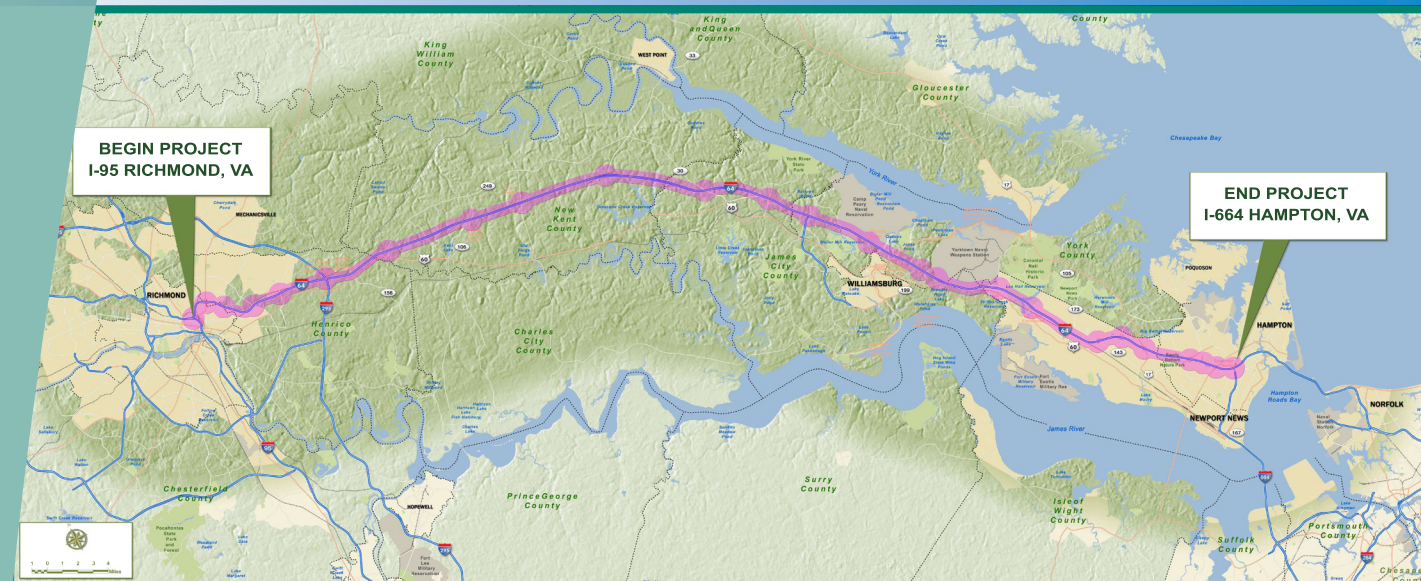
While you are here, we ask that you:

- View the displays
- Talk to VDOT and its consultant team
- Get answers to your questions
- Fill out the comment sheet

Please tell us what you think. We are here to listen.

ALTERNATIVES DEVELOPMENT/ CITIZEN INFORMATION MEETINGS

- **Wednesday, April 25, 2012**
 City Center Conference Room
 Fountain Plaza II
 700 Town Center Drive
 Newport News, VA 23606
 5:00 PM – 8:00 PM
- **Thursday, April 26, 2012**
 Watkins Elementary School
 6501 New Kent Highway
 Quinton, VA 23124
 5:00 PM – 8:00 PM



WHY IMPROVEMENTS ARE NEEDED

Increasing traffic congestion and an aging infrastructure have led to greater concerns for travelers along the corridor. Therefore, improvements to I-64 are needed to address the following:

Capacity – The 2011 traffic volumes are higher than the current facility can accommodate, particularly during peak travel times. The existing facility will be unable to handle the projected 2040 traffic volumes at an acceptable level of service. The proposed I-64 Improvements could:

- Provide increased capacity to reduce travel delays
- Improved access to tourist attractions
- Provide efficient connectivity for military installations
- Provide capacity for increase freight demand
- Provide for efficient freight movement in and out of the Port of Virginia
- Support current economic development needs along the corridor and in the region.

Roadway Deficiencies – Due to changes in the interstate design standards and traffic volumes creating wear and tear on the corridor infrastructure, there are a number of roadway and structure deficiencies throughout the corridor. Future increase in traffic volumes and the aging of the system will continue the deterioration of the corridor. The proposed I-64 Improvements could:

- Eliminate roadway and bridge deficiencies on the mainline and at the interchanges

Safety – Existing traffic congestion, along with the aging roadway deficiencies, have exacerbated safety concerns within the corridor. Safety concerns will increase due to an increase in traffic volumes and as the system ages. The proposed I-64 improvements could:

- Improve safety by reducing the frequency of vehicle crashes along the corridor.

FREQUENTLY ASKED QUESTIONS

What is a location study?

A location study consists of environmental, traffic, and engineering studies, as well as public involvement and outreach efforts. An important element of this location study involves preparation of an Environmental Impact Statement (EIS) to meet requirements of the National Environmental Policy Act (NEPA) and other related laws.

What is the National Environmental Policy Act (NEPA)?

Congress enacted NEPA in December, 1969, and President Nixon signed it into law on January 1, 1970. NEPA was the first major environmental law in the United States and established this country’s national environmental policies. To implement these policies, NEPA requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Following this environmental review process leads to better informed decisions and increased citizen involvement.

What is an EIS and what will it include?

Once the candidate build alternatives are identified, the EIS will examine potential environmental impacts based on detailed studies, field reviews and resource agency input. The resources to be studied include, but are not limited to:

- Air Quality
- Cultural/Historic Properties
- Farmlands
- Hazardous Materials
- Noise Impacts
- Parks & Recreation Areas
- Social & Economic Considerations
- Threatened/Endangered Species
- Wetlands, Streams & Other Waterbodies

How long will it take to conduct the study?

The study began in January 2011 and is scheduled to end in 2014.

When would anything approved in this study actually be built?

The environmental process has to be completed before any construction can occur. If a ‘build’ option is selected, design and construction documents must also be prepared and the right-of-way acquired. The entire process will take several years, assuming funding availability.

Why does it take VDOT so long to plan a highway?

VDOT must follow many required laws and regulations, collect substantial amounts of information, carefully consider all relevant factors, consult with citizens and elected officials, coordinate with other government agencies, develop and consider a range of alternatives, and fully document all these efforts. In short, highway planning in this day and age is a complex process that takes time to complete.

How much will the entire project cost?

The cost depends entirely on the alternative decided upon by the Commonwealth Transportation Board (CTB). The CTB is comprised of citizens appointed by the Governor. If a build solution is selected, costs will depend on the type of facility (e.g. type of access-control, interchange vs. intersection), the number of access points, and the number of lanes. The EIS will include cost estimates for different alternatives.

Where will the road improvements be located?

VDOT compiles factual information to meet NEPA requirements for impartial review of all alternatives, including the No-Build alternative. The CTB makes the ultimate decisions regarding the implementation of any build alternative. This decision is made following the completion of the Draft EIS and the Location Public Hearing.

Is there funding to construct?

As of today, there is no funding for construction of any improvements. Once an alternative is selected, VDOT will examine possible funding sources. Allocations of funding for construction are made annually with the update of the Six-Year Improvement Program.

DEVELOPING THE BEST SOLUTIONS

There are a number of possible solutions to addressing the need for improvements along the I-64 corridor. Our goal is to develop the best and most cost effective solutions that meet the project purpose and needs while avoiding and minimizing impacts to the human and natural environments. The following are the types of alternatives that are being developed:

No Action (No Build) Alternative

- No Build would include all projects currently programmed in VDOT’s Six-Year Improvement Program, which could include maintenance projects.
- Included as a baseline for the comparison of future conditions and impacts.
- Can be identified as the selected alternative if determined to be the best option.

Transportation System Management (TSM) / Travel Demand Management (TDM)

- Involves only minor work to the existing I-64 facility.
- **TSM** projects improve traffic flow, improve signalization, implement high occupancy vehicle (HOV) lanes, improve intersections, and implement traveler information programs for active traffic management.
- **TDM** encourages new driving habits through staggered commuting hours, telecommuting, car and vanpooling, ridesharing, and the creation of park and ride facilities.

Highway Conceptual Build Alternatives

A full range of build alternatives are being investigated. Investigations are focusing on:

- The **number of lanes** required to meet the needs of future traffic volumes projected for year 2040.
- The **type of lanes** including general purpose travel lanes, managed lanes, toll options and combinations of these.
- The **locations of lanes** including inside widening, outside widening, and combinations of the two.
- The **types and locations of managed lanes** such as: High Occupancy Toll (HOT) lanes, High Occupancy Vehicle (HOV) lanes, express toll lanes, full toll lanes, and combinations of these options.

ADDING LANES

Highway capacity can be increased by adding travel lanes. These lanes can be general purpose lanes, managed lanes or a combination of the two. Lanes can be added:

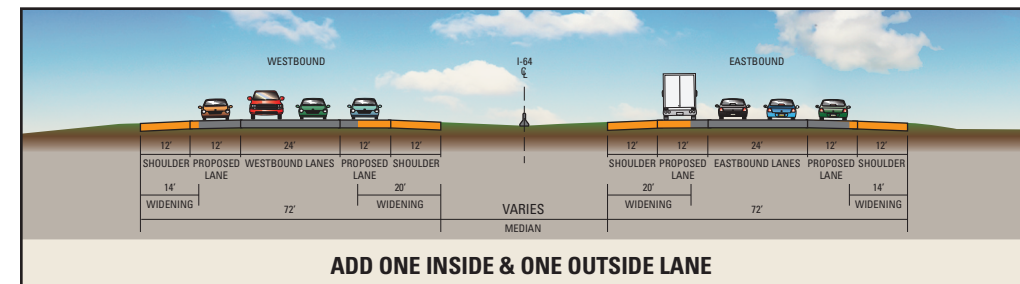
- To the inside of existing lanes by widening within the median
- To the outside of existing lanes in order to preserve the median (but possibly requiring right-of-way)
- Both to the inside and outside of existing lanes

MANAGED LANES

Managed lanes are highway facilities or a portion of a facility where operational strategies are implemented in response to changing conditions. These are the managed lane options being considered for the I-64 Corridor.

- **High Occupancy Vehicle (HOV) Lanes** – An HOV lane is designated for exclusive use by vehicles with two or more occupants for all or part of a day. Sometimes called a carpool lane, these lanes encourage people to share vehicles, rather than drive on their own, which takes more vehicles off the road, therefore lessening congestion.
- **High Occupancy/Toll (HOT) Lanes** – A HOT lane is any HOV lane that allows vehicles not meeting minimum occupancy requirement to use the lane by paying a toll.
- **Express Toll Lanes** – Lanes where all vehicles pay according to the same schedule.

Managed lanes could be added to I-64 alone or along with general purpose lanes and implemented for the full 75 miles or for specific sections of the I-64 corridor.



This illustration shows how the highway could be widened, by adding a lane to the inside and to outside of existing travel lanes. It is one of several possible widening options being considered.